

Hon. F. DAVIS: The Act clearly laid down how a member of a union could be dealt with, but if the shareholders were not to be responsible, what alternative would Mr. Gawler suggest?

Hon. D. G. GAWLER: He was going on the injustice of making the individual shareholder in a company liable. He drew a distinction between a shareholder who might have put a large amount of money into a company and a member of a union. Their positions were vastly different. The member of a union only made a contribution, but not to the same extent as the shareholder.

Amendment put and a division taken with the following result:—

Ayes .. .. . 9

Noes .. .. . 7

Majority for .. .. . 2

#### AYES.

|                     |                          |
|---------------------|--------------------------|
| Hon. J. D. Connolly | Hon. C. Sommers          |
| Hon. D. G. Gawler   | Hon. T. H. Wilding       |
| Hon. E. McLarty     | Hon. Sir E. H. Wittenoom |
| Hon. M. L. Moss     | Hon. R. J. Lynn          |
| Hon. W. Patrick     | (Teller).                |

#### NOES.

|                   |                        |
|-------------------|------------------------|
| Hon. R. G. Ardagh | Hon. Sir J. W. Hackett |
| Hon. J. Cornell   | Hon. B. C. O'Brien     |
| Hon. J. E. Dodd   | Hon. F. Davis          |
| Hon. J. M. Drew   | (Teller).              |

Amendment thus passed.

Clause as amended put and passed.

Progress reported.

*House adjourned at 6.15 p.m.*

#### PAIR.

|                   |                      |
|-------------------|----------------------|
| Hon. J. W. Kirwan | Hon. H. P. Colebatch |
|-------------------|----------------------|

## Legislative Assembly,

*Thursday, 17th October, 1912.*

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

### QUESTION—SALT INDUSTRY, ESPERANCE.

Mr. LANDER (for Mr. Green) asked the Minister for Lands: 1, Is he aware that a salt company in South Australia is also interested in the lease of the Pink Lake in the Esperance district? 2, How many men are at present being employed by the lessee of Pink Lake in the Esperance district? 3, Has Mr. McGlew, the lessee of Pink Lake, applied for a grazing lease, in which White Lake will be included? 4, Is he aware that White Lake contains valuable deposits of salt, and that its acquirement will then give the lessee practically a monopoly of the deposits in the district that are commercially valuable? 5, If the foregoing is correct, will he refuse the application for the lease of White Lake, if the same is not already granted?

The MINISTER FOR LANDS replied: 1, Yes. The Standard Salt Co., Ltd. 2, *No*; though about forty men were employed in August last. 3, No; but Messrs. McGlew & Morgan (two directors of the Standard Salt Co., Ltd.) have applied for the land, excluding White Lake, which is reserved for water. The application is not yet approved. 4, Yes. 5, Application has been made for a special lease for working salt deposits on White Lake by E. J. McCarthy, manager of Standard Salt Co., Ltd. A report is being obtained from a surveyor. If it is decided to lease it, applications will be invited by *Gazette* notice. Pro-

vision now being made for labour covenants and royalty.

#### QUESTION—LIME PRODUCTION.

Mr. CARPENTER asked the Premier : 1, Is the Government aware that arrangements are now being made, under which the production of lime in this State will be controlled by a well-known timber corporation ? 2, Will the Government, in order to ensure a supply of lime at fair rates for the building of workers' dwellings and other public purposes, consider the advisableness of establishing State lime works ?

The MINISTER FOR LANDS (for the Premier) replied : 1, It has been rumoured that such is the case, but the Government are not in possession of any definite information on the point. 2, An investigation of available limestone deposits is now proceeding to ascertain whether supplies can be made available at economical rates.

#### QUESTION—KARRI TIMBER.

Mr. O'LOGHLEN (without notice) asked the Minister for Works : Whether, in view of the many damaging and disparaging remarks made yesterday in the Federal Parliament in regard to our timber, the Minister proposed to make a public statement in regard to the matter ?

The MINISTER FOR WORKS replied : I do propose at the earliest possible moment to make a general statement to the Chamber outlining the true value of karri, as submitted by the records of expert officers of the department.

#### BILL—TRAFFIC.

##### *As to Recommittal.*

The MINISTER FOR WORKS (Hon. W. D. Johnson) : When in Committee the member for Beverley (Mr. Broun) had desired to make an amendment in reference to motor wagons, and he (the Minister) had promised to recommit the Bill in order to insert the amendment in its proper place.

But, on consulting the Crown Law authorities, he had been advised that Clause 50 covered the amendment which the honourable gentleman had desired to insert. It was true that Clause 50 would also cover traction engines, as specified in the proposed amendment, but the Crown Law authorities were of opinion that it would be as well if traffic engines were specially mentioned, although there was no need to specify motor wagons. For that reason it was not proposed to overload the Bill with a clause declared to be unnecessary.

Mr. A. E. Piesse : There is really no necessity for Clause 45.

The MINISTER FOR WORKS : Clause 50 really covered the whole.

##### *Recommittal.*

On motion by the Minister for Works Bill recommitted for the further consideration of Clauses 5 and 7.

Hon. M. F. Troy in the Chair ; the Minister for Works in charge of the Bill.

Clause 5—Traffic Inspectors and other officers :

The MINISTER FOR WORKS moved an amendment—

*That the following be added to stand as paragraph (e) of Subclause 2 :—"may be dismissed from office by the local authority, but only with the approval of the Minister."*

During the Committee stage attention had been drawn to this clause, which provided for the appointment of traffic inspectors. Hon. members had expressed the opinion that power should also be given to the local authority to dismiss such officers. He (the Minister for Works) had since consulted the Crown Law authorities, who considered that it might be as well to add the provision, although they were of opinion that the Local Government Acts already provided for the dismissal of officers. However, it was desired to specifically include the provision.

Mr. A. E. PIESSE : To some extent the new paragraph would meet the wishes expressed by hon. members. However, the addition of the words, "only with the approval of the Minister"

would make it somewhat complicated, because in some instances the inspector would also be the secretary of the board, and consequently it would be anomalous if the board could dismiss its secretary but would have to seek the Minister's approval for the dismissal of the inspector.

**THE MINISTER FOR WORKS:** If the secretary happened to be also inspector, and the board desired to dismiss the secretary, they could do so. In such a case the dismissal would not come within the provisions of the measure at all, for if the secretary was dismissed it would follow that the inspector would be dismissed also, if the one man were acting in the dual capacity.

**Hon. J. Mitchell:** Why require the approval of the Minister?

**THE MINISTER FOR WORKS:** The object of providing for the approval of the Minister was to secure a guarantee that the measure was being properly administered. The board might desire to dismiss an inspector because he was carrying out his duties too well.

**Hon. J. MITCHELL:** The amendment was altogether wrong. Why should the Minister have anything to do with the dismissal of an officer appointed by the local authority? If there was any necessity for providing for the approval of the Minister of such dismissal why not do away with the local authority altogether, and let the Minister take over the control of the board's affairs? The roads boards were not as bad as the Minister imagined. They collected the wheel tax and other taxes, and if they did not it was nothing to do with the Minister. The rates they collected were spent without reference to the Minister. Generally it was intended to leave the control of all affairs in a roads board district in the hands of the roads board, but the Minister now said that an officer could be dismissed only with the approval of the Minister. The local authority was not likely to dismiss an officer for being over-zealous.

**Mr. Lander:** It is just what they will bump him for.

**Hon. J. MITCHELL:** The hon. member might himself get a bump the next time he went before his masters.

It would be better to repeal the Act under which the roads boards enforced their authority than to deprive them of their authority. Why should the Minister say the boards were not doing their duty? They were as capable to do their work as the Government.

**Hon. W. C. ANGWIN (Honorary Minister):** There was not a secretary of a roads board in the State who could be sacked without permission, and the same applied to secretaries in almost every town. Their salaries could not be reduced without permission, and that had been brought about by the present Opposition when they were in power. This Bill provided that an inspector should not be dismissed without the approval of the Minister if he had merely done his duty. Would any Minister insist on a local authority continuing to employ a secretary who was also an inspector if he was not carrying out his secretarial duties properly? This was only a safeguard in case an officer did not carry out his duties as inspector. The Government, of which Mr. Mitchell was a member, did more to take away the power from local authorities than any other Government.

**Mr. Foley:** That is one good thing to his credit.

**Hon. H. B. LEFROY:** Roads boards secretaries were appointed by the boards and the Minister had nothing to do with their appointment. If such an officer was appointed secretary to a board of health that was a different matter.

**The Minister for Works:** Are there separate secretaries?

**Hon. H. B. LEFROY:** There might be.

**The Minister for Works:** That is exactly the point.

**Hon. H. B. LEFROY:** The point was that traffic inspectors would not be appointed to look after the affairs of a board of health, but of a roads board. There was too much of this going to the Minister for approval. The roads boards were doing good work and if the Minister wished to make them self-respecting he would give them power instead of taking it away. The Minister appeared to desire to centralise

the work of the roads boards in the Works Department. Why should a secretary appointed as traffic inspector have to get the approval of the Minister? He had been a member of a roads board for the greater part of his life and those bodies did their utmost to carry out the law; but they did not receive the assistance which they once received from the Government. Under the Cart and Carriage Licenses Act a constable could ask a driver for his license, but the police had been instructed to have nothing to do with it.

Hon. W. C. Angwin (Honorary Minister): Who instructed the police?

Hon. H. B. LEFROY: If they had not been instructed they now took no interest in it. The assistance of the police would be valuable. Roads boards were elected by the ratepayers and it was the duty of the ratepayers to see that they did their work. To require Ministerial approval for every little thing was treating the local authorities like children.

Mr. SWAN: While the speech of the hon. member might not be interesting to most members, he desired to hear it and he could hear nothing on account of the conversations being carried on.

The CHAIRMAN: Now that attention had been drawn to the interruption, he asked members to keep order while a member was speaking.

Mr. LANDER: It was time the Minister had power to veto the dismissal of any officer if he carried out his duties. Local bodies often requested the police to assist them, because their own officers could not collect licenses. In several cases where constables had been asked to take action and had done so requests had been made for their removal. The permission of the Minister should be necessary so that anything of this kind would be impossible.

Hon. J. MITCHELL moved an amendment on the amendment—

*That all words after " authority " be struck out.*

The MINISTER FOR WORKS: It would be ridiculous to delete this portion of the proposed new subclause because

the appointment had been agreed to with the approval of the Minister. The question of the approval of the Minister was debated when the Bill was formerly in Committee and members agreed to the proposal. If an appointment was subject to the approval of the Minister then the dismissal should be subject to the approval of the Minister. The member for Northam had said that the Government would not trust the local bodies, but the local bodies for years had been agitating for this Bill. The measure was drafted as the result of various representations made at different roads board conferences and when the Bill was drafted, including this clause as printed, it was submitted to the roads board conference and they agreed to it. Some members had said that due consideration had not been given to the Bill, but since the roads board conference the executive of the roads board association representing, he took it, the best men of the whole of the roads boards of the State, had gone through the Bill again and had written to him (the Minister) agreeing to the Bill and endorsing it with one or two exceptions, but they had not taken exception to this clause, showing that the Bill was agreeable to the local bodies.

Hon. J. MITCHELL: The objection was to the Minister interfering with an officer who was paid by the local authority. The Minister had quite enough to do without interfering in these matters. Local authorities should control their own officers. It might be right if a board said that they wished the approval of the Minister to the suitability of a person to fill the position of inspector, but since it was more than probable that the secretary of a board would be the inspector it was only right that the dismissal of the secretary should carry with it his dismissal from all offices which he filled. It was to be hoped the Committee would leave in the hands of the local authority the power of dismissal without reference to the Minister at all.

Amendment on amendment (Hon. J. Mitchell's) put and negatived.

Mr. A. E. PIESSE: Was there any power in the Bill to remunerate inspectors?

The MINISTER FOR WORKS : That matter had been looked into and there was no question that a local body had power to remunerate an officer they appointed under the Roads Act. The Crown Law Department were of opinion that not only had boards power to remunerate but also to dismiss, but it being so definitely stated that an inspector's appointment should be subject to the Minister's approval, he (the Minister) thought it well to have it provided that the dismissal should be subject to the approval of the Minister also.

Amendment (the Minister's) put and passed.

Clause as amended agreed to.

Clause 7—Licenses—when required :

The MINISTER FOR WORKS moved an amendment—

*That the following proviso be added to the clause :—" Provided that no vehicle license shall be required for the use on any road of any agricultural machine."*

This matter had been debated previously and the amendment had been inserted to allow an agricultural machine to be shifted along a road without a license.

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

Mr. A. E. PIESSE : Did the Minister intend to deal with the question of exempting children's bicycles from the payment of fees ?

The MINISTER FOR WORKS : On Clause 7 this question was raised, and when the schedule was reached the fee for bicycles was reduced to meet the case.

Bill again reported with further amendments.

## BILL—DISTRICT FIRE BRIGADES ACT AMENDMENT.

### Message.

Message from the Governor received and read recommending the Bill.

### Second Reading.

Hon. W. C. ANGWIN (Honorary Minister) in moving the second reading said : I wish to point out that it has been found by several local authorities that the increased expenditure, which was

brought about by the coming into force of the Fire Brigades Act, has made it almost impossible for them to make ends meet without increasing their rates. There is no doubt that at the time the Fire Brigades Act was before the House it was not considered by many local authorities that the expenditure of running fire brigades would be so heavy as to necessitate the striking of additional rates to provide funds for that purpose. The Act provided that the local authorities should pay a moiety to the Fire Brigades Board from the general rate, and, as hon. members are aware, during the last few years, the local authorities have been handicapped considerably in regard to their finances. Their subsidies have been decreased until last year, when they were increased a little, but additional duties have been cast on the local authorities, and it was found necessary in many instances that they should have the power to increase their revenue. Under the Fire Brigades Act, the local authorities consisted of 50 roads board districts and municipalities. Out of this total, there were 18 districts in which there was a prescribed area, that is, that the fire brigade had jurisdiction over only a portion of a municipal or road district. Therefore, there are only 18 districts at present out of the fifty which are liable to contribute for a prescribed area only to the fire brigade funds. In 1910 there was a total of £9,339 15s. which had to be paid by the local authorities. In 1911 the total was £8,506 10s., and in 1912 the total was £11,250. The amount in 1912 increased because of the greater expenses of running the fire brigade, due to the growth of the towns and the erection of larger buildings. It is only natural to expect this increase because of the necessity to secure additional appliances, which are required in case of fire.

Mr. Nanson : Have you the total expenditure for the year on the fire brigades vote ?

Hon. W. C. ANGWIN (Honorary Minister) : I have not, but the estimated expenditure this year is £30,000. Out

of that the municipalities are to pay £11,250; the insurance companies, £11,250, and one-fourth is to be paid by the Government, namely, £7,500. That is to say, that three-eighths are paid by the municipalities, three-eighths by the insurance companies, and one-fourth by the Government. The amount of £30,000 is that which was asked for by the Fire Brigades Board to enable them to carry on during the current year. I believe that in every State, excepting Western Australia—I have not the information in regard to Queensland—the local authorities have the power to strike a rate for the express purpose of providing for fire brigades. That is a rate in addition to the general rate which is allowed for the general work of the local authority. Our present Act provides that the amount of any contribution paid by a local authority may be paid out of the annual general rate; provided that if the liability of a road board to contribute is restricted to a prescribed area of its district the Board may increase the general rates payable in respect of rateable property in such area within the statutory limit of the general rates. That provides that if a roads board had the power to strike a 1s. rate they could then, if they so desired, strike an additional rate so long as it did not exceed the amount of 1s. 6d. Hon. members will agree with me that if fire brigades are necessary the power should be given to the local authorities to raise money to pay for their upkeep. To-day, that power does not exist. The average rate required in almost every district in Western Australia is close on 1½d.; that is on the annual ratable value. To be accurate, the amount is 1.683d. That applies to almost every district in Western Australia. The average rate for 1910 amounted to 1.703d.; for 1911, 1.425d.; and for 1912, 1.880d. It will be seen, therefore, that to take from some of these small local authorities a shade over 1½d. out of their rate of 1s. 6d. would be rather a hardship and it would have a tendency to stop them from carrying out certain improvements and keeping their roads in proper order.

Mr. Dooley: Do you propose to strike a rate on the annual value?

Hon. W. C. ANGWIN (Honorary Minister): The rate will be struck in accordance with the general rate. The amount which I have given has been worked out on the annual rental value. Where there is an unimproved value it would be worked as if it were on the annual value. I have a return here which shows the amount which has been levied from each district during the past three years, the average ratable value per annum, and the average amount of rates which each district will be called upon to pay, and if hon. members desire to peruse it, I will lay it on the Table for their information. It is necessary that the roads boards and municipalities should be allowed to strike an extra rate for the purpose of maintaining the fire brigades. There are one or two instances where a rate has been struck by the local authorities under a misapprehension, and if hon. members will look at the last few words of the Bill they will find that provision is made there whereby the Bill, if it becomes law, will have effect as from the commencement of the District Fire Brigades Act. That has been done with the object of validating any rates that may have been struck in error. One or two districts have, since the introduction of the Fire Brigades Act, struck rates in error. The Act did not give them the power to do that. The rate was struck in addition to the general rate as provided by the Act under which the local authorities are controlled, and these bodies exceeded the statutory limit of the general rate. Fremantle last year struck a 1d. fire brigade rate. They have not done so this year. Guildford struck a 1d. fire brigade rate last year and Leederville struck a 2½d. rate, and this year one of 1½d., so that by this Bill becoming law it will validate the action of these local authorities and others who may have struck a fire brigade rate in error. I do not think that I can say any more in regard to the Bill.

Hon. J. Mitchell: Does not this mean that the local authorities can

strike a rate covering the period the Act has been in force?

Hon. W. C. ANGWIN (Honorary Minister): The local authorities can only strike a rate for the current year, and the Bill provides that the rates shall be struck in the same manner as they are struck under the Local Government Act. I recommend the Bill to members, feeling sure they will agree with me as to the necessity to give the local authorities, if they so desire, the power to strike a fire brigade rate. I beg to move—

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

Mr. MULLANY (Menzies): Before casting a vote either for or against this measure, I would like a little information as to what the effect will be in scattered districts such as we have on the gold-fields. The local authorities there have jurisdiction over large areas and there are different townships situated 40 and 50 miles apart. In my own particular electorate of Menzies, there is a fire brigade established, and it has been there for many years, but the local authority there now has control of other townships 30 miles to the west to Davyhurst, and 20 miles south to Comet Vale, townships of equal importance to Menzies. These districts would not get any benefit from the fire brigade situated at Menzies, and I do not think it would be fair to give the local authorities power to rate property which could not be protected by the fire brigade. In some townships—and I may again instance Menzies—there is a limited water supply and the brigade could not do effective work more than a mile away. Outside the town there are many people living, and it might be proposed under this measure to tax those people for the upkeep of a fire brigade from which they could get no benefit whatever. I do not think this would apply fairly in many cases, and I would like the Minister to explain whether it is the intention to allow rating of property where the residents can get no benefit from the fire brigade. If that is so, I do not intend to support the measure in that form.

On motion by Hon. J. Mitchell debate adjourned.

## BILL—WORKERS' COMPENSATION ACT AMENDMENT.

*In Committee.*

Mr. Holman in the Chair; the Attorney General in charge of the Bill.

Clauses 1, 2, 3,—agreed to.

Clause 4—Interpretation:

Mr. GEORGE: The definition of "dependents" required explanation. The definition of "member of a family" was so very wide that it should be made clear as to how "part dependent upon the earnings of the worker" could be interpreted. As he read the definition, even if a worker occasionally made a present to members of his family that could be claimed to be dependency on him. Dependents should be those who were earning part of their living, but for the balance were dependent upon the worker referred to in the Bill.

The ATTORNEY GENERAL: Dependents meant such members of the worker's family as were totally or partly dependent upon him at the time of the accident. There was no dependency when a person was receiving a present. Dependent naturally implied relationship or incapacity to do without the assistance of a particular person. We might be able to do without gifts, but we could not do without support, and, therefore, dependency in this matter meant reliance upon the worker for either the whole or part of the support necessary for the insuring of life.

Mr. GEORGE: If a person was receiving a certain amount of money per week, or per month, or per year he would be a dependent, but if during the currency of the year only a few gifts were made by the worker that should not be construed into dependency. He was afraid, however, that it would be so construed, and be based that belief on experience, both in his private capacity and as Commissioner of Railways. Claims had been received from persons who could not be said to be regularly dependent, upon the victim of the accident, but who had received

during the preceding year or so, what could only be properly termed as gifts. There should be some definition to shut out cases of that kind. A dependent should be receiving a regular amount of so much per week or per month, and then gifts could not be brought in as evidence of dependency.

Mr. Heitmann: It is hard to define.

Mr. GEORGE: But the definition should be attempted. There was no desire to defeat the object of the measure, namely, that the worker or his dependents should receive some assistance, but, on the other hand, the employer should not be imposed upon, because the Bill might be the means of placing a tremendous burden on the small employers. It should be ensured that only those who were really dependent on the worker received assistance.

The ATTORNEY GENERAL: There was no cause to fear anything from the definition, which was that contained in the English Act. As regards partial dependents, the British law provided for payments not exceeding certain maxima, and similar provisions were in operation in some of the Canadian States and in Queensland, New South Wales, and South Australia. In this Bill the limitation as to when a person become a dependent had not been gone into. There was simply a broad definition that the dependent must be one relying on the worker for support or assistance towards support. There was a broad distinction between benevolence and necessary support, and only by a quibble could a gift be construed into dependency. Whoever was dependent was in reliance on the donor, and the recipient of a gift was not necessarily in that sense a dependent.

Mr. FOLEY: The proposal of Mr. George that a dependent should be one who had been regularly paid by the worker a certain amount per week or per month before the accident, would not overcome the difficulty, because the measure would apply to casual workers as well as to permanent employees. A man might have been out of work for two months, and on his first shift after obtaining employment he might be hurt or killed.

Because that man had not for a period of two months previous sent any money to his dependents, the latter would be debarred from getting any relief under the Act. The provision was a bit wide, but many children of men injured during the past few months had been debarred from getting money because they were not dependants within the meaning of the Act. No one could define what a dependant really was, but the provision in the Bill should give these fighting out the question ample opportunity to arrive at a decision that would benefit those mostly in need of compensation, as well as safeguard the interests of the employers finding the money.

Mr. MUNSIE: Paragraph 8 of the First Schedule provided that any question as to who was a dependant should, in default of agreement, be settled by the local court, and the court had also the power to vary the amounts paid to total and partial dependants.

Mr. Hudson: That is the present law.

Hon. FRANK WILSON: In the definition of "employer" the concluding words seemed to defeat the principle of the Bill. The principle sought to be established was that the worker or his successors in the case of death should be able to recover compensation against the immediate employer and also against the principal who had contracted with the worker's employer to have certain work carried out. Right through the Bill the idea was that the man responsible was the immediate employer, but, to safeguard it, if compensation could not be recovered from the immediate employer, recourse could be had against the principal. The Attorney General had in the definition of "employer" followed the English provision to a certain stage but had added words which did not appear in the English Act. The provision stated that the worker temporarily loaned or hired to another person should have recourse against his direct employer, but the words added by the Attorney General to the English provision stated that the direct employer—



shall be entitled to be indemnified by that other person to the extent of any compensation paid under this Act by the employer in respect of any injury received by such worker whilst he is working for that other person.

Thus the Attorney General took the responsibility from the employer and placed it on the other person. If a person sent to a master plumber for a man to do certain work, the master plumber would get the profits on the workman's wages and was responsible for any injury to the man, yet the person sending for the plumber would need to indemnify the master plumber, in other words be responsible for any injury to the working plumber. Later on the Bill provided that the contractor must indemnify his principal. The worker would have recourse against both the principal and the contractor, and the contractor indemnified the principal. It was the duty of the principal to see that the men were paid compensation, but the contractor took the responsibility of paying it, and what was paid by the principal could be recovered from the contractor. But, in this definition the position was reversed, and the contractor was entitled to be indemnified by the principal. Words were added to the definition that were dangerous and unjust to anyone who would have occasion to hire the services of a worker in or about his premises, and they should be struck out.

The ATTORNEY GENERAL: Clause 9 dealt with principals, contractors, and sub-contractors. All were deemed employers, and it was necessary to have as wide a definition as possible of the word "employer." It covered everybody in whose service or in relation to whose service the worker was at the time of the accident, and allowed the matter of the liability for the compensation to be settled among the principal, the contractor or the sub-contractor.

Hon. Frank Wilson: Subclause 5 is only for ascertaining the amount of compensation.

The ATTORNEY GENERAL: But it also indicated the lines on which it was necessary to define the employer. It established a class of employers, one called the principal and another immediately directing the employee, both of whom were liable. The one might pay and yet the other be the one who ought to pay. In case of that kind the Bill made sure that the worker should be paid. The question of whose servant the worker was was disposed of, and it was only a question of the right to an indemnity among the others. A wide definition was necessary to enable this to be done, and to enable those parties to be covered and to see that the one secured an indemnity against the other. As Clause 9 was wider than the English provision, it was equally necessary to make the definition of "employer" wider.

Mr. George: You want two people to shoot at instead of one

The ATTORNEY GENERAL: The endeavour was to make it sure that the worker or his dependants should get compensation without any shuffling as to whose servant he was. If there was to be any argument it must be among those who were in the positions of employers, and for the purpose of the Act they were all made employers.

Hon. FRANK WILSON: Certainly there must be no shuffling to make a man lose what he was entitled to, but he must be paid by the right person, and if there was any dispute as to who the right person was it was a matter for the court to decide and not for the individual. The Attorney General's interpretation specifically stated who should pay in certain circumstances. In the first place it ought not to have been in the interpretation clause at all, and, secondly, it clearly took the liability from the shoulders of the direct employer and placed it on the shoulders of the "other person." the person who had borrowed or hired the services of the worker from his employer. Why had the Attorney General added to the clause words which were not in the English measure? These words were defeating the object of the Bill. They were

specifying who was to pay the compensation. The Attorney General desired to make everyone who had the services of a worker directly or indirectly responsible, in order that the worker might receive his compensation. That was all right. But in the cases specified, who was to be responsible? Not the employer, who was sending his man out on hire, and making a profit on the wages.

Mr. Hudson: The worker has recourse to that employer.

Hon. FRANK WILSON: Still, the responsibility was not placed on the direct employer who sent his men out on hire, but on the shoulders of the hon. member if the hon. member hired a worker from that worker's employer. But the sting lay in the provision that the direct employer should be entitled to be indemnified by that "other person" to the extent of any compensation paid in respect of any injuries received by such worker while he was working for that "other person." There was no obligation to the "other person" being made responsible, and having recourse against the direct employer, but the very reverse was provided. Clause 9 provided that the principal should be indemnified by the contractor against the principal's liability.

The Attorney General: Who is to pay there?

Hon. FRANK WILSON: The employer.

The Attorney General: And the contractor has to pay the employer.

Hon. FRANK WILSON: That was his (Hon. Frank Wilson's) very contention. But this was the reverse. If he was to send for a fitter to repair some machinery in his factory, and that fitter suffered an accident while engaged at the task, under the interpretation clause he (Hon. Frank Wilson) would be responsible for the indemnification of the direct employer. These words had no place in the Imperial Act, which we were following, and they should be struck out. He could not understand why first of all, a liability should be included in an interpretation clause, and, secondly, why these words which were contrary to the prin-

ciple of the Bill as expressed in Clause 9, should have been inserted at all.

The ATTORNEY GENERAL: All this talk about certain words being against the principle of the Bill was, if he might say so without disrespect, sheer nonsense. The interpretation embodied the whole principle of the Bill. The liability should be fixed upon all.

Hon. Frank Wilson: You are still beating about the bush.

The ATTORNEY GENERAL: Was the hon. member addressing the Committee, or was he (the Attorney General) doing so?

Hon. Frank Wilson: Why do you not give us the explanation?

The CHAIRMAN: Order! Hon. members should not interject.

Hon. Frank Wilson: But, Sir, the Minister invited the retort by saying that my remarks were sheer nonsense.

The CHAIRMAN: Hon. members should not interject. All interjections were disorderly, but when they were made for any other purpose than that of giving or getting information they were particularly disorderly.

The ATTORNEY GENERAL: If he had said anything provocative of an interjection it was not intended. In using the word "nonsense" he had expressly apologised to the hon. member by stating that he used the word without any wish to be disrespectful. In his opinion the hon. gentleman's objection against the principle of the Bill was not sense; because what we had in the definition was the principle of the Bill from start to finish. Nor was it any innovation. It was a literal following of the latest amendment in workers' compensation measures enacted within the Commonwealth. It had been taken word for word from the Workers' Compensation Act of 1911 of South Australia. In the definition of "employer" we had not departed from the South Australian Act.

Mr. Nanson: But why those additional words?

The ATTORNEY GENERAL: Because in both the South Australian Act and ours the provision was particularly inserted for avoiding quibbles which had taken place in the courts under the exist-

ing Act. If we were to have Clause 9 we must include the sense of indemnification in the interpretation clause, because the application of Clause 9 depended upon the possibility of indemnification.

Mr. Nanson: Why is Clause 9 not sufficient?

The ATTORNEY GENERAL: Because we required a definition of "employer," and Clause 9 would be limited by our definition. For ever afterwards would the word "employer" be interpreted from the definition given in the interpretation clause, and therefore it was necessary to include in that definition both the person who paid and the person who was to be indemnified.

Mr. Nanson: But how does a provision for indemnity weaken or strengthen your definition of employer?

The ATTORNEY GENERAL: Because when we provided for persons being liable as employers who might be indemnified we included both classes, the person indemnified and the person who indemnified, and therefore there was no room for a quibble, when we reached Clause 9, as to who should be responsible.

Hon. Frank Wilson: You provide an indemnity in Clause 9. Why provide in the interpretation a specific indemnity against one individual?

The ATTORNEY GENERAL: It was provided that both should be liable. That was to say the principal and the contractor, the one who directly employed, and the other who employed indirectly. Both were liable.

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

The ATTORNEY GENERAL: The definition simply presented an alternative. It did not say that a certain person must shoulder all the responsibility, but gave him a right to sue for indemnity in the event of his having, in some instances unjustly, paid the amount due under the compensation clauses. There was a precedent for adopting this course in the Act passed only last year in South Australia. We were anxious to have conformity as far as was practicable between all the dependencies which were

passing measures of this description, and we had taken the latest example for our pattern, and had embodied the definition of employer given in the same portion of the Bill in South Australia.

Hon. FRANK WILSON moved an amendment—

*That the following words in the definition of "employer" be struck out:—"But shall be entitled to be indemnified by that other person to the extent of any compensation paid under this Act by the employer in respect of any injury received by such worker whilst he is working for that other person."*

The Attorney General's assurance as to the meaning of those words was not satisfactory. Although South Australia had adopted such words as those, yet the measure had been passed only last year and there had not been time for it to be tested in the law courts. Although Parliament endeavoured to put what it believed to be the right construction on the different clauses in its legislation, yet it remained with the law courts to interpret those clauses. He was firmly convinced that the words he proposed to strike out were not necessary. Notwithstanding the Attorney General's statement that his contention was nonsense, he believed that a construction could be placed on those lines which would throw the responsibility on to the shoulders of the individual termed "another person" which it was not the intention of members to place on that individual's shoulders. The Attorney General had not explained why those words should be inserted, and they did not find a place in the Imperial legislation, which the Bill followed closely. He believed that the words, if agreed to, would cause a lot of trouble in the near future; that when once action was taken under this measure it would be found that the person upon whom they did not desire to place the responsibility would be saddled with the liability. In other words the employer would not carry liability for compensation. If that was so, the Attorney General might report progress and take time to consider this aspect of the clause.

**The ATTORNEY GENERAL:** The leader of the Opposition was unfair in trying to put an erroneous construction on this definition. We were here giving a definition of "employer" and making the definition as wide as possible, so that there might be no means of evading liability by setting up a claim that so and so was not an employer. We were fixing that term over all who at the time of the accident were employers, or had the relationship of employer to the worker. The words proposed to be struck out were absolutely necessary. If an employee of his was let out on hire to another person, perhaps for 12 months, and that person let out on hire during that period met with an accident which might be due partly to the neglect and carelessness of that other person, was that other person to take no responsibility? There must be somebody responsible when an accident occurred, and the Bill made both responsible. The worker was out of his control and was working for another, and the accident happened whilst he was actually in that other's service; was there to be no responsibility?

**Mr. George:** Who directs the worker?

**The ATTORNEY GENERAL:** The other person, but the original employer with whom he entered into his first contract, also retained his responsibility, so far as action under this Act for the recovery of damages was concerned. If the amendment was carried we would entirely weaken the case and limit the responsibility to the one man with whom the contract was in the first place entered into. Who could say that would be just? In order that we might cover both by the term "employer," we were obliged to say that the original person who made the contract was the employer, but he was entitled to be indemnified by the man who relieved him of charge for the time being. It would emasculate the definition and do it an absolute injury if the limitations proposed were consented to.

Progress reported.

#### ANNUAL ESTIMATES.

Message from the Governor received and read, transmitting the annual Estimates

of Revenue and Expenditure for the financial year 1912-13 and recommending appropriations.

#### FINANCIAL STATEMENT FOR 1912-13.

##### *In Committee of Supply.*

The House having resolved into Committee of Supply for receiving the annual Financial Statement, Mr. Holman in the Chair,

**The PREMIER and TREASURER (Hon. J. Scaddan)** said: It has again fallen to my lot to address the Committee in my capacity as Colonial Treasurer of this State by unfolding before this House and through it the country at large my second Budget, and the twenty-third Financial Statement of Western Australia since Responsible Government. When I assumed office some 12 months ago I promised that, were it in my power, I would bring forward the annual Estimates of Revenue and Expenditure earlier than had been the custom in the past, and it was my full resolve at the close of the last financial year that this statement should have reached this Committee fully six weeks ago. Had this been effected I should have established a record extending over a period of something like seven years—that period which is ever supposed to bring with it some change in men and things material. However, owing to my desire particularly to include the fullest detail with respect to our trading concerns, and particularly those initiated by the present Government during their term of office, I find myself in company with previous Treasurers who have found it impossible to deliver their Financial Statements until well on in the present month. In fact during the seven years I have mentioned, we have had Financial Statements introduced into this Chamber as late as December, and also in November. With these few introductory remarks and apologies to the Committee for the lateness of introducing this statement, I desire to explain that it will be necessary to deal at some detail with many of the matters which will appear in the annual Estimates of Revenue and

Expenditure for the current year, and it will also be necessary in order to thoroughly explain this detail to the Committee and to the country, to make a retrospective glance of the year which has just closed.

#### *An Estimated Deficit.*

At the outset let me explain that I am not going to promise at the close of the year a surplus on our Revenue account; in fact I am satisfied that no member of this Committee, knowing the present position, would expect me to do so, and I am honest enough, I hope, to admit at once that had I endeavoured to do so on paper I would not have succeeded at the end of the financial year, and thus I have endeavoured in the Estimates of Revenue and Expenditure as presented to the Committee, to present an honest statement of what I anticipate will be the result of the year's transactions closing on the 30th June next. With the drain on the finances consequent on the untoward experiences of last year, shall I say the one dry period experienced in two decades, with its attendant loss to the individual, to our trading concerns, and to the State generally, coupled with the assistance rendered by the Government to our farmers in connection with the suspension of rent payments, which alone represent something like £60,000, I am not at all taken aback when I have to announce an estimated deficit on the current year's transactions of £165,903, which, with the amount carried over from the last financial year, will make the accumulated deficit on the 30th June next £287,013. In the past it is true that Treasurers have been more fortunate in being able to anticipate a surplus at the close of their financial years, but there have been occasions when Treasurers have anticipated a surplus only to close up the year with a considerable deficit. In fact, if members will turn to one of the Budget returns, No. 9, they will find that the Colonial Treasurer in the year 1906 anticipated that he would close the financial year ended 30th June, 1907, with a surplus of £3,514, but unfortunately he closed the year with a deficit of £88,829. In fact

that was the shortage on the year's transactions instead of a surplus as then anticipated. Again in the year 1909 the same thing occurred: the then Treasurer anticipated a surplus on the year's transactions of £2,526, but unfortunately ended up with a deficit of £101,537. Of course I am candid enough to admit that there have been other occasions when the Treasurer has had to forecast a deficit or a very small margin by way of excess of revenue over expenditure, and has closed the year with a substantial surplus, and I am hopeful, notwithstanding the fact that at this stage I cannot foresee anything less than a deficit of £287,013 staring us in the face on the 30th June next, that we will be able to avoid reaching that large figure.

#### *Extinction of Deficit.*

Let me say at once I am not ashamed by any means as Colonial Treasurer of the anticipated deficit so far as the present year is concerned, because with the prospects of a glorious season, which is practically assured, and with, it is hoped, our usual good harvest during the succeeding year, I venture to predict with some degree of certainty the extinction of the deficit within 24 months. Of course this is perhaps rather a large order to expect that in the next financial year we will be able to cause a deficit of £200,000 to disappear, but I believe that the good harvest which we shall undoubtedly obtain this year will have such an effect on the various trading concerns, and also on the individual efforts of the community at large, that next year will be one that will be a record in the history of the State. These are the times when politicians as well as the other citizens of the State require to be what I might term lion-hearted. We have often heard in the past that no "little Englishmen" are wanted. May I in my turn say we want no "little West Australians," and in order that there may be no misunderstanding let me say that has no reference to the Federal maternity bonus. Each member of the present Government, and I believe each member supporting the present Government, and I hope the Committee as

a whole are firm believers in the glorious future that is bound to follow in the wake of the past and continuous developmental process which is permeating practically every section of the State, and will realise it to be their duty to encourage to the utmost everything that will tend to build up and advance Western Australia. With these few words by way of introduction, I ask members to turn to the details in the Budget as submitted by way of the annual Estimates of Revenue and Expenditure, and if I may be permitted I might explain that there is a number of returns which are usually submitted for the purpose of conveying information to members. Return No. 1 is a comparison of the Estimated Revenue and Expenditure of last year, and the actual result; No. 2 is a synopsis of the balance sheet; No. 3 shows the estimated receipts for 1912-13, and their sources; No. 4 the estimated expenditure for 1912-13 under Administration, Recurring, and Revenue-producing; No. 5 the expenditure under general headings; No. 6 shows the loan authorisation and flotations; No. 7 gives the loan flotations and expenditure for the year 1911-12 compared with the previous year; No. 8 deals with the general statistics showing the undoubted progress the State is making; No. 9 shows the position of the Revenue and Expenditure of the State since 1904, and No. 10 the monthly results of receipts and expenditure since that same date.

*Revenue and Expenditure, 1911-12.*

Last year I estimated the receipts for the year would be £4,037,083, but the amount actually received was £3,966,673, being £70,410 less than I anticipated. The principal deficiencies were — railways £53,421, State batteries £35,852, and water supply and sewerage £21,070. The items which exceeded the estimates were taxation, £23,651; harbour dues, £8,141; reimbursements in aid, etcetera, £34,700. That is detailed in Return No. 1 to which I have already referred. It will be noticed also in the same return that I did not anticipate exactly the amount of expenditure for the year, but that I will deal

with at a later stage. With regard to the anticipated revenue, everybody is now well aware that the railway revenue was adversely affected owing to the failure of the harvest in part of the agricultural districts, principally where lines handed over to the Railway Department had only just commenced to operate and from which considerable revenue was fully expected, but which unfortunately proved to be costly to work under the trying conditions then prevailing, as well as unremunerative; I refer, as everybody is well aware, to the districts to the east and north-east of Northam. Under the heading of State batteries, the deficiency is accounted for largely by the fact that it has been the custom in the past to estimate the batteries to produce a greater amount of revenue than the estimated cost of operations for the year. If hon. members will turn to the statement I have presented by way of the annual Budget, they will discover that this year we anticipate a loss on the operations of our State battery system, and if I am desirous of being honest to the Committee and the country I will undoubtedly admit that I have at least submitted as nearly as possible a correct forecast of the revenue and expenditure of State batteries. There may be some in the community who may complain that it is unwise to run our State battery system at a loss; but if that be so then I can point to many other propositions which might not be called trading concerns that it might equally be said it is unwise to run at a loss. When one considers for a moment the magnificent results of the operations of our State batteries, how they have undoubtedly opened up new goldfields and caused others to continue operations that might have otherwise closed down, the small loss I am showing this year on the operations of our State batteries is money perhaps well spent. It may also be explained that, notwithstanding that in the past Treasurers have anticipated an excess of revenue over expenditure on State batteries, almost in every instance it has been proved that the expenditure has been greater than the revenue. Hon.

members will notice that on this occasion in my attempt to produce what I claim to be as nearly as possible a correct financial forecast, I have shown an anticipated loss on the operations of the State battery system. The deficiency on water supply and sewerage last year was largely due to the fact that, while we anticipated a great number of house connections, these were unfortunately not made; but we are now pressing on with this particular part of the work in order to secure the return of some revenue for the large amount of loan moneys we have expended in this system. The increased taxation receipts were largely due to the amount received by way of dividend duty on the purchase by the Perth City Council of the rights of the Perth Gas Company. The small increase in harbour receipts was largely due to the extensive shipping that took place at our principal port of Fremantle which we did not anticipate owing to the outlook of the season at the time I introduced my Budget. I might here detail some of the items making up the excess in reimbursements-in-aid, but I am sure hon. members are not desirous that I should detail these at any length more than to say that they are made up of a number of small items, largely by way of payment from one department to another for services rendered, and that they are after all merely bookkeeping entries and not really cash receipts. Now, turning to the expenditure which is also detailed on Return No. 1, it will be seen that the expenditure was £4,101,082, being £53,652 less than I estimated. Corresponding to the reduction in the estimated railway receipts, the expenditure under "Railways" was £66,902 less than provided for, and under "Public Batteries" £32,355. There we had the opportunity of putting into operation that which the leader of the Opposition once said was the duty of the Treasurer, to cut his garment according to his cloth; and we did it without causing any ill-effects to any section of the community. Under "Special Acts" an additional sum of £23,000 was required for interest, and a payment of £4,628 constituted the first contribution

towards the establishment of the University under the Act of 1911. This, unfortunately, was overlooked when the Estimates were last presented to Parliament. The receipts from Working Railways were £1,896,579 and the expenditure was £1,354,847. Seeing the effect our railway system has upon our finances, it is due that hon. members should first consider this great trading concern, which is controlled by Parliament in the interests of the country, and when I explain that the receipts from our railways exceed the expenditure to the tune of £541,732, hon. members will appreciate at once what our railway system means to the taxpayers of the State. The interest chargeable to the Working Railways was £439,153. On the amount of loan moneys expended on all railways, including those which have not yet been handed over to the Working Railways, the interest and sinking fund chargeable is £550,953. Return No. 2 is the usual synopsis of the balance sheet. The funds for which the Treasurer is responsible are here shown. They total £10,038,360. Against this sum are—advances £146,481, investments £7,507,753, stores £638,267, remittances in transit £311,133; cash in the State and London £1,313,615, or a total of £9,917,249, thus leaving a shortage on Consolidated Revenue Account on June 30th, 1912, of £121,111.

#### *Estimated Revenue, 1912-13.*

Return No. 3 details the revenue receipts for last year and the anticipated revenue for 1912-13. The State revenue for the current year is expected to reach a total sum of £3,946,868, being £618,722 more than we received last year. From the Commonwealth an amount of £642,844 is promised, being £4,317 above that of the preceding year. The Commonwealth receipts include, in addition to the interest on transferred properties for the current year, a sum of £6,775 representing arrears for the two previous years, thereby increasing the rate of interest to  $3\frac{1}{2}$  per cent. Let me take this opportunity of expressing on behalf of the Government, and I think on behalf of the Parliament of Western Australia, our apprecia-

tion of the action of the Federal Treasurer in at last conceding the point that on transferred properties he should pay to the State interest at the rate of  $3\frac{1}{2}$  per cent., because that is the nearest approach to the figure it is costing the State for the loan moneys expended on various buildings transferred to the Federal Government.

Mr. George: It has taken them a long time to be honest.

The PREMIER: I do not know that it is a case of honesty; it is merely a matter of considering whether the State and the Commonwealth were treating each other fairly. It must be admitted that in some cases the actual charge to the State did not approach  $3\frac{1}{2}$  per cent., and the Commonwealth in some cases were really paying to the State more than the State was called upon to bear for those concerns which have been handed over to the Commonwealth. I am candid enough to admit that there are other cases where the charge would be more than  $3\frac{1}{2}$  per cent., but taking it on a general basis,  $3\frac{1}{2}$  per cent. has been accepted by all the States, as well as by the Commonwealth now, as being the nearest approach to a fair deal between the States and the Commonwealth. The principal increases in the State revenue are shown as—taxation, £37,850; probate, £7,724; railways, £153,420; State hotels, £39,679; State ferries, £5,000; State steamships, £71,796; water supply and sewerage, £200,680; workshops and quarries, £45,400. It would be as well if I explain here that in previous years the charge for operating our workshops in connection with the harbour at Fremantle together with the Boya quarries in the hills, in connection with the construction of our dock, was not shown on the annual Estimates. I hold the opinion most strenuously that so long as we can operate trading concerns in the fashion they have been operated in the past without presenting any statement to Parliament, we remove from Parliament and from the taxpayers the proper control of those concerns. I have held that, although it may build up to some extent our anticipated revenue, and, on the other hand, our anticipated expenditure for the

year, and though it really does not affect the balance at the close of the financial year, I am expected as Treasurer of the State to present to Parliament, which after all controls the finances of the State, a true statement of the moneys I am expending as the custodian of the public purse, and also of the revenue I anticipate receiving from these various operations. Thus, I have for the first time included on the annual Estimates a sum of money for operating the workshops at Fremantle and the Boya quarries in the hills.

#### *Public Debt.*

Now, turning to the public debt, it will be noticed that the net public debt of the State on the 30th June was £23,364,789. On the 30th June of the previous year it was £21,159,141. The loan indebtedness is now equivalent to £77 5s. 11d. per head of the population; but, after allowing for the unexpended balance of loan moneys, the debt per head is reduced to £73 2s. 1d. The sinking fund, of which we justly pride ourselves, now amounts to £2,918,734—£7,500 having been utilised for the redemption of debentures during the year just closed.

#### *Trade, Production, Population, etcetera.*

Return No. 8 is an interesting one and really is an indication of the progress of the State. It will be noticed that the return deals with the operations of the railway system with production, exports, imports, stock, land, shipping, population, etcetera, and the return has been prepared this year supplying information for a period of three years. The most important item in the return is that referring to exports and imports. For the year 1910-11 the exports and imports were almost equal, but last year the exports were £10,443,570 and the imports £9,283,722, which shows a decided improvement from every point of view. I am hoping that the current year will show an even better result than last year, as it undoubtedly is in keeping with what I believe is the condition of affairs existing in Western Australia that we can produce all that is required



for our own consumption, and also a surplus which will bring wealth to this State, a surplus which we may place on the Home markets. It might also be pointed out that land settlement is still proceeding apace. The return shows that each year in most items the area of land selected has advanced and that last year the total reached 11,595,445 acres. The area of land for cultivation increased from 5,309,832 acres to 5,651,134 acres, and the area of land for crop has at last reached the figure of 1,072,653 acres, the increase being something like 200,000 acres for the year.

#### *Loan Indebtedness.*

Speaking of loan indebtedness, I may explain that the amount required for the payment of interest on outstanding loans is £921,361. This includes interest on £200,000 Treasury Bills which were recently issued to the Commonwealth at 3¾ per cent. The public debt charges provided for are £1,184,449, being £82,888 more than the actual payments for last year. The reason for the increase is that in addition to the provision referred to a full year's interest is chargeable on the large amounts raised during the latter half of last year. The amount required for sinking fund is £244,338. It will be noticed that an additional sum of £18,750 is provided to meet interest in anticipation of further loan moneys being necessary. The loan raisings last year were, within the Commonwealth £1,325,000 at 4 per cent. at par, in London £1,000,000 at 3¾ per cent., at £99, and local Treasury Bills £262,070 at 3¾ per cent., making a total of £2,587,070. With reference to the amount raised in Australia an issue of £500,000 was placed in the market in December last, but owing to the amount being over-subscribed and other sums being freely offered, the further issues were authorised with the result that no less than £1,325,000 was obtained. The flotation expenses were 14s. 2d. per cent., and the rate of interest on the net receipts will be £4 1s. 6d. to maturity of the loan. This result compares most favourably with an amount raised, and under similar conditions in 1903, when the expenses and costs to the State were practically the same. In

placing a loan of £1,000,000 on the London market it was deemed advisable to raise the rate of interest a quarter per cent. above that of previous issues, and to fix the issue price at £99 instead of £96 10s. The result was that the loan was successfully placed. The rate of interest on the proceeds to maturity of the loan will be £3 18s. 11d., being only 2s. 1d. per cent. more than the 1910 loan of £1,342,000, a result which requires no further comment. The success that attended the raising of these large loans is a complete denial of the statements that when my Government assumed office we would be unable to approach the financial markets with success. I repeat that the man who has money to lend to Governments of the world does not for a moment consider whether those Governments be Conservative, Tory, Whig, Labour, or Socialist, but he takes into consideration the security that is being offered by the people of the State when he decides whether he will lend his money. Were it not so it would be difficult to understand why those people who may be termed in the old country Conservatives, those who have capital to invest in sound investments, would have lent money in the past to Liberal Governments in Australia, but it is not because they view the position from the political standpoint, but because they recognise that Australia is so placed that it can produce per head of the population a greater amount of wealth than any other part of the world, and that the money invested in Australia is safer than in any other country of the globe.

#### *Loan Authorisations and Expenses.*

I might explain that later in the session we propose to ask Parliament to increase our loan authorisation to enable us to proceed with necessary public works, etcetera. I have already been in communication on the subject with the financial advisers of the Government in London through the Agent General, and I will refer more fully to this important question at a later date. It will be noticed that the amount spent from loans was £2,309,552, being £806,462 more than

for the previous year. In submitting those figures I almost feel inclined to blush, because members opposite have so frequently and persistently, from the public platform, endeavoured to make the people of the State believe that the party to which I have at the present time the honour to belong, and which are controlling the affairs of the State, would refuse to borrow money to carry on public works. I have to admit at once that perhaps we have established a record which will take some years to beat.

Mr. Monger: The statement was your own.

The PREMIER: The hon. member is not correct. I have repeatedly on behalf of this party, on the public platform, denied that we were a non-borrowing party. What I stated was that the party stood for the expenditure of loan moneys on works that would produce interest and sinking fund charges in order to redeem the loan on maturity. We are attempting that, as far as it can be accomplished, by endeavouring to expend all our moneys in a direction which will return revenue to the State. The return to which I have referred shows, in some detail, how that loan money was expended. It will be seen under the heading of Railways, including land resumption, we had to find £1,320,309 while, in the previous year, the amount found was only £750,449. Members are aware of the fact that large land resumptions have taken place in the capital city, and while our predecessors made the resumptions, we had to find the cash in order to effect the settlement and, in fact, some of the settlements have not yet been completed, and we shall have to find further money in order to keep faith with the actions of our predecessors. Believing that the action was a wise one and that it was essential to have sufficient space to operate the railway system on an economic basis, we will have no hesitation in finding the money, and also to utilise the land to what I believe will be the ultimate advantage of the producers and consumers of the State. It will be noticed that last year we expended £80,842 on the Fremantle dock and slip as against

£48,168 in the previous year. I have to regretfully state that all that money expended last year, together with the large amounts expended in previous years, has been, what I might term, sunk in the dock, but we hope to be able to turn the expenditure of some of that money to advantage by making provision on that site for berths for deep sea going vessels drawing from 30 to 36 feet of water, and which we expect will, in the not distant future, be calling at our principal port of Fremantle. Under the heading of Water Supplies, we expended £31,417, as against £17,696 in the previous year. On development of goldfields, we spent £92,345, as against £52,960 in the previous year. On development of agriculture we spent £362,406, as against £196,374 in the previous year, and, as I stated previously, the total comes to £2,309,552, being £806,462 more than for the previous year. I have to candidly admit that a large proportion of this loan money was the result of the commitments of the previous Government, but I believe eventually it will be found that the money has been well expended, and that undoubtedly the State will be recouped. The loan expenditure last year was equal to £7 16s. 11d. per head of the mean population, and for the previous year it was £5 6s. 10d.

#### *Advance to Treasurer.*

Before I proceed with the details of the estimated revenue and expenditure for the year, I would like to explain that if members look through the Estimates of Revenue and Expenditure, they will discover that the usual vote "Advance to Treasurer" is now deleted. I want to explain at once that I did not delete it because I was fearful of another Chamber doing so, but because it had no meaning in the way in which it appeared on our Estimates. I have continually held that the Treasurer has no right to expend any portion of the public funds unless he has the authority of Parliament to do so, and under the conditions prevailing for a number of years the Colonial Treasurer had made himself believe—and I am quite honest in stating that—and made

Parliament believe, that by putting this sum on the Estimates as he did, he had the authority of Parliament to expend the money, whereas the vote was never passed by Parliament: it was immediately written off by placing a similar sum against it, and, in the Appropriation Acts submitted to Parliament, no mention was made of the Treasurer's Advance. Under this heading we have got into the habit of building up a Loan Suspense Account. There is no legal authority for such an account, any more than there was legal authority for the Treasurer's Advance, as operated on by previous Treasurers. I am going to be candid enough to ask Parliament when they pass the Appropriation Bill covering so much revenue and expenditure for the year as shown on these Estimates, to include an amount as an advance to the Treasurer, which will legalise the creation of the Loan Suspense Account. It must be admitted that no Treasurer would keep within the four corners of the estimated expenditure for the year. There are times when it is essential that little more should be expended, and there are times when one must spend in a direction in regard to which Parliament was not consulted. But the Treasurer and the Government have to accept the responsibility for his action in those directions, and in order to provide the money, and the authority for the Treasurer to draw on the public funds for the purpose, we must make some advance to the Treasurer by way of appropriation. And, as I said at the outset, as this item previously had no meaning, and gave no legal authority for the Treasurer to act upon, I have deleted it altogether from the Estimates and will in future include it in our Appropriation Bill.

#### *Taxation.*

If hon. members turn to the Estimates of revenue they will notice that I anticipate receiving £62,000 from land tax, an increase of £16,834, for the year. Last year, and each preceding year, there has been a continual increase in the amount received from taxation. Thus in 1909-10 the amount was £173,746, in 1910-11 it was £179,753, and in 1911-12

it was £209,011. The increased revenue is due to several causes, such as increase in population adding number to the taxpayers, a general improvement in business, and owners of taxable land and persons in receipt of taxable income in back years who had not furnished returns, having been discovered and assessed. The increased revenue in the last year, as compared with two years ago, amounts in income tax to £10,000, in land tax to £11,000 in dividend duty to £12,000, and in totalisator duty to £2,000. The dividend duty from mining companies shows a decline, but such loss was last year compensated for by the £15,000 collected on the dividend allotted to shareholders of the Perth Gas Company out of the profits on the sale of the company's business, and by additional tax as the result of improved business done by trading companies. The revenue from totalisator duty is dependent directly on the business done at racing meetings, where the totalisator is used. This gives some interesting information to the public. As the tax of 6d. in the pound equals, roughly, one-fourth of the gross profit made by the racing clubs, it will be seen that the £9,000 of totalisator duty collected last year represents a net profit to the racing clubs on totalisator business of about £27,000 during the year, and shows that the sums invested by the public during the year through totalisators amounted to about £350,000, or 23s. per head of the population. The expenditure of the Taxation Department during the three years, omitting refunds of taxes, which, properly speaking, are not expenditure, was in 1909-10 £12,909, in 1910-11 £11,332, and in 1911-12 £12,732, or an average of £12,324 per annum. The cost of collection of the taxes during these three years was, therefore, only 1s. 4d. in the pound. This includes all expenses, except office rent and light. The normal revenue-power under present conditions of the income tax rate of 4d. in the pound is £46,500 per annum. The annual revenue from licenses issued under the new Totalisator Regulation Act passed in January is estimated at £400. The fee is fixed by regulation at

£1 for each £1,000, or part thereof, put through the totalisator. If betting on the racecourses were restricted to the totalisator, the revenue from license fees, as well as totalisator duty, would be largely increased. The value of land actually taxed at the present time is 15½ million pounds sterling; of this amount only one-fifth pays land tax at one penny in the pound, the remaining four-fifths being classed as improved land, under the Taxation Act and, therefore, liable to only one-halfpenny in the pound. The exemptions from land tax have altogether relieved land valued at nearly two and a half million pounds from taxation. There are large areas of land exempt from tax for which returns have not been furnished, such not being obligatory under the Act. Nearly one-fourth of the country land returned is free of tax, mainly as the result of the exemption of conditional purchase land for the first five years, where the holdings are not in excess of 1,000 acres. Each year brings a larger area of land under the operation of the land tax, for all the land alienated yearly becomes ultimately subject to tax, and land which was omitted from the return in earlier years is, when discovered, assessed for all years. Hon. members will notice by the return showing the estimated revenue for the current year that I anticipated obtaining an additional £16,834 under the land tax, and £21,013 under the income tax, whilst, whereas under the existing Dividend Duties Act we would only receive according to our estimate, £90,000 for the year, I now anticipate that about £100,000 will be brought to account. These figures are based on an Amending Land and Income Tax Bill, which will embody dividend duty. The latter might then be more properly termed a tax on profits earned by companies. All companies will, in future, pay tax on profit, instead of, as in the past, local companies on dividends declared only, and other companies on profits. I do not desire to dwell on the reason why it has been found necessary to embrace the dividend duty within the four corners of the Land and Income Tax Bill, but I think my predecessor, the

leader of the Opposition, will know that in many cases quite a number of taxpayers have virtually declined to comply with what was a just demand by the State, by refusing to distribute their dividends, and have instead cut up the result of their operations by way of large salaries and other payments. Thus, of course, while we undoubtedly received something from them by way of income tax, we lost at the same time a considerably larger contribution under the dividend tax, for, whereas under the income tax they paid 4d. in the pound, under the dividend duty they should have paid 1s. in the pound. In accordance with our policy, which was endorsed by an overwhelming majority at the last general elections, the exemptions and rebates under the land tax will be removed, and an all-round tax of 1d. in the pound will be levied, with 50 per cent. increase on absentee landholders. In pursuance of our declared policy, that existing contracts shall be kept inviolate, we propose to exempt conditional purchase land taken up prior to the passing of the Act, until the expiration of the five years, holding that the transactions were in the nature of a contract entered into between the Crown and the tenant. In accordance also with the accepted policy the Government propose to amend the income tax by introducing a graduated tax, commencing at £250, at 4d. in the pound, which is the present rate, and rising by gradations to 1s. in the pound on all incomes of over £5,000 per annum, with a 50 per cent. increase in the case of all incomes of persons residing outside the Commonwealth who derive such income from Western Australia, excepting those in the service of the State. By this means I expect to derive an additional £21,000 for the present year, but when the rates are in operation for the full 12 months, I estimate that it will mean an increase of £26,000 over the actual amount received last year, or a total increase under land, income, and dividend taxes, of £82,000.

#### *Land Resumptions.*

This brings me to the question of the present system adopted by the various

authorities who are empowered by Act of Parliament to impose rates and taxes on land, and also to the question of the conditions under which resumptions are at present made for public purposes. A Bill is in preparation to provide for the valuation of land throughout the State for all public purposes being under the direction of a Valuer General, assisted by a competent staff of practical land valuers. It is proposed that the values fixed by the Valuer General shall form the basis for the purposes of land tax, probate, Government land purchase and resumption, and Government loans on security of real estate. Further, it is intended to make it compulsory for all municipalities and roads boards to frame their rate-books, both for unimproved and annual values, on the values fixed for them annually, or at other periods by the Valuer General. A similar Act has been in force in New Zealand for the past 16 years, and has been productive of immense good. This will remove anomalies and objections which exist at present through the different methods adopted by various local authorities in arriving at valuations, and also some of the difficulties in regard to land resumption by the Government. I have no hesitation in saying that through some of the land resumptions which have taken place in recent years the taxpayers have been systematically robbed by those who happened to be holding the land at the time of the resumption. How it has been brought about it is difficult to fathom; whether because certain individuals were able to obtain early information, and arrange accordingly. I am not in a position to say. But, undoubtedly, the present law providing for the resumption of lands by the Government permits of such information being obtained by persons who, perhaps, deal in land, and gives them an opportunity, notwithstanding what price may be asked by the then holder, to obtain, when the land is purchased by the Government, that full price, together with 10 per cent. for removal. One instance might be quoted to show how unfairly this works against the Government. A person, for whom I have the highest respect, obtained an option over a piece of land

of some £6,000 in value. He received that option by the payment of a mere £5. The option lasted for two months. Some two days before the option expired the then Government approved of the resumption of this land, and notified that approval in the *Government Gazette*, whereupon the person of whom I speak at once took up his option. But when he submitted his bill to the Government it was found to include the £6,000 he had paid to the previous owner, plus the cost of commission paid to an agent, plus 10 per cent. on both these amounts for removing from the land which he had never occupied for a single day. That is the condition of affairs which prevail at the present time under the existing law for the resumption of land for public purposes. This Government, I hope, will never adopt the attitude of attempting to deal unfairly with persons in possession of land which is required for public purposes. I hope we will ever be prepared to pay on behalf of the taxpayer a fair amount to the owner for having to remove from his holding. But I hope the time will soon pass when any number of persons, perhaps combined for the purpose, may be able to so manipulate this land as to compel the taxpayer to pay more than a fair value for the resumption which is necessary in the interests of the community.

#### *Railways and Trading Concerns.*

The next matter which is of considerable interest to the State is the welfare of our trading concerns. The principal trading concerns of the State returned a sum of £792,000 to the Consolidated Revenue Fund in excess of their expenditure. The loan money involved in these undertakings on the 30th June was upwards of £18,000,000. Therefore the return represented nearly  $4\frac{1}{2}$  per cent. of that amount. A perusal of the transactions of our biggest trading concern, the railways, is always of paramount interest to the State. The capital account, on the 30th June last, stood at £13,233,093, an increase of £1,312,166, as compared with the preceding year. The earnings amounted to £1,884,604, being an increase of £40,185. On the other hand the working expenses, namely, £1,343,977, in-

creased by £127,500, whilst the interest bill totalled £493,153, or an increase of £35,652. The net profit after paying working expenses and interest was £101,474, a decrease, it is true, of £122,967 as compared with the figures of 1910-11. The principal items which constituted the capital increase are, additions and improvements to open railways £247,000—and here I may say this is becoming a very heavy burden on the working railways. They have to expend large sums of loan moneys for the purpose of making suitable for traffic lines which perhaps have only just previously been handed over to them by the Works Department. This is due, let me say at once, not to any fault on the part of the Works Department, but rather to the want of foresight on the part of Parliament itself, because many of these lines were put down in the first instance as light agricultural railways, and to-day are fast becoming main trunk lines and are expected to carry the heavy traffic. For instance, there is the Goomalling-Merredin line which passes through perhaps one of the best wheat districts in the State, and which will be taxed to the utmost to carry what I hope will be one of the best harvests ever reaped in that district, and the Commissioner has been put to his wit's end to find the necessary funds to keep that line open, whilst making other necessary extensions and additions on lines only recently handed over to him. This is a matter which Parliament will in the near future have to consider, namely, whether it is wise and economical to build railways at a small cost in the first place, only to be obliged in the future to expend large sums in improving them after they have been handed over to the working railways. As I was saying the capital increase was mainly accounted for by additions and improvements to open railways £247,000, land purchases in Perth and Fremantle £172,000, rolling stock added to the system £327,000, and new lines constructed £430,000. The railways open at the 30th June last totalled 2,598 miles, an increase of 222 miles, and it is expected that a further 350 miles will be handed over during the year.

making a total of 2,948 miles. Already this year the Port Hedland-Marble Bar line of over 114 miles in length has been taken over, and on completion of the new lines proposed, a total of 850 miles, we shall have a network of 3,450 miles of railways exclusive of the Trans-Australian line. The increased earnings last year resulted principally from passenger fares, the exceptionally dry season and consequent poor harvest having militated seriously against the goods traffic. The fact that there was no decrease is, of course, worthy of notice because it indicates the solidarity of the State's resources. The increase in working expenses is accounted for by the improved rates of pay, the haulage of water involved by the dryness of the season, and the extra train mileage to earn increased revenue and work the increased mileage open. In anticipation of future requirements a large quantity of additional rolling stock has been ordered, including 79 locomotives and 1,992 wagons, and further orders will shortly be placed. It may be stated that the capital invested in railways represents nearly two-thirds of the total State debt. This huge concern pays its own interest, and provides profit in addition in reduction of general taxation.

#### *Railway Finances.*

It is estimated that for 1912-13 after paying all maintenance expenditure there will be a credit balance of £596,000. Although there is a large increase in the interest bill there will, it is estimated, be a surplus at the close of the year of £111,000, this notwithstanding the fact that there will be an increased expenditure this year of £105,000 to £110,000 owing to the improved conditions of the staff and the increased interest bill, the latter alone amounting to approximately £45,000. The estimate is: revenue £2,050,000, expenditure £1,453,821, balance £596,179; less interest £485,000, leaving a profit as before stated of £111,179 to go to Consolidated Revenue Fund. It is anticipated that owing to the Government having abolished the special rate on spur lines—the fact is perhaps already lost sight of that since the 1st July the rates have been

the same on the new lines in agricultural districts as on older lines—a loss will be involved during the current year of about £20,000, and I am assured by the Commissioner that it is a conservative estimate. Twenty thousand pounds we are allowing to remain in the pockets of the producers in the agricultural districts, which previously they were charged on produce carried over the new lines. Perhaps this too will be lost sight of again by some of our friends, who have continually opposed our policy of dealing with the taxation of the land, when they assert that by increasing the land taxation we are putting a burden upon the farmer. But the increased land tax we propose will not amount to much more than £20,000 for the whole of the State, and will amount to very little on those farmers who will be relieved of this £20,000 in extra charges placed on them by our predecessors. Notwithstanding the improved conditions of employment and increased wages, and the extension of lines which in the initial stages are non-paying, it is estimated that with a more buoyant revenue and a firm hold on the expenditure, the percentage of the cost of working should not be exceeded. It is the intention of the Government that the railways shall expand until every section of the trading community and the farmers is brought within reasonable touch of the system. The railways of Western Australia have proved to be a good financial proposition, and the State is fortunate in having so much of its capital invested in them. From the inception of the railway system in 1879 up to the end of June last there has been a profit, after paying working expenses and interest, of £1,356,413. There has not been a year since 1893 when the railways have not shown a profit. Even last year when the conditions were adverse and when the crops in many districts were a total failure, the Government were able to grant increments to the extent of approximately £70,000 to the men in the railway system, by providing them with a minimum rate of 9s. per day, which we considered the least pay a man could live on and rear a family; and yet the year closed with a surplus of £100,000. The

general prospects of the future are certainly brighter from a revenue point of view. In the past 10 years the area under crop has increased five-fold, and the probabilities are that this will be more than maintained. Many unprofitable spur lines in the earlier stages of working will become large revenue earners later.

#### *Railway Rolling Stock.*

During the last three years 44 locomotives, 27 carriages, and 1,353 goods wagons have been added to stock. There are now in course of construction or on order 79 locomotives, 14 carriages, 19 brake vans, and equal to 1,992 four-wheeled wagons, counting bogie wagons twice. With the exception of 69 of these locomotives which have been ordered from Great Britain, the whole of these additions are being built in the State. With the growth of the agricultural lines, the linking up of spur lines and their conversion into loops will enable the system to be worked more economically and the Department to make more use of its rolling stock. The workshops are being extended, and when completed, the railways will be enabled to deal more economically with the construction and repairs of the rolling stock. As previously stated the conditions of employment have been considerably improved of late, the rates of pay comparing more than favourably with those paid by our Eastern neighbours. The Government can at least take credit to themselves for having at last assured a living wage to all those employed in our railway system by their action in raising the minimum rate to 9s. per day. The expansion of the railway system and the growth of its business have necessitated a comprehensive revision of the chief depots and stations, causing the resumption of a large amount of city property to enable the business to be carried on. These resumptions and the necessary increased facilities mean the expenditure of a large amount of capital, but with the prospects of the State, especially the tremendous growth in the agricultural areas, given average climatic conditions, the working railways with their capital of over £13,000,000 of the State's total indebtedness of some £21,000,000, from a

financial point of view should be one of the best propositions south of the line.

#### *Nationalisation of Perth Tramways.*

This brings me to another feature of the present Government's policy, and that is the promise we gave to the electors in October last that subject to obtaining a majority we would nationalise the Perth tramway system. That has been accomplished, and Parliament having approved of the purchase of the tramways, arrangements are now in progress for the taking over of the property by about June next. In the meantime the Government have engaged Mr. Charles Merz, whose reputation as an electrical engineer is world-wide, to report upon the system before his return to London. We are desirous of preparing a comprehensive scheme for the future operation of the tramway system in the metropolitan area, and we want the scheme put on such a basis that we can feel certain when we commence it that it will give the best results for the least possible expenditure. Mr. Merz has been engaged at a very small figure to call here on his way to London and report to the Government with regard to the best method for the future extension and operation of the tramway system, and I am satisfied from the evidence produced in regard to that gentleman's capabilities this will be money well spent, and his advice will assist us materially when we take actual control of the system. Mr. Merz should arrive in the State some time early next month. We anticipate that within a short space of time such material improvements will be effected in connection with this service as will make it a valuable adjunct to the State railways, and a Bill will shortly be introduced in the Assembly providing for the future working of the system. To clear the atmosphere, here let me say that we propose to place the tramway system under the control of the Commissioner of Railways.

#### *Commissioner of Railways.*

Having dealt with the railway system perhaps it would not be out of place for me to explain to members that the agreement between the Government and the

Commissioner of Railways expires on the 30th June next, and the Government have been called upon to consider the question of whether they will extend Mr. Short's appointment or call for fresh applications.

Member: Or abolish the position.

The PREMIER: If we abolish the position of Commissioner we must still have a general manager, and we have decided to offer Mr. Short a re-engagement for a further period. The Government have, however, safeguarded the position by providing that, in the event of Parliament deciding to revert to Ministerial control, Mr. Short will continue as general manager instead of Commissioner, and that the administration of the tramway service will form part of the Railway Department and be under the control of its officers.

#### *State Steamship Service.*

Dealing with the Government's trading concerns brings me to one which I think will be of considerable importance to the State, and one that has been inaugurated by the present Government. I refer to the State steamship service. The s.s. "Wexford," now known as the "Eucla," was purchased by the Government for £10,500 for the purpose of assisting our producers in the South-Eastern portion of the State and with a view to giving improved facilities for the conveyance of mails, cargo, etcetera. She commenced running on the 4th August, and up to date has shown a profit of £250 on her running, and that is after allowing all charges that any private company could possibly allow, and in some cases even more. She is proving an excellent vessel for the service. The s.s. "Darius," now known as the "Kwinana," has been engaged on the North-West cattle trade, and is now visiting the Eastern States for the purpose of bringing over sheep, coal, and bran, having taken over 1,000 tons of chaff from Western Australia to Eastern ports. She commenced running on the 16th June last, and up to date shows a profit of £1,759. She is eminently suited for the cattle trade, and will, I am sure, prove a valuable asset to the State, and be the means



of delivering cattle to the metropolis at a reasonable rate. She was purchased for £17,000, less an amount to be deducted for electric light installation, and about £1,200 was spent in alterations. The manager of the Government Steamship Service has made arrangements for the "Kwinana" to pay a visit to New Zealand in the near future for the purpose of taking produce there and bringing some back. The s.s. "Western Australia," formerly known as the "Mongolia," is now en route to Fremantle and should be with us before the end of the month. She will be engaged upon the North-West passenger and cattle trade, and those who have seen the vessel pronounce her as being eminently suited for the purpose for which she has been acquired. Her purchase price was £39,500, but with the alterations which have been effected, including the installation of wireless telegraphy, she stands valued at £50,000 at the present time. In fact, to give evidence that she is worth £50,000, I might explain that the insurance companies in England have accepted a risk to the extent of £50,000 on that boat. On her maiden trip from the old country on behalf of the State steamship service, she is bringing 79 passengers—30 in the first saloon and 49 in the second—over 2,000 tons of rails and other cargo. I hope members will seize the opportunity which I trust will present itself next week or, at the latest, the following week, of inspecting the vessel when she arrives at our chief port, seeing that she will not remain long at Fremantle but will leave a few days after her arrival to make her first trip to the North-West ports. In connection with this steamer, I may add that tenders were recently called by the Commonwealth Government for the North-West mail service and the State Government lodged a tender. I am hopeful, therefore, of being able to secure the contract for the conveyance of His Majesty's mails to the North-West portions of our State on somewhat similar lines to the South-East coast service.

Mr. Male: How will you work the eastern trade to Singapore?

The PREMIER: I can assure the hon. member that he need not concern himself as to how we will work the eastern trade. I am afraid that before the debate closes he, in company with some of the other members of the Opposition will be trying to prevent us from working even the North-West trade, and I trust they will be as successful as they have been up to date in their criticisms.

Hon. Frank Wilson: You promised the hon. member to work the Java trade.

The PREMIER: The hon. member will find us working the Java and perhaps other trades as well, because we are determined that nothing shall militate against the produce of this State finding the markets of the world at as little cost as possible. The estimated expenditure for the year in connection with the State steamship service is £61,462, while the revenue has been estimated at £73,000, showing an anticipated profit on the operations of the four steamers of £8,462. I want to admit at once that it is somewhat difficult to arrive at anything like correct figures in connection with the operations of new concerns of this nature, but I am assured by the manager that this amount will be reached; in fact, judging by the operations of the two steamers to date, it appears that we will exceed that profit. We will attain that profit without increasing the rates; in fact we have already made considerable reductions in the rates to the South-East service, and we hope we will be able to do the same in the North-West service eventually. It is difficult to determine with anything like accuracy the earnings and expenditure in connection with such new services, but, judging by the position to date, and the prospective bookings, we will exceed the £8,000 odd anticipated profits.

#### *Shipment of Cattle.*

In any case, the steamers were not purchased with the sole object of making profit, but, mainly with the idea of developing our State industries and with a view to assisting the people and controlling the prices of the people's food-stuffs. In this connection the Govern-

ment have utilised the s.s. "Kwinana" to bring to the metropolitan area a shipment of cattle from the aborigines' station in the Kimberleys. This shipment of cattle totalled 502 bullocks. We had to utilise this steamer to bring cattle from the aborigines' station because no other cattle were offering. The people who combined in the past for purchasing and bringing stock to the market had so effectually combined that they had purchased all the stock, and no shipment was left for the "Kwinana" to bring down. It was an act of grace on the part of our predecessors when they purchased that station to provide us with stock. The total cost, which includes the top market price to the aborigines' station as prevailing in the Kimberleys and the general freight charges—not reckoned on the basis of a chartered steamer, which would be considerably less—together with the proportion of head office salaries, was £4,167 on that shipment. The total amount realised from the sale of this shipment was £4,628, or a profit on the shipment of 502 bullocks of £460, or nearly £1 per head. The Government commenced the sale of these cattle on the hoof in the open markets, but subsequently opened a meat stall in the Perth markets and retailed the meat at a considerable reduction on the prices previously ruling. The profit on the operations to the 5th October amounted approximately to £500.

Mr. George: That is on the retail?

The PREMIER: Yes, notwithstanding the considerable reduction in the price of meat as charged to the public. Without taking into consideration any profit which we may have made on our operations in this direction, members will appreciate the advantage derived by the people when it is pointed out that if our operations had the effect of reducing the price of beef one penny per pound only on the price previously prevailing, and members know the effect was to reduce the price one penny, and in some cases twopenny, threepenny, and fourpenny per pound, but if the price was reduced only one penny per pound it would total during the short period referred to—that

is six weeks—something approximating £10,000, which sum has remained in the pockets of the consumers within the metropolitan area. That is, I think the best testimony that this Government can bring to bear to show that they have been keeping faith with the promise they made to the electors in October last that they would make an effort and believed they would be successful in reducing the cost of foodstuffs to the people. That £10,000 is in the pockets of the consumers, and in other circumstances, had not we gone into the trade, that amount would have gone into the pockets of five or six individuals.

#### *Public Works Department.*

The Public Works Department of this State has been more active during the past year than in any previous year of the State's history. The total amount expended by this department from Loan and Revenue last year totalled £1,551,490, of which £1,481,881 was on account of actual expenditure on works and buildings and other services, and the balance, £69,610, on account of salaries, the percentage of salaries to the amount expended being 4.7, and the lowest on record. The amount of increase over the preceding year was no less than £345,000. With reference to the percentage of salaries to expenditure, it is interesting to note that in the year 1903-4 the ratio was 6.03, but this increased until in 1905-6 it was 9.28, since which date there has been a steady reduction. In view of the criticism which was levelled against the Government with regard to lack of energy in the way of railway construction, it should be noted that the total expenditure under this head last year was £690,957, being an increase of no less than £187,000 on that of the preceding year. The amount expended from Consolidated Revenue only was £206,165, as against £161,467 during the previous year, an increase of £45,000.

#### *Railway Construction.*

During the year the department completed the construction of and handed over to Working Railways the following

lines:—Southern Cross-Bullfinch, Dowerin-Merredin (Merredin section), Katanning-Nampup, Wagin-Dumbleyung extension, Goomalling-Wongan Hills, Boyup-Kojonup, Naraling-Yuna, and the Kalgoorlie magazine sidings, representing a total of  $221\frac{3}{4}$  miles. In addition the Port Hedland-Marble Bar railway, the Tambellup-Gnowangerup railway, and the Upper Darling railway extension, totalling  $130\frac{3}{4}$  miles, have been completed though not handed over to the Railway Department. Thus the total length of railways opened for traffic up to the 30th June, 1912, was 2,598 $\frac{1}{4}$  miles, as against 2,376 $\frac{1}{2}$  miles in June, 1911. The lines at present in progress are the Northampton-Ajana railway, Dwellingup-Hotham and extension to Crossman, Quariading-Nunagin, Wongan Hills-Mullewa, Wickepin-Merredin, and Tambellup-Ongerup, second section Gnowangerup-Ongerup, a total of 454 miles at present under construction. Two further railways have been authorised, namely, the Brookton-Kunjin, 50 miles, and the Yillimining-Kondinin, 71 miles. As regards the first, the construction has been held in abeyance until a decision has been arrived at as to the route of the Transcontinental railway between Kalgoorlie and Fremantle, and whether it will be more advantageous to carry it from Perth by the southerly route via Armadale and Brookton or by the northerly route via Midland Junction and the Swan valley. Regarding the Yillimining-Kondinin line, the permanent survey is completed and a commencement will shortly be made with the construction. The Government have prepared a Bill for the construction of a wide gauge line between Merredin and Coolgardie, this section being adopted for the reason that the present line is in duplicate between Coolgardie and Kalgoorlie, and it is not yet determined as to the most advantageous route between Fremantle and Merredin. The Bill referred to which has now received the assent of the Governor is to permit of the duplication of the line between Merredin and Coolgardie so as to expedite the large amount of traffic consequent upon the carriage of

material for the construction by the Commonwealth Government of the Trans-Australian line from Kalgoorlie to Port Augusta. Meanwhile a survey has been carried through the Darling Range from Armadale to Brookton, a distance of 80 miles. The ruling gradient, one in eighty necessitates at least two short tunnels and long lengths of heavy earth works, and estimates are now being got out for this route. It is not anticipated that there will be any engineering difficulty of moment between Brookton and Merredin. Surveys are now in progress to the north of Midland Junction to obtain the ruling gradient and curves of a minimum radius of 20 chains. This is by no means an easy proposition and three separate trial lines are in course of survey—(1) following the Swan valley to its junction with the Woorlooo brook, running up this valley and junctioning with the Eastern railway in the neighbourhood of Werribee. (2) following up the Swan valley to the Red Swamp gully and proceeding up that gully and junctioning with the Eastern railway near Lackline. (3) following the Swan valley to the junction of the Avon valley, running up the Avon valley via Toodyay and junctioning with the Eastern railway at Northam. None of these lines is easy and a considerable amount of work has to be done before comparative estimates of the cost can be given. Moreover, it is by no means easy subsequent to the junction of the two first mentioned, to obtain the ruling gradient on the existing Eastern railway to Northam. The distance by either of these routes from Midland to Northam is approximately 70 miles. There are other routes of which inspections are being made—south of Midland from Beenup joining the recently surveyed trial lines between Armadale and Brookton, north of Midland from Bullsbrook, from Cullala, from Muchea, and from Mogumber via Wongan Hills. The difficulty with all these lines is to economically negotiate the Darling Range with the ruling gradient of one in eighty.

#### *Harbours and Rivers.*

Harbours and rivers have not been neglected by the present Government. We

have already advised Parliament of the reasons leading up to the abandonment of the Fremantle dock, but I want to say that a communication has been received from the Prime Minister to the effect that the Federal Government contemplate making provision for a floating dock of a lifting capacity of 18,000 tons, and this will be available for mercantile marine shipping as well as for naval purposes. Just here I would remark that from time to time comments have been made by members of Parliament and of public bodies upon deputations to the Government and at public functions emphasising the necessity of making the ocean gate of the west thoroughly up to date by providing for the deepening and extension of the Fremantle harbour so as to admit of the leviathans stated to be in course of erection or about to be built. Even prior to the unfortunate enforced abandonment of the work at the Fremantle dock, the Government had been in communication with the Agent General with a view to ascertaining the probable increased size of mail or other steamers, the depth of water required, and the possibility of such steamers making Fremantle a port of call. Sir Newton Moore placed himself in immediate communication with the principal shipping people of the old world, and as a result of his inquiries the following information has been made available—Messrs. A. Holt & Co., have now under construction two vessels each 580ft. 9in. long over all, 68ft. 3½in. broad and 33ft. draft. It is not, however, their intention that these vessels shall call at Fremantle at present. The White Star Company have under construction at Belfast a triple screw steamer named "Ceramic." This steamer when fully immersed they estimate will draw about 34ft. 6in. of water. Her length is 675ft. over all, and beam 69ft. Messrs. T. and J. Harrison report that the largest steamer they have which is likely to come to Australia is the "Wayfarer"; length over all about 520ft., beam 58ft., and extreme loaded draft 31ft. 9¾in. Messrs. George Thompson and Co. state that the steamer now being built for their firm will be considerably

larger than their present vessels, the dimensions of the new steamer being—length overall 568 feet, breadth moulded, 67 feet, load draft 31ft. 6in. Messrs. Thompson and Co. have expressed pleasure at learning that the Western Australian Government are alive to the increasing size of steamers and the consequential harbour accommodation required. The Peninsular and Oriental Steam Navigation Company report with regard to the draft of vessels which may be expected to be put on the Australian trade in future that, in round figures, they think 30ft. draft would be a point to be arranged for, and as to length of vessels, the company's steamers of the "Medina" class are 550ft. in length, and that the Government would be wise in their opinion to adopt dimensions greater than those of any steamers at present engaged in the Australian trade. The Orient Steam Navigation Company state that they appreciate the importance of the inquiry the Government are making as to the draft and length of vessels that are likely to make use of the harbour of Fremantle in the future, that they have no vessel under construction at present but that the general trend is in the direction of larger vessels, the dimensions of the fast mail and passenger steamers being, in all probability, increased in size until they reach 620ft. in length, 69ft. in breadth, and 28ft. draft, with a displacement of about 22,000 tons that it is likely, however, that large and heavy draft cargo vessels will be the first to require at Australian ports increased draft and accommodation provided good seasons prevail, and that such vessels would probably make the voyage to Australia via the Cape, and not be in any way restricted as to dimensions by the Suez Canal regulations or liability to pay canal dues on their large tonnage; but on the contrary the large tonnage would be available for the carriage of coal on a route where the steaming distances between ports are greater than via Suez. The Norddeutscher Lloyd Company state that they have no steamer building for the Australian trade bigger than the s.s. "Berlin" nor do they intend to build

any at present. The dimensions of the "Berlin" are—length over all 612ft. 10in., length between perpendiculars 390ft. 2in., breadth 69ft. 7in., draft 30ft., gross tonnage 17,324, net tonnage 9,834. In dismissing this subject I need only add that the Government are fully alive to its supreme importance to the welfare of their chief port, and whatever step is taken will be after having obtained confident and reliable advice, and Parliament and the public will be taken into our confidence when any definite step is about to be launched. As a preliminary, the Government have under consideration the desirability of providing further berthing accommodation within the existing area west of the bridges, totalling over 2,000ft. of wharfage, which will include provision for three vessels drawing up to 36ft., whilst the harbour area already available, is being dredged to 33ft. Pending further definite information in regard to this project, the Government do not propose taking any further action. In accordance with the promises made, preliminary investigations were commenced at Albany, Bunbury, and Geraldton, with a view to extensions and improvements to harbours. These investigations will be continued until such time as the necessary data have been collected to enable the scheme to be prepared.

#### *Water Supply, Sewerage and Drainage.*

In view of the dry season experienced last year and with a view to keeping the settlers on the land, the Government spared no expense in the direction of proving water supplies in the drought-stricken areas. Parties were distributed over all portions of the agricultural districts engaged in the allocation of water, by the sinking of wells and, where water could not be obtained in this way, by the sinking of dams. The expenditure under this head was £38,557 from the vote "Development of Agriculture" under Loan Funds, and in addition further sums of money were expended in carrying water by rail and distributing it into tanks at various points as required. Something

less than cost price was charged for the water, and the farmers will be enabled to pay the amounts owing on the time-payment system. The sewerage work has been proceeded with as rapidly as possible, with the result that on the 30th June, 1,300 houses were connected, while 1,435 have been connected to date. A commencement with house connections has also been made at Fremantle. Satisfactory progress has been made with the various drainage works authorised, the Government being fully alive to the necessity for making use of the sodden lands which, without drainage, cannot be utilised. With a view to irrigation, investigations are being made more particularly in the Harvey and Bunbury districts, in order to commence operations as soon as Parliament has approved of the Irrigation Bill now before another Chamber.

#### *Public Works Expenditure.*

The expenditure on new schools and additions to existing buildings during last year totalled close on £72,000, being—Loan £27,764, Revenue £29,880, and Property Trust Account £14,610, and up to the end of the year thirty new schools were fully completed and handed over to the Education Department, and substantial additions were made to 27 other school buildings. In pursuance of their policy the Government have commenced the erection of the first of the number of sawmills which will be required to fulfil the contract entered into with the Commonwealth Government, and also to provide for own local requirements. A manager has recently been appointed, and every step will be taken to construct other mills as required. At Boya it was found necessary to reopen the old Government quarry in order to provide stone required for concrete work in connection with the Fremantle dock. In view of the fact that a similar class of stone will be required for other public works and for other departments, the Government decided to treat it as a trading concern, with the result that it is now paying interest, sinking fund, and depreciation, and providing a small margin of profit. Large quantities of stone are being

crushed for reservoir work, the Railway Department, and various municipalities and roads boards who are using metal on road formation. The Commonwealth authorities are now in communication with the Government for the purchase of metal in connection with the work they are doing at the Cockburn Sound harbour. Steps are now being taken to remove the Fremantle workshops from the north to the south side of the river, this being necessary on account of the dock having been abandoned and also because an additional area is required owing to the necessity for expanding in order to turn out the work required by the various departments. In connection with the departmental construction of public works, it is interesting to note that on the 24th August, the Public Works Department alone employed no less than 3,031 men, the majority of course being on railway construction works, harbours and rivers, and sewerage. The estimated expenditure for this year is £301,158, being an increase of £94,993 over the actual expenditure last year, and an increase of £66,878 on the amount voted last year. As against this large increase in anticipated expenditure, the estimated revenue is £59,000 compared with £13,000 received last year. The increase in both expenditure and revenue is largely due to the fact that this year, for the first time, provision is made on the Estimates for the Fremantle workshops and Boya quarries. It will be noted that the anticipated revenue from these two concerns, £34,450 in the case of the Fremantle workshops, and £10,510 in the case of the Boya quarries, is not much in excess of the expenditure, £33,200 in the former case, and £9,950 in the latter case; but in this connection it must be remembered that the Fremantle workshops perform services almost solely in connection with Government departments, which services are, of course, charged to various votes of Parliament, and, therefore, it is not considered necessary to make provision for any large profit. In fact, it is not necessary to make a profit at all, certainly not a large profit, because the departments would

have to pay a larger amount which would eventually have to go back to revenue. The anticipated expenditure for Works salaries is £66,570, or a decrease of £3,040. This of course being due to the transfer of officers to the Water Supply Department. The credit on this account for the full year is £8,168. The total amount provided for increases to officers on this year's Estimates is £676, practically the whole of which is on account of officers receiving less than £252 per annum. It will be noticed that the amount allocated to Revenue this year, £15,000, is about £1,500 more than last year. This is on account of the fact that the Revenue expenditure on works is heavier than it was last year, and the ratio of salaries goes up accordingly.

#### *Roads and Bridges and Buildings.*

Under the heading of "Roads and Bridges," £2,730 more is provided this year than on the last Estimates. This increased provision is necessary on account of the increased number of roads boards. I might easily have considered the desirability, under existing conditions, of having refused to continue to assist our local authorities as we have been doing in the past in the work they are accomplishing which assists, as I have stated on many occasions, in the material development of our various industries. By that means I could have adjusted to some extent the financial position, but I think such action would have been just as detrimental as action on our own part in refusing to spend money on public works which are so necessary in assisting the people developing our industries. The local authorities are doing magnificent work in their way, which is of equal importance to that performed by the central Government; and to attempt to adjust the finances by refusing to render them the assistance required from the central Government would, in my opinion, be a step in the wrong direction. Thus we have actually provided, notwithstanding the condition of our finances, a larger sum than previously by way of grants to local authorities, principally to roads boards. A sum of £3,700 has been specially provided, being the estimated subsidy on li-

censes collected which the Government will have to pay under the provisions of the new Traffic Bill for the six months commencing the 1st January next. This money is to be earmarked for the maintenance of main roads. In the past the amount collected by way of license fees by local authorities has not carried any subsidy from the central Government, but we have made provision to pay a subsidy to the local authorities on condition that the money so raised shall be earmarked for the purpose of maintaining the main roads. Harbours and rivers show an increase of £3,355, mainly on account of necessary repairs to jetties, etcetera, in the North-West, partly due to damage caused by the storms of last year. Public buildings show an increase of £13,906, the principal items being—public schools, an increase of £6,500; and hospitals, an increase of £4,490. On the Property Trust Estimates the amount available for expenditure is £41,838, as against a total vote of £44,781 last year. Of the total of £41,838 available, provision has been made for new schools and additions to existing buildings to the extent of £28,901. The balance covers—salaries, £2,000; bridges, £4,140; police buildings, £2,369; court houses, £2,063; sheds for inspection of fruit, etcetera, at Albany, £1,500, and hospitals, £865.

#### *Education Facilities.*

Hon. members will discover by the large amount of expenditure on the Property Trust Account and on the general Revenue account, together with Loan Funds, that we are attempting to keep pace with the times in providing our children with decent education, and we believe this is going to be a heavier burden in the future than in the past. We hear so many frequently assert that it is the duty of the State to provide schools in remote quarters of the State, with which we agree, and also to provide teachers to enable the man out in the wilds, or what may be termed the wilds, endeavouring to turn them to some account for the benefit of the State as a whole, to have his children decently educated, which means also that we must provide these

teachers with decent salaries, remembering the conditions under which they exist; yet we find these very people complain most bitterly when they are asked to carry their fair burden of the expense entailed upon the State. Even members of Parliament too frequently, when making demands on the Treasurer, forget that we cannot find money except by the operation of our trading concerns or by the taxes paid by the general taxpayers.

Mr. O'Loughlin: Do not look at me.

The PREMIER: I am not looking particularly at the hon. member because he is as modest as any member, and that is not saying much, but I wish hon. members would sometimes remember that we cannot continue to expend money in the directions they so frequently require. It is not difficult to get an hon. member to object to expenditure in some other member's district, but when they are side by side perhaps after all the objection raised has less ground than that which might be made against the hon. member's own request.

#### *Karri Sleepers for Commonwealth.*

This brings me to another question which is of paramount importance at the present time, that is the action of the Government in undertaking to supply the Commonwealth Government with sleepers in connection with the construction of the railway from Kalgoorlie to Port Augusta. I want to say that, despite the criticism from interested parties, and I emphasise the word "interested," I feel sure that the action of the Government in endeavouring to turn our valuable karri forests to advantage will prove one of the best advertisements for our timbers, quite apart from the fact that by the utilisation of powellised karri no less a sum than two millions sterling will circulate within the State during the time that the Trans-Australian railway is under construction. The Government are not oblivious of the merits of jarrah. I want to say at once that I regret exceedingly that it should have been found necessary, when objecting to the action of the Commonwealth and the State Governments in utilising

karri, to do an injury to one of the timbers of the State. While we are anxious to place karri on the market, we are not desirous of belittling the value of jarrah. Jarrah has stood the test of time and we have not done anything that can be said to be detrimental to those who are engaged in the jarrah trade. I believe it will be proved that karri will give even better results than jarrah, when that timber is used on the bed of a trunk line such as the Transcontinental railway. At the present time another Government—not the Commonwealth Government—is in treaty with us for the supply of a large quantity of karri sleepers, a greater quantity than the Commonwealth Government have contracted for, and I am thoroughly satisfied that the inquiry would not have been received from the quarter referred to unless that Government, on their part, had made thorough investigations with regard to the merits of karri when properly treated. I regret that perhaps the most damaging advertisement our timbers have yet received was given to them as the result of the discussion which took place in the Federal Parliament only yesterday, and the most disappointing and regrettable feature of that debate was the fact that some of our own State representatives, or those who claim to be State representatives, were responsible for it. One hon. gentleman, Mr. Hedges, was careful and very anxious to tell the Federal Parliament and the public that he was not interested in the jarrah trade, and by that means he attempted to make those to whom he was speaking believe that he was a disinterested party, and that he had no objection to karri being used, and that he was not concerned as to whether jarrah was used or not. I want to say that I have busied myself during the last 24 hours in trying to discover whether there was any truth in the rumour that Mr. Hedges himself, not in any partnership, but himself was interested in jarrah country, because such a rumour was floating about the town. The result was that I discovered that Mr. Hedges was registered in book 224 of the Titles Office, folio 26, as holding 5,450 acres of some of the best of our jarrah country.

Hon. Frank Wilson: That would not go very far towards supplying sleepers for the Trans-Australian railway.

The PREMIER: I admit that that tract of country would not supply all the sleepers necessary, but if he could obtain a contract for even a quantity, as others have been able to do, it would have been of advantage to Mr. Hedges. However, I am not worried as to whether Mr. Hedges desired to get any part of the contract or not, but what I am concerned about is that he rose in his place and protested against karri sleepers being used for the railway. When he did that he might have been candid enough to have first of all explained, and not denied, that he was interested in jarrah country.

Hon. Frank Wilson: Every farmer has a jarrah tree on his land, and is consequently interested in jarrah country.

The PREMIER: This area now held by Mr. Hedges was originally in the name of the Occidental Syndicate of London and it was transferred to David Henry Sinclair, Silver-street, London, on June 19, 1905, and totally transferred to William Noah Hedges and registered on the 18th April, 1910, the transfer being dated 6/4/1910, and the price paid being £2,500. I have here a plan of that block of land and I find that if it will not be passed through by the railway from Pinjarra to Crossman, that line will go very close to it. In spite of this Mr. Hedges denied that he was interested in jarrah country in Western Australia.

Hon. Frank Wilson: Had you better not quote what he said?

The PREMIER: I consider this a most disgraceful attitude for a representative, or one who claims himself to be a representative of this State in the Federal Parliament to adopt, especially when he must have known that the other States were just as desirous as we were to obtain a contract for the sleepers. He used the fact that we have concluded a contract with the Federal Government to try and belittle what had been done, and considering the effect that this action might have had on the State and on the industry, that hon. gentleman's conduct was most disgraceful and was such that surely the people of Western Australia



will not tolerate. We have not entered into this business with our eyes closed. We have too much respect for the Federal Government to attempt to trap them in any way or to do something that will be to their detriment and the detriment of the taxpayer. And when any person has the temerity to say that the Federal Government only entered into this contract because they wanted to assist the State Government in some of their socialistic enterprises, he must have forgotten that he represented 24,000 people in this State. It is regrettable to think that a gentleman, whom our friends opposite so frequently applaud—I refer to Sir John Forrest—and refer to as a devoted son of Western Australia, should have lent himself to support such a motion as that submitted by Mr. Hedges, and thus do something which was detrimental to this country. Do not hon. members who have an interest in the welfare of the State appreciate the fact that the money which will be sent to this State by the Commonwealth Government for the purchase of the sleepers will be of immense benefit to us? And yet those gentlemen in the Federal Parliament, in their statement which, if not incorrect, did not convey the truth in connection with this matter, attempted to prevent this money being circulated within the State which they are expected to represent. We have heard every day for years past that karri has been used on the Great Southern Railway with not very great success, but we are not now using it under conditions under which it was used on that line. We are using it after it has been treated by a process that has stood the test of time, and we are satisfied with the evidence which has been produced in the presence of the Governor and officers of the Railway Department recently, that karri, when properly powellised, will resist the attack of dry rot as well as the attack of white ants. We have a piece of timber which for four years was in a culvert in the South-West, a culvert previously constructed with jarrah, and which had been completely eaten out by white ants. The powellised karri was placed in the culvert in such a manner as not to disturb the white ants, but to give them the op-

portunity of playing havoc with it. When that timber was taken out it was sound everywhere. We have abundant evidence that we can turn this timber into great value, and more than that it will make that land, whereon it grows, and which is practically the most valuable soil in the country, available for settlement, and that is one of the things which I believe will be appreciated in years to come. I will leave this subject, having perhaps said not all that might have been said in regard to it. Sufficient, however, has been said to show that we have done something that will reflect credit not only on the State and this Government, but the Federal Government, as being fearless and prepared to accept the advice of our officers and of the Government of Western Australia.

#### *Water Supply Department.*

In connection with the Works Department, we have previously had a number of officers who were responsible for the control of the water supplies in different parts of the State; we also had officers attached to the Lands Department and others connected with the Mines Department and officers in almost all the departments responsible for water supplies. We found officers going out to one district to locate a water supply for one purpose, and immediately after they had left, another gang went to the same place to locate water for a different department. In accordance with our policy we have amalgamated the water supplies under the one department, which is now controlled by the Minister for Works. The branches transferred to this new department comprise the Goldfields Water Supply, the Metropolitan Water Supply, Sewerage and Drainage System, the water supplies in agricultural districts, the mines water supply generally, drainage and irrigation works generally, country towns' water supplies, and artesian boring and maintenance of stock routes. In regard to the Goldfields Water Supply branch the total capital expenditure now amounts to £3,317,444, the sum of £64,743 having been expended during the

past year. Working expenses amount to £78,240 as against £70,972 in the preceding year, the increase being principally in connection with the main conduit. The revenue for the year reached the amount of £243,521, being £5,853 greater than in the preceding year. The net result of the year's operations is a deficit of £27,182, as compared with £25,615 in the year before. It must not be forgotten that what is known as the deficit on the year's operations is after charging interest on the capital which has been expended and also charging something like three per cent. sinking fund where on other works, the charge in most cases is  $\frac{1}{2}$  per cent. and in some cases one per cent. For the current year working expenses are expected to increase by about £11,000, due to the necessity for additional work on the main conduit, and additional interest and sinking fund payments on new capital expenditure will amount to £4,800. The revenue, on the other hand, it is anticipated, owing to the reduced mining consumption at Kalgoorlie will not exceed the amount raised last year. The new capital expenditure for the past year includes £21,020 on works for preventing corrosion of the main conduit, and £21,779 for 111 miles of extensions of water mains in agricultural districts. In regard to the latter one-half of the first year's water rate is being remitted, and in consequence the extensions will not earn their full revenue until the expiration of a year after installation. The sum of £14,353 was spent on mining extensions, and £4,762 on town reticulation. The capital expenditure during the year in connection with the Metropolitan Water Supply, Sewerage, and Drainage Department on works within the metropolitan area amounted to £150,116, bringing the total expenditure up to £1,304,481. The total expenditure for the year on revenue account, including interest and sinking fund on all loan capital, except that relating to sewerage construction not yet transferred from the Public Works Department, amounted to £55,983, and the gross revenue to £73,779, the balance of £17,796 being applied towards depreciation on water supply works, and to in-

terest and sinking fund charges, on sewerage and storm water capital expenditure. In the current year the income is expected to reach £100,000, and the expenditure on revenue account £75,885, exclusive of interest and sinking fund charges on expenditure from General Loan Fund. The increase in expenditure is accounted for by additional charges for interest and sinking fund on new expenditure, and the increase in earnings is due principally to the new sewerage and storm water rates. In respect to water supplies in agricultural districts, apart from those reticulated from Mundaring, it may be said that owing to the exceptional dryness of the season the work of providing water supplies in agricultural districts has been most actively pushed forward. The sum of £92,806 has been expended out of General Loan Funds on the construction of tanks and wells and on boring operations. The results were beneficial, and assisted materially in enabling numbers of settlers to remain on their holdings who would otherwise have been driven off the land. A result of this work has been the discovery and development of a large number of sources of water which will prove permanent and valuable assets to the State. The work comprised the sinking of 122 wells, the construction of 97 dams of capacities ranging from 1,000 to 5,600 cubic yards, and the driving of 1,145 bores of an aggregate length of 52,574 feet. The results from the bores driven are as follows:—Fresh water was struck in 163 bores, stock water in 89 bores, and salt water or negative results in 893 bores. In addition to the work outlined above arrangements were made for hauling the Mundaring water along the several railways in the dry areas for the relief of agriculturists, the quantity of water supplied in this way amounting to over four million gallons. The sum of £41,342 was spent on loan works in providing water supplies, roads, etcetera, in mining districts generally, and £20,917 was spent from revenue on maintenance work. The revenue earned amounted to £10,888. The revenue from this source is expected in the current year to increase to £14,000 on account principally of the

approaching completion of new water supply schemes in the promising centres of Meekatharra and Ora Banda. The cost of works of drainage and river snagging charged to loan amounted in the year to £26,706. The loan expenditure under the heading of "country towns water supplies" amounted for the year to £23,194, the more important works now under construction being the Albany water supply, estimated to cost £52,000, the Wagin water supply, estimated to cost £11,000, the Busselton water supply, estimated to cost £3,300, and the Roebourne water supply, estimated to cost £2,300. Schemes for a water supply for Geraldton and for supplying hills water to Bunbury, are now under consideration. Loan expenditure on artesian boring and maintenance of stock routes amounted to £6,228 within the year, and £4,700 was spent from revenue on upkeep and maintenance. In regard to the financial features of the new Water Supply Department, the saving in administration anticipated from the amalgamation will not be apparent during the current financial year, owing to the necessity for making provision on the Estimates for all officers previously engaged on water supply works. We had to take over those officers without considering whether they would be required until the department is properly organised, and thus we will not be able to show any appreciable economy before the end of the current financial year. On the appointment of an engineer-in-charge the engineering division will be reorganised, and many economies are anticipated. It must be remembered, moreover, that the work controlled by this department, both in the metropolis and through the State, is rapidly expanding, and although improved methods will be adopted the greater volume of work may preclude any appreciable reduction in the total expenses of the department.

#### *Land Selection.*

Land selection is proceeding satisfactorily. Returns show an increased area approved, despite the great care taken not to throw open lands beyond the area

of known rainfall, or unduly distant from railways. We made that one of the features of our policy, and we propose to continue it. We believe it is a wrong policy to drive people out into districts where the rainfall is uncertain, and where they are situated many miles from a railway. Considering the concessions granted in regard to rent, owing to the recent dry season, and the loss of revenue through abolition of sales of town land, the revenue is undoubtedly very satisfactory. Expenditure has somewhat increased, owing to greater outlay in surveys occasioned by increases in the schedule rates. The recent rains have assured the prospects for the current season, and arrears in rent will doubtless be largely wiped off after harvest. In that connection may I explain that while we anticipate that a great number of those who obtained approval for the deferment of payment of their rent during the last year—I mean by that three half-yearly payments—while we anticipate that they will make considerable reductions in their arrears, yet we have given them the opportunity, should they desire to make application to the Minister, to repay the deferred rents over six half-yearly payments. I think it will be generally admitted that this is very generous treatment at the hands of the Government. I am satisfied that there are financial institutions and storekeepers and merchants who would not be likely to carry the settlers for three years for the amounts they have deferred paying for stores, and in other directions. The work done in providing water supplies will minimise difficulties in the event of dry spells recurring. Surveys are being pushed ahead, and about three million acres were surveyed last year. A proposal for amending the Agricultural Lands Purchase Act is now before Parliament, and measures to amend the Land Act and providing for the leasing of rural lands will also be presented this session. A special classification is being made in the South-West division to enable the conservation of our timber resources to be dealt with on a systematic scale. A survey party is engaged in the Kimberley district to deal with lands suit-

able for tropical cultivation. Experts are also engaged in examining the North-West with a view to reporting on areas suitable for irrigation. The revenue for 1910-11 was £388,993, the revenue for 1911-12 was £376,748, and the estimated revenue for 1912-13 is set down at £387,000. The decrease of £12,000 odd in 1911-12, when compared with 1910-11, was due to the exceptionally dry season of that year, which is expected to affect the revenue for the current year to the extent of about £30,000. The sales of Bullfinch lots showed a decrease of about £14,000 in 1911-12 when compared with 1910-11. As a matter of fact we have had considerable trouble in obtaining, and have had to carry over, some of the final instalments in the purchase of those lots sold in the previous year. The revenue expenditure for lands and surveys for 1910-11 was £80,382; for 1911-12 it was £90,792, and the estimated expenditure for 1912-13 is set down at £90,353. The increase of £10,400 in 1911-12 over 1910-11 is made up as follows:—(a) Increase in salaries due to decentralisation, Public Service Commissioner's reclassification scheme, and special overtime worked in the district surveyors' offices and in the accounts branch, £3,683; (b) increases in allowances and printing, and outstanding accounts carried over from the previous year, charged to the incidental vote, £2,657; (c) new item "refunds of revenue" previously provided on the Treasury Estimates, £1,454; (d) Avondale estate, a new item, £2,234; (e) outstanding accounts for 1910-11, in connection with lithography, £1,250. Yet we were told that we had not to pay, last year, some of the charges which were rightly chargeable to the previous year, notwithstanding which here we have the reason why we had to excess the vote. Then there was, (f) additional survey hands and expenses incidental to surveys, £2,900, and (g) special items and sundries, £1,550, or a total of £15,728, less reduction in surveys generally, £5,300, or a net total of £10,428 excess. The Lands and Surveys estimated expenditure for the current year shows a decrease of £439, when compared with 1911-12, and

this after providing for increases in salaries, amounting to £1,020, and new additional permanent positions for surveyors, etcetera, totalling £1,400.

#### *Agricultural Department.*

An analysis of the operations of the past year of this department shows that Parliament voted from the Revenue Estimates £61,050, being an increase of £7,022 on the amount the Minister disbursed during the previous year. The actual realised expenditure during the past year was £2,155 in excess of the vote, so that, in all, the past year's operations involved an expenditure of £9,177 over that of the year 1910-11. This £9,177 was absorbed principally in the following directions:—Three special experts, in the persons of agricultural commissioners were imported. And that they were needed is evidenced by the fact that they have been working day and night, Saturdays and Sundays included very often, since their arrival. An additional subsidy of £2,500 was given to the Royal Agricultural Society on this year's Estimates. Subsidies to other societies absorbed a further £1,069. Increased activities were displayed on the four farms under the control of the commissioners. Further facilities were provided for the public in the shape of an additional veterinary surgeon, wool lectures, a poultry officer, and additional potato and orchard inspectors to combat the introduction of disease. The activities of the Agricultural Department have increased considerably during the year, and its assistance is more than ever availed of by the general body of settlers. An increased cost of £300 was experienced for the stabling of public horses, owing to the extension of the principle of carrying out works departmentally. The amount asked from Parliament this year is £95,833, being an increase of £32,628 over the expenditure of last year. This increase is rendered necessary by the following:—Provision for advances against the shipment of fruit, £10,000. This amount, however, will be recouped to revenue when the final settlement is made

after the fruit reaches the London and Hamburg markets. We were approached by representatives of certain fruit growers, and asked that we should enable them to export without their entering into what was coming to be regarded as a combine for the export of fruit from Western Australia. They asserted that we could only relieve them by making advances against their fruit when it reached shipboard at Fremantle, and arranging for the Agent General to act in their behalf in London. We believe that will materially assist them, and we have provided £10,000 on this year's Estimates for their assistance. We have also made provision for a retail beef stall at a cost of £15,100. That, of course, will be recouped to revenue, and a small profit shown in addition. A start has been made with the establishment of a factory for the manufacture of agricultural machinery. These Estimates provide for the salary of the manager at the rate of £500 per annum, and his expenses. A sum of £566 is provided for the preparation and distribution of bulletins, informative literature for settlers. In that respect I may explain that we had to consider the question of whether we should continue what is known as the *Agricultural Journal*, for distribution, or whether we should do it by way of bulletins. Having regard to the fact that a regular journal, issued as the *Agricultural Journal*, requires officers to provide articles, such as they provide now in bulletins, at regular intervals, which might perhaps be very inconvenient, whereas they could sit down at their leisure and write a bulletin for distribution, we have concluded that we can do more good, at less cost, per medium of bulletins than we could do by the *Agricultural Journal*, as in the past. We also provide £320 for the pathological laboratories where diseases in crops, potatoes, fruit, etcetera, are coped with, farmers' trial plots, new Government dairy at Denmark, further fruit inspection, and instruction in practical packing—here I may say we feel highly satisfied with the selection we have made of a fruit packer; he has already demon-

strated that he has a complete knowledge of the whole of the systems used in all parts of the world and undoubtedly is an expert in this line—the inception of Albany cold stores, and more veterinary surgeons. All these have meant increased activity and increased expenditure. It will also doubtless be interesting to hon. members to know that the Agricultural Department is now tree-pulling and scrub rolling for settlers at the rate of 52 acres per day.

#### *Harvest Prospects.*

Dealing with the Agricultural Department naturally brings me to the question of the harvest prospects for the year, and I have obtained from the Registrar General some statistics which I believe hon. members will appreciate as being favourable. The following are the estimates of the acreage under wheat in the principal agricultural divisions, as compared with the acreage of last season—Victoria district, this year 122,782 acres, last year 112,599 acres, an increase of 10,183; South-West coast, this year 6,876 acres, last year 5,561 acres, an increase of 1,315 acres; Northam, York and Beverley, this year 501,512 acres, last year 500,580, an increase of 932 acres; Great Southern, 239,390 acres, last year 270,904 acres, a decrease of 31,514 acres; South coast, this year 7,359 acres, last year 4,923 acres, an increase of 2,436 acres; goldfields, this year 1,489 acres, last year 1,610 acres, a decrease of 121 acres; grand total, this year 879,408 acres, as against for last year 896,177 acres, or a decrease of 16,769 acres. Whilst there is this small reduction in the area under crop for wheat, there is, on the other hand, an increased area under oats and barley of 37,898 acres, which shows a net increase in the area under crop of 21,129 acres. A large decrease in the acreage under wheat is shown in the districts along the Great Southern railway. This is accounted for, however, by an increase of 28,349 acres in the area under oats in the same district. From many of the reports received it appears there is every prospect of a record yield, both on account of the

probable increase in the area to be stripped and the fair average yield anticipated. I estimate from figures submitted to me that the total yield will be in the vicinity of from eight million to nine million bushels.

#### *Agricultural Bank.*

We cannot refer to the agricultural industry without making reference to that institution which has rendered such valuable assistance to settlers in their initial stages. I allude, of course, to the Agricultural Bank. The amount advanced by that institution last year was over £400,000, the next heaviest year having been that preceding it, when the amount advanced was over £300,000. During last September no less a sum than over £60,000 was advanced to settlers. So far as last year's transactions are concerned, however, the total amount advanced by the Bank was £1,946,184, of which the sum of £665,453 has been repaid, leaving a balance of £1,280,731 outstanding at the 30th June last. The instalments paid during the year amounted to £406,042, of which £43,267 represented liabilities taken over, £31,004 stock, and £3,012 machinery advances. The amount expended in further development was £328,758, for which the following improvements were effected by borrowers—clearing 161,787 acres, ringbarking 240,210 acres, fencing 195,135 chains; blackboy and poison grubbing 12,929 acres, water conservation and draining, costing £25,110. The new accounts opened during the year totalled 1,334, and the closed accounts 461, leaving 7,101 accounts current on the books. The profits amounted to £6,061 for the year, which are paid into a reserve fund in the bank, bringing the reserve up to £35,000. The earnings for the current year are estimated at £81,000, being an increase of £16,000 over the preceding term.

#### *Savings Bank.*

Closely connected with the Agricultural Bank is the State Savings Bank, and it is unnecessary for me to dwell on the magnificent assistance this bank has been to the people of this State. The volume

of business is ever increasing, and during the last year the number of separate transactions aggregated 642,995, being 94,666 more than in the preceding year. Deposits aggregated £3,514,008, as against £3,177,124 for the preceding year, being an increase of £336,884. The withdrawals were very heavy, aggregating £3,321,666 as against £2,671,010, being an increase of £650,656 on the previous year. The total turnover in the Savings Bank Department for the year aggregated £6,954,919, being an increase of £1,001,803. Interest, calculated at 3 per cent, and aggregating £119,245 was added to depositors' balances on the 30th June last. The total funds at the credit of depositors held on the 30th of June increased from £4,092,504 to £4,408,320, whilst on the 30th September they had grown to £4,480,478 17s. 4d. The number of agencies has increased by seven, whilst school agencies have advanced from 172 to 221, being an increase of 49. The school children have saved in the school savings bank department to the 30th June last £12,751 7s. 10d., which had on the 30th September increased to £14,681 11s. 2d. The investment of the bank's funds produced £139,666, whilst revenue from other sources aggregated £4,597, making in all a total of £144,262 7s. 7d. The expenses of management amounted to £18,367, interest to depositors £119,245 7s. 2d., and other expenses £37 15s. 3d., leaving available for transfer to consolidated revenue a sum of £6,612 8s. 7d. The cost of administration on the total turnover equals 5s. 3½d. per cent.

#### *Commonwealth Banking Operations.*

This brings me to the question of the proposed transfer of the operations of the State Savings Bank to the Commonwealth Bank, and I want to say that, notwithstanding the criticism of some of our friends, this matter has given the Government and me considerable concern during the last twelve months. I said in the previous Budget Speech that it would mean a great deal to the State to lose the money provided for investment through the State Savings Bank, if it was to be

handed over to the Commonwealth without any safeguarding provisions. Since that date a Premiers' conference has been held but we did not arrive at anything like a unanimous decision on this matter. It is true that the Prime Minister submitted a proposal which, subject to our retention of some control over the management, I considered was one which would be of advantage to the State. The other Premiers joined with me on that occasion and eventually a motion was carried by three States against two that we were prepared to accept the Prime Minister's proposal, subject to our having a say in the management of the bank. Since that date I have been in negotiation with the Prime Minister and also with some of the State Premiers, and later again with the governor of the Commonwealth Bank. The Prime Minister, acting it is true with the concurrence of the Commonwealth Parliament, has decided that the governor of the bank shall be free from all political control and he has up to date adhered to that decision of the Federal Parliament. Perhaps, after all, it is wise that a person operating such a huge institution as the Commonwealth Bank undoubtedly will be in a few years, should be entirely removed from the slightest interference by any political party. But the question arises as to whether it is wise for the State to either join in partnership or hand over control of the Savings Bank to the Commonwealth, recognising as we do the magnificent benefit the institution has been to the State. I have given figures showing the advantages it has conferred in connection with the operations of the Agricultural Bank in assisting settlers in the agricultural districts, and in other ways, such as water supply. I cannot close my eyes to the fact, however, that the Commonwealth Government have determined to enter the arena in accordance with the powers transferred to the Commonwealth by the people of the Commonwealth. We cannot deny the fact that the Federal Constitution provided that the Commonwealth may control banking, and in those circumstances we cannot complain if ten

years after that was made part of the Federal constitution the Federal Government decide to commence operations in that direction. We cannot, I say, have any complaint at the action of the Commonwealth Government in that direction: they have operated in the direction that the people of the Commonwealth expected them to. I have previously expressed the opinion, and I again repeat it, that the action of the Commonwealth Government in entering into the arena, so far as general banking is concerned, is one that will be applauded by all sections of the community. At the same time, I cannot but appreciate the possible effect it will have on the finances of the State if we lose the money at present deposited in the State Savings Bank for investment as it has been invested in the past. Then I have to consider whether, as Treasurer, I should adopt a similar attitude to that adopted by the Treasurer of Victoria who has resolved that come what may he will not permit the Commonwealth Government to take control of the Savings Bank system. The position of Victoria is, of course, very different from that of Western Australia, but it is not necessary at this stage to point out the differences that exist. I must admit after considering the proposals of the governor of the Commonwealth Bank—I do not feel at liberty to disclose them in detail at the present moment, nor do I think it would be wise—we are faced with the position that if we can obtain some modification of those terms, and I think we can do so by further negotiations, it will be wise to allow the Commonwealth Government to control the Savings Bank system, so long as we can assure to the State a considerable proportion of the moneys deposited in the bank. I may say that the governor of the Commonwealth Bank has to a certain extent adhered to the promise given by the Prime Minister, namely, that the money at present standing to the credit of the State Savings Bank shall remain in use for re-investment, and 75 per cent. of the new business done by the Bank shall be at the first call of the State Government.

When I consider the effect that the Commonwealth Bank may have by causing wholesale withdrawals from our own bank, it seems to me that the acceptance of these terms would be almost immediately of great advantage to this State. The wholesale withdrawals that may be made from our Savings Bank to the Commonwealth Bank will materially affect our investments through the Agricultural Bank, but I cannot see how we can suffer anything like wholesale withdrawals. I have not the slightest concern who is going to control the manager and staff of the Savings Bank, but what I am considerably concerned about is who is going to control the money deposited in the Savings Bank for investment, and so long as I am sure that the State is going to obtain that money in the future as in the past, I am not going to worry very much about asking Parliament to pay the salaries of a manager and clerk.

Mr. Taylor: What about the profits?

[Mr. McDowall took the Chair.]

The PREMIER: That is a matter we have to decide when negotiating with them. It would be unwise at this stage for me to state publicly the terms on which we are negotiating. When negotiations have been concluded, I propose to announce the terms on which it is decided that we shall join with the Commonwealth in this scheme.

#### *Workers' Homes.*

I cannot proceed with my financial statement unless I make some reference to another operation of the Government which is new, and which has to some extent been criticised. I refer to the Workers' Homes Act. Some time was necessary before the machinery of this Act could be placed in working order, but the active operations in regard to the funds of the board now extend roughly over a period of three months and the total applications for assistance under Part IV. of the Act amount to £104,410. Of the applications included in this amount, a total of 104 have been approved to date, 52 for building amounting to

£20,900, 28 for purchasing, £10,400, 19 for improving and discharging mortgages, £4,185, and 5 for discharging mortgages, £1,320. The applications in progress for assistance under the Act total 160 and a sum of £58,559, and these applications show promise of being successful. A small number of applications have, quite naturally, been either withdrawn by applicants or declined by the board for various reasons. With regard to Part III. of the Act, I may state that 95 definite requests have been noted for reference when land is available in the localities desired by the writers, and in a deputation received last July mention was made of approximately 80 persons in the Midland district who were anxious to avail themselves of the facilities for obtaining a home under this section of the Act. In many cases it has meant the absolute saving of rent forthwith: in other cases, more particularly in regard to purchasing, the successful applicant has been benefited to an extent of from 6s. to 8s. per week whilst at the same time purchasing his own home. From the present indications, it is anticipated that the amount authorised under the Workers' Homes Act in providing the capital funds of the board will allow of very little surplus, if any, at the end of the current financial year. We have before Parliament a Bill to permit of the exchange of certain lands with the University Senate which aggregate an area of 336½ acres, of which 136 is situated at West Subiaco, 36 at Claremont, 29½ at North Fremantle, and 165 at West Karakatta. I have a list of the towns whence applications for advances in connection with workers' homes have been received and approved, and to show that this is not merely confined to the metropolitan area, I propose to give the names of the towns where the Act is already in operation. They are—Smith's Mill, Cottesloe Beach, Leederville, York, Pingelly, Perth, Subiaco, North Perth, Claremont, Northam, Midland Junction, Mount Lawley, Queen's Park, Fremantle, East Fremantle, Maylands, Cottesloe, West Subiaco, Narrogin, Plympton, West Guildford, Geraldton, Beverley, Belmont, Bayswater, North Fremantle, Cunderdin,



Northampton, Bellevue, Donnybrook, and Meckering. I have also a list of the trades and occupations of the applicants we have assisted, which include civil servants and employees generally, and even include widows earning a few shillings by the needle in their own homes.

#### *State Hotels and Tourist Department.*

The State Hotels and Tourist Department is now in full operation. At the Gwalia hotel the profit for the year amounted to £1,715 18s. 11d., a slight increase over the previous year. The whole of the capital cost of this hotel has been paid out of the profits, and in addition the books show a credit of £6,480 17s. At Dwellingup the net profit amounted to £1,244 10s. 10d. for a period of about seven months less. During last year the business at the Caves House, Yallingup, which holds a wayside license, increased to such an extent that it has been found necessary to extend its accommodation and this work is proceeding at the present time. This increase is principally due to the alteration to the itinerary comprised in the Caves coupon, which in the past provided that out of, say, a five-day coupon, only one day was spent at the Caves House, whilst the remainder of the time was spread over the hotels at Busselton and accommodation houses in the Margaret River district. When the State motor service was instituted by the present Government, the itinerary was changed and the Caves House was made the headquarters of the tourist who now makes his excursion to the caves by motor car. Thus the Caves House, which was erected with the sole idea of catering for caves visitors, is now fulfilling its functions, the change giving a better and cheaper trip to the couponists. Last year's revenue was more than double that of the previous year. When it is remembered that the existing accommodation at the Caves House serves only 24 persons indoors, and that as many as 83 visitors had to be provided for last Christmas, the necessity for additional facilities will readily be seen. As soon as the works at present in progress have been completed, it will be possible to house more than three times the former number, with

but a slight increase in the staff. At Rott-nest 30 additional camps have been constructed of wood and iron, making 80 camps in all. Every one of these has already been booked for the Christmas holidays. It is hoped that the hostel will be open for public accommodation by the 1st December next. Everything possible is now being done by the Government to see that proper conveniences are provided at the island. Among other matters may be mentioned the general retail store, the butchery and bakery, telephone exchange and postal facilities. All this of course renders it necessary for the Government to maintain a regular staff on the island. The Department has been active in bringing before our people and those of the Eastern States and elsewhere by means of cinematographic views and otherwise, our various resources, pleasure resorts, beauty spots, etcetera, and inquiries from places abroad, including America, are constantly being received and dealt with.

#### *Education Department.*

The expenditure in the Education Department for the financial year 1911-12 amounted to £238,569, showing an excess of £36,393 over the expenditure for the previous year. Nearly £24,000 of this was due to additional salaries and allowances to teachers and school caretakers. In the primary schools the number of children increased during the year by 3,077. The number of schools increased by 33. The Modern School, which had been opened for only five months of the previous year, was open for the whole of the last financial year with increased numbers. The Training College instituted additional courses for teachers of small country schools. Continuation classes and technical classes were extended and additional numbers were brought under instruction in wood work and household management. Administrative salaries cost £1,160 more than in the previous year, £660 for inspectors, and £494 for office staff. Two additional inspectors were rendered necessary by the growth of the schools, and by the department undertaking the inspection of Roman Catholic schools. Incidental votes accounted for the remainder of the increase. The principal items of ex-

penditure were on desks for schools. Many country schools which had obsolete and uncomfortable desks were provided with new and up to date furniture. This accounted for an increase of £1,200. Issues of school books and apparatus increased by £1,800. The additional cost of driving children in to country schools was £800. Scholarships accounted for an addition of £1,700. In addition to the increased accommodation to be provided as the result of greatly increased numbers attending schools in the metropolitan area, the opening up of new agricultural settlement is naturally demanding large expenditure in the provision of educational facilities in the country districts.

#### *Charities.*

I come to another department which in the past has been looked upon largely as an administrative department. I refer to the Colonial Secretary's Department, which is one of the most important of Government departments. The department under the Colonial Secretary showed an increased expenditure for last year of £52,500 in excess of the preceding year. Of this increase £34,000 has been expended in those departments charged with the care of the poor, the sick and infirm. An amount of £10,000 was expended in increasing the efficiency of police administration, and £6,000 was entailed in coping with increased demands on the Harbour Lights and Jetties Department. The current Estimates provide for a further increase of £73,927 on last year's expenditure, in which is included costs of new services, namely, steamships £60,563, milk £2,323, and ferries £3,100. The needs of charity and the care of the sick and infirm again make heavy demands on the State Treasury, while the expansion of agricultural settlement necessitates an increased constabulary. Assistance to women on whom children are dependent will result in an increased expenditure of approximately £6,000 per annum. A total of 331 mothers are receiving relief at the present time, amounting to a weekly distribution of £231, which is paid to mothers of children subsidised by the State for various reasons to look after their children

in their own homes. As a set-off against the increased expenditure of £73,927 in this department, an increased revenue of £84,269 is anticipated, leaving a net decreased expenditure of £10,342. The expenditure last year in promoting the welfare of the aborigines was abnormal, having amounted to £6,727 over the estimate owing to the very dry season in the interior.

#### *Harbour and Light.*

The expenditure on Harbour and Light Department, including ferries, jetties, and tramways, for the last financial year, exceeded the estimate by £4,699, although this was partially counterbalanced by increased revenue of £2,742. The increased expenditure was mainly due to increased traffic on jetties and heavy handling costs entailed by the cyclone having damaged the Point Sampson jetty and tramline, and also by increased wages to lumpers. The South Perth ferries were taken over by the Government on the 1st March, and a satisfactory profit was made to the end of the financial year—£650. I am not sure whether I should have mentioned those figures, as the member for Canning (Mr. Lewis) will be coming along with a deputation and asking for a reduction of fares. The purchase of an up to date ferry steamer is contemplated. This will increase the running costs but will provide a most efficient service.

Mr. Lewis: What about Coode-street, and Queen-street.

The PREMIER: That is a matter for future consideration.

#### *Medical and Health.*

The Medical and Health Department showed an increased expenditure on last year's vote of £11,880, mainly owing to extension of hospital accommodation, increased cost of food supplies, higher wages to domestic staff and appointments of district medical officers at new centres. The Perth Hospital vote is now augmented by £3,000 and Fremantle by £1,000. The work of school hygiene was extended during last financial year, two medical officers and two nurses being engaged practically the whole period. The estimate for the current year exceeds last

year's expenditure by £7,522. The inspectorial and district medical and nursing staffs have been increased, and increased provision is made for hospital grants, amounting to £3,500. New services include provision for the working expenses of the land adjoining the proposed consumptive sanatorium at Wooroloo, £350, and provision for visiting maternity nurses, infant life preservation £800. The new midwifery regulations provide that where a midwife is attending a case in which it is necessary to call a doctor, if the patient or her husband cannot pay the doctor's fee, then the State pays the doctor a reasonable amount prescribed in the regulations. Necessary medical attention to all women is thereby secured. We have heard during recent weeks a great deal about the maternity bonus now being provided by the Federal Government, but I am afraid the public do not understand that we, as a State had already made some provision to meet cases where in many instances some assistance was required. It is worth considering whether it will be necessary to continue that payment in the circumstances brought about by the Federal Government's proposal. The expenditure on Loan Fund administered by the Colonial Secretary's Department in 1910-11 was £95,661, and in 1911-12 £170,407. I had intended to make reference to the establishment of a consumptive sanatorium at Wooroloo, but members are aware that this is already established. We are proceeding with the laying out of the grounds, and also with preparing the necessary plans for the future institution. We propose to make it as far as possible a self-supporting institution. I cannot neglect to make some reference to the action of the Government in providing a pure milk supply, particularly for the hospitals in the metropolitan area, and a few words about the Government's efforts in this direction to provide a pure milk supply will not be uninteresting. The sum of £4,233 10s. 11d. has been expended upon buildings, machinery, irrigation, and stock, the latter item alone covering £1,851, and during the 11 weeks that the dairy at Claremont

has been running, a profit of £187 is shown over and above all expenditure for wages, fodder, initial expenses, etcetera. It may also be interesting to remark that one of the health board inspectors recently took a sample of the milk on the carts and reported later that it was the best sample of milk that had been seen in Perth. Of course we are only supplying the metropolitan hospitals at present, but I am hopeful of extending the system and providing milk for the public institutions, and probably for private establishments as well.

#### *Immigration.*

The Immigration Department has been merged under the Colonial Secretary's Office for the current year and the Tourist Branch has been amalgamated with the State Hotels Department. Owing to the altered functions of the Immigration Branch the estimated expenditure for the current year is less than the preceding year by approximately £1,000. During 1911-12 the number of immigrants received was 9,697, as against 7,744 for 1910-11. Of these numbers 4,617 and 1,441 were nominated respectively, showing that last year we brought out a considerably greater number of nominated immigrants than in the previous year. The declared capital of immigrants was £42,784 for 1910-11 and over £70,000 for the past year. There were 4,008 persons nominated in 1910-11, and in 1911-12 this number was increased by 3,138, or 7,146 for the year. In July, August, and September we received 1,511 immigrants made up of 1,022 nominated and 489 assisted. There are 2,160 additional persons who have been nominated, making the number of approved nominations approximately 5,000 yet to sail. The difficult problem before the Government is to determine how shipping accommodation is to be found for the large number of desirable persons awaiting transhipment to our shores. This also has been rendered more difficult owing to the recent action of shipping companies in raising the passage rates for immigrants to Australia. I may mention that at the Premier's Conference held in Melbourne in January

last uniform passage rates were decided upon as follows:—For males £6, for females £3, and for children under 12 years of age £1 10s.

Mr. Monger: Would I be in order—

The CHAIRMAN: The hon. member is not in order in interrupting the Premier, or any other member, at this stage.

Mr. Monger: Would I be in order—

The CHAIRMAN: You are not in order.

#### *Whaling Industry.*

The PREMIER: I desire briefly to make reference to another industry established in the last 12 months which may eventually be of considerable advantage to the State. That is the whaling industry. In connection with this matter there have been no less than three whaling licenses granted to companies formed in Norway, namely, the Western Australian Whaling Company, the Fremantle Whaling Company, and the Cape Leeuwin Whaling Company, with capitals of £82,000, £45,000, and £40,000 respectively. The rents derived from these licenses are—Western Australian Whaling Company £250 per annum, Fremantle Whaling Company £300 per annum, and the Cape Leeuwin Whaling Company £350 per annum, or a total of £900. Of these companies the Western Australian has already commenced operations in the waters north of Shark Bay, and, although no official information has yet been received relative to the success of the undertaking, from outside sources it is gathered that the track of the whales has been located and that the outlook is promising. The first fleet consists of three vessels, two steam whalers and one large steamer of about 3,000 tons used as a floating factory. Altogether the three vessels employ about 100 hands. Provision is made in these exclusive whaling licenses for the erection of land stations at suitable parts of the coast line or adjacent islands for the treatment of the carcasses of the whales. When erected, these factories are likely to employ a considerable number of hands.

[Mr. Holman resumed the Chair.]

#### *Labour Bureau, Police, and Gaols.*

The PREMIER: The State Labour Bureau during the year had applications from 10,802 individuals for work. Of this number 8,452 applied at the head office and 2,350 at the branches. The engagements for the same period totalled 7,261. Of these 6,087 were made at the head office and 1,174 at the branch offices. Railway fares were advanced to 1,985 men to proceed to work, and so far 75 per cent. of the total amount of them have been collected by the labour bureau. I had intended to make some reference to our police force and also to our gaols, but as time has proceeded so rapidly I do not propose to make any further reference to these matters, leaving it for one of the Minister to refer to them when introducing his section of the Estimates. I will merely state that the expenditure under the heading of "Police" has increased, while that under the heading of "Gaols" has been reduced. We are considering the desirability and have already amended the regulations for the purpose of providing a different system of treatment for those incarcerated in our gaols. We propose to utilise the prisoners more in doing work outside. They have been doing work in the past such as printing and woodwork, but we believe we should utilise the prisoners to some advantage to the State by having them out in the country on the work of reafforestation.

#### *Mines Department.*

It is a difficult matter to forecast with any certainty the mining revenue for any year, as the demand for leases and other mining holdings may arise very quickly. For instance, in 1910-11, when the rush for leases in the Yilgarn Goldfield took place, consequent on the discovery of the Bullfinch, mining revenue exceeded the estimate by £18,198; while in the following year, 1911-12, though a conservative estimate was made, the actual revenue was less than the estimate by £3,500. The revenue for the current year, 1912-13, is estimated to exceed the actual revenue for last year by £1,510. The expenditure for the last financial year, after allowing for increases in salary granted during that year, was less

tion for the year 1910-11 by £3,188. In the latter year heavy and unforeseen expenditure had to be incurred, more especially in temporary assistance and in surveys, owing to the activity following on the Bullfinch discovery. The revenue from mining is not expected to reach the expenditure by £1,991, but it is recognised that the indirect benefit of mining to the community more than compensates for some small loss in administration, and, accordingly, rentals and fees payable under the Mining Act are made as low as possible. There are cases in which, if the Government proceeded on strict business lines, some warden's offices on the goldfields might be closed, thus showing a lesser expenditure; but it is considered that every reasonable facility should be given to the mining population to transact their business without the loss of time and money that would necessarily be entailed by long journeys if the number of offices was materially reduced. The revenue from State batteries during 1911-12 showed a drop of £21,345 as compared with the previous year. This is accounted for by the large decrease in the tonnage of ore brought to the mills, caused by an increase in the number of prospectors who flocked to the Bullfinch rush and who subsequently did not return to their holdings, and partially no doubt by the fact that in many cases prospectors had raised all the ore they could without further development, which they were prevented from doing from want of funds, and consequently had abandoned their holdings. The loss, however, on the year's transactions, £5,402, was £518 less than the loss in 1910-11. The estimated revenue for 1912-13 is £1,802 more than the actual revenue for 1911-12. Given adequate tonnage, there is no reason why expenditure and revenue on these undertakings should not at any rate balance, but when batteries have to be kept ready for crushing there are certain fixed charges that must be incurred, whether the tonnage is 500 or 1,000 tons per month.

#### *The Civil Service.*

I desire to make some reference to the civil service. After all we cannot carry

on the Government unless we have a service who are responsible for the control of matters in their various departments, and I want to at once claim that this Government have given some consideration to the condition prevailing in the service, and conceded a great deal which must be accepted by the service as being to their advantage. We have paid retrospective increases to the staff of no less a sum than £13,000, and we have provided for increases this year approximating £7,000. Thus we will pay by way of increases to public servants about £20,000 more than was paid in 1910-11. We have introduced automatic increases to officers up to £204 per annum this year amounting to £5,000. We have introduced payments to juniors on age basis. We have removed the bar to clerical officers not being able to be paid over £450 per annum. We have given the service an independent board of appeal on the classification of the value of their offices. We have presented a Bill to remove all age restrictions, enabling the Commissioner to recommend the appointment of temporary hands freed from any restriction of age. We have liberalised overtime payment. We have reintroduced Regulation 141 by which an officer's then existing salary was not reduced by classification. We have granted pensions on a uniform basis to persons who establish their claims under the provisions of the Superannuation Act, and made this retrospective to 1903. We have granted full political rights to civil servants. We have abolished payment by officers of their fidelity guarantee premiums. We have granted free passes to officers on the goldfields, and to their wives and families once every two years to the coast. We have granted payment of, at least, the minimum salary of any position to an officer appointed thereto. We have granted increased allowances to lighthouse officers in distant places. We have recognised the Civil Service Association as the medium of communication between the service and the Government. All this is evidence that we have not been neglectful of the interests of those employed by the Government, and that we have endeavoured to remove

some of the difficulties which existed prior to our advent to office.

*Public Service Commissioner.*

I think it is due to me that I should, at this stage, make some announcement in connection with the proposed action of the Government so far as the position of Public Service Commissioner is concerned. Considerable interest has been manifested both within the ranks of the civil service and apparently elsewhere, as to whether the Government were prepared to take the step which our predecessors had not seen fit to take up to the moment of their retirement from office, namely, to ratify the renewal of the appointment of Mr. Jull as Public Service Commissioner. It will be remembered that shortly after I took office it was stated that Mr. Jull had been reappointed by the previous Government, but after inquiry it was ascertained that his reappointment had not been dealt with by the Governor in Council. In view of the fact that Mr. Jull was then about to go on leave, and that the reclassification of the service was on the tapis, it was felt that the Government, although not legally bound to honour the position as it stood, were in moral obligation bound to renew Mr. Jull's appointment, and this has been definitely decided upon. I do not propose to make any reference to the Crown Law Department, except to say that from the standpoint of the Treasurer it should be noted that the revenue expected to be received from probate duty is £30,000 as against £22,275 received last year. Land Titles should return £24,000, and the Law Courts £21,000, as compared with £19,422 received last year.

*Conclusion.*

I have now come to the end of my task in submitting what I hope has been something in the nature of a retrospect of the work performed by the present Government during last year, and also showing by the figures presented to the Committee our proposals for the future. I desire to say in conclusion that, notwithstanding the fact that we have not been able to present perhaps as glowing a statement of this year's operations as we would like

to have done, yet I, as Treasurer, have not been in the slightest degree fearful of the results. We have to appreciate the fact that we are a young State and that if we are to make progress we have to be courageous. Of course it would be an easy matter for any person to sit down and deliberately arrange the Estimates so as to show a surplus at the end of the year. This would have to be done by refusing to spend money. I appreciate the fact that it has been the practice in the past to leave the Works Department estimate to the last in order to learn what amount was left to expend, and if it was shown to be not too large the expenditure was cut down accordingly. We believe in carrying on the functions of the Government so as to develop the various industries; we are just in that state that if we refuse to assist those who are commencing operations in those industries which will mean so much to us, we will be doing something which will be detrimental to our welfare and the bad effects of which will be felt a few years later. Notwithstanding the fact that we must close this year with an anticipated deficit of £165,000, as time rolls on and this country continues to make the progress it is making now, the people of the State will look back and say that this Government were not only courageous, but were wise in their day by anticipating a deficit rather than refusing to carry on public work in order to show a surplus. I beg to move the first item on the Estimates namely—

*His Excellency the Governor, £2,746.*

Progress reported.

*[The Deputy Speaker (Mr. Holman) took the Chair.]*

## MINING DISASTER AT MOUNT LYELL.

*Motion of Sympathy.*

The PREMIER (Hon. J. Scaddan) Before the House rises I desire to submit the following motion:—

*The members of the Legislative Assembly of Western Australia desire to*

convey through their Speaker to the Government and the people of Tasmania, and more particularly to the bereaved families and relatives of the miners who have perished in the Mt. Lyell mine, their sincere sympathy and heartfelt condolence in this hour of national sorrow.

Hon. FRANK WILSON (Sussex): I desire to second the motion and I do so with a great amount of regret knowing full well the sorrow that has fallen over the State of Tasmania owing to this ter-

rible accident, and the grief in many homes owing to the lives which have been lost. At the same time I think we may congratulate the people of Tasmania on the fact that many lives which were hanging in the balance have been saved, and while we grieve for the departed we must rejoice with the relatives of those who have been saved from an untimely death.

Question passed, members standing.

House adjourned at 10.50 p.m.

# APPENDIX TABLES Nos. 1 to 10, referred to in the Treasurer's Financial Statement.

[Return No. 1.]

## Revenue, 1911-12.

|   |     |     |     |     | £               |
|---|-----|-----|-----|-----|-----------------|
| The Treasurer's estimate for the year was | ... | ... | ... | ... | 4,087,083       |
| The actual amount received was            | ... | ... | ... | ... | 3,966,673       |
| Or a total net over-estimate of           | ... | ... | ... | ... | <u>£70,410</u>  |
| The over-estimates were—                  |     |     |     |     |                 |
|   |     |     |     |     | £               |
| Commonwealth                              | ... | ... | ... | ... | 3,145           |
| Stamp Duty                                | ... | ... | ... | ... | 4,172           |
| State Batteries                           | ... | ... | ... | ... | 35,852          |
| Probate                                   | ... | ... | ... | ... | 7,724           |
| Water Supply and Sewerage                 | ... | ... | ... | ... | 21,070          |
| Land                                      | ... | ... | ... | ... | 10,309          |
| Railways                                  | ... | ... | ... | ... | 53,421          |
| Mining                                    | ... | ... | ... | ... | 2,805           |
| Royal Mint                                | ... | ... | ... | ... | 3,119           |
|   |     |     |     |     | <u>£141,617</u> |
| The under-estimates were—                 |     |     |     |     |                 |
|   |     |     |     |     | £               |
| Dividend Duty                             | ... | ... | ... | ... | 13,455          |
| Income Tax                                | ... | ... | ... | ... | 3,987           |
| Totalisator Tax                           | ... | ... | ... | ... | 1,042           |
| Licenses                                  | ... | ... | ... | ... | 3,559           |
| Harbour Dues                              | ... | ... | ... | ... | 8,141           |
| Law Courts                                | ... | ... | ... | ... | 1,120           |
| Reimbursements-in-aid                     | ... | ... | ... | ... | 14,899          |
| Residue                                   | ... | ... | ... | ... | 19,837          |
| Land Tax                                  | ... | ... | ... | ... | 5,167           |
|   |     |     |     |     | <u>£71,207</u>  |
|   |     |     |     |     | <u>£70,410</u>  |

*Expenditure, 1911-12.*

|  | £         |          |
|--|-----------|----------|
| The Treasurer's estimate for the year was ... .. | 4,154,734 |          |
| The actual amount expended was... ..             | 4,101,082 |          |
| Or a net over-estimate of ... ..                 |           | £53,652  |
| <i>The over-estimates were—</i>                  | £         |          |
| Minister for Lands ... ..                        | 4,432     |          |
| Minister for Works ... ..                        | 28,115    |          |
| Minister for Mines ... ..                        | 31,325    |          |
| Minister for Railways ... ..                     | 66,902    |          |
| Residue ... ..                                   | 82        |          |
|  |           | £130,856 |
| <i>The under-estimates were—</i>                 | £         |          |
| Special Acts ... ..                              | a 28,854  |          |
| Colonial Treasurer ... ..                        | 18,675    |          |
| Minister for Agriculture ... ..                  | 2,117     |          |
| Colonial Secretary ... ..                        | 19,961    |          |
| Minister for Education ... ..                    | 5,875     |          |
| Residue ... ..                                   | 1,722     |          |
|  |           | £77,204  |
|  |           | £53,652  |

a Mostly Public Debt charges, £23,211, and University of Western Australia, £4,628.

## [Return No. 2.]

*Synopsis of Balance Sheet for 30th June, 1912.*

| DR.  | £         |             |
|--|-----------|-------------|
| Sinking Fund ... ..                          | 3,029,615 |             |
| General Loan Fund ... ..                     | 1,267,299 |             |
| Savings Bank ... ..                          | 4,445,711 |             |
| Trust and Deposits Accounts generally ... .. | 1,295,785 |             |
|  |           | £10,038,360 |
| CR.  | £         |             |
| Advances to be recovered ... ..              | 146,481   |             |
| Investments and Sinking Fund ... ..          | 7,507,753 |             |
| Stores on hand ... ..                        | 638,267   |             |
| Cash in hand—                                |           |             |
| Savings Bank ... ..                          | 13        |             |
| Treasury ... ..                              | 9,867     |             |
| Agricultural Bank Redemption Account ... ..  | 33,543    |             |
| Current Accounts ... ..                      | 185,000   |             |
| Trust Accounts ... ..                        | 527,042   |             |
| Eastern States ... ..                        | 219,290   |             |
| London ... ..                                | 338,860   |             |
| Remittances in transitu ... ..               | 311,133   |             |
| Consolidated Revenue Fund—Deficit... ..      | 121,111   |             |
|  |           | £10,038,360 |



## Return No. 3.]

*Estimated Receipts for Year ending 30th June, 1913.*

| Heads.  | Receipts for<br>Year 1911-12. | 1912-13.  |
|---|-------------------------------|-----------|
| <b>STATE.</b>                                 |                               |           |
| Land Tax ... ..                               | £ 45,166                      | £ 62,000  |
| Income Tax ... ..                             | 53,987                        | 75,000    |
| Dividend Duty ... ..                          | 100,455                       | 100,000   |
| Totalisator Tax ... ..                        | 9,042                         | 9,500     |
| Stamp Duty ... ..                             | 74,828                        | 75,000    |
| Probate Duty ... ..                           | 22,276                        | 30,000    |
| Licenses ... ..                               | 46,560                        | 49,520    |
| Land ... ..                                   | 356,690                       | 368,500   |
| Mining ... ..                                 | 29,294                        | 30,450    |
| Railways ... ..                               | 1,896,579                     | 2,050,000 |
| State Batteries ... ..                        | 45,798                        | 47,600    |
| State Ferries and Jetties ... ..              | 1,578                         | 26,700    |
| State Hotels ... ..                           | 7,881                         | 53,105    |
| State Steamships ... ..                       | 1,204                         | 73,000    |
| Water Supply ... ..                           | 156,931                       | 357,400   |
| Harbour Dues ... ..                           | 140,141                       | 148,000   |
| Royal Mint ... ..                             | 28,881                        | 30,000    |
| Other Public Works and Services ... ..        | 67,962                        | 109,950   |
| Reimbursements-in-Aid ... ..                  | 152,582                       | 168,448   |
| Fees of Public Offices ... ..                 | 49,860                        | 51,395    |
| Law Courts ... ..                             | 19,420                        | 19,300    |
| Miscellaneous ... ..                          | 21,033                        | 12,000    |
|   | 3,328,146                     | 3,946,868 |
| <b>COMMONWEALTH.</b>                          |                               |           |
| Financial Agreement, etc. ... ..              | 597,879                       | 612,358   |
| Interest on Transferred Properties ... ..     | 40,648                        | 30,486    |
|   | 3,966,673                     | 4,589,712 |
| Deficit from Year 1911-12 ... ..              |                               | 121,111   |
| Total amount available for Expenditure ... .. |                               | 4,468,601 |

*Details of Commonwealth Receipts.*

|  |         |
|--|---------|
|  | £       |
| 25s. per capita on estimated population of 312,000 as on 31-12-12              | 390,000 |
| Special payment to Western Australia ... ..                                    | 222,358 |
| Interest on transferred properties, being $3\frac{1}{2}$ per cent. on £677,459 | 28,711  |
| Arrears of Interest for two years at $\frac{1}{2}$ per cent. ... ..            | 6,775   |
| Total for the year ... ..  | 642,844 |
| Total amount received from the Commonwealth for the year 1910-11               | 635,527 |
| Estimated increase for 1911-12 ... ..  | £4,317  |

## [Return No. 4.]

*Estimated Expenditure on Administration, Recurring, and Revenue-producing  
Expenditure, Year 1912-13.*

|   | £       | £      |
|---|---------|--------|
| <i>Special Acts—</i>  |         |        |
| His Excellency the Governor, Ministerial Salaries, etc. ... | 10,900  |        |
| Pension, Sir John Forrest ...                               | 500     |        |
| Aborigines ...  | 10,000  |        |
| Annuities ...   | 250     |        |
| Auditor General ...   | 800     |        |
| Commissioner of Railways ...                                | 1,500   |        |
| Commonwealth Pensions ...                                   | 3,300   |        |
| High School ...   | 1,000   |        |
| Judges' Pensions ...  | 1,000   |        |
| Judges' Salaries ...  | 7,100   |        |
| Land Improvement Loan Fund ...                              | 9,766   |        |
| Parliamentary Allowances ...                                | 25,400  |        |
| Pensions under Superannuation Act ...                       | 13,184  |        |
| Public Service Commissioner ...                             | 850     |        |
| University of Western Australia ...                         | 13,500  |        |
|   |         | 99,050 |
| <i>General—</i>   |         |        |
| Government House ...  | 2,746   |        |
| Parliamentary ...   | 12,180  |        |
| Executive Council ...                                       | 60      |        |
| Premier's Office ...  | 1,172   |        |
| Treasury ...  | 9,536   |        |
| Audit ...   | 9,556   |        |
| Compassionate Allowances ...                                | 2,253   |        |
| Savings Bank ...  | 20,260  |        |
| Government Stores ...                                       | 11,684  |        |
| Government Motor Cars ...                                   | 2,000   |        |
| Indenting Office ...  | 4,768   |        |
| Lithographic ...  | 6,521   |        |
| London Agency ...   | 4,847   |        |
| Printing ...  | 39,740  |        |
| Public Service Commissioner ...                             | 2,154   |        |
| Refunds ...   | 3,000   |        |
| Taxation ...  | 15,398  |        |
| Workers' Homes Board ...                                    | 984     |        |
| Lands and Surveys ...                                       | 90,353  |        |
| Woods and Forests ...                                       | 14,517  |        |
| Agriculture ...   | 46,421  |        |
| Rabbits and Vermin Boards ...                               | 18,070  |        |
| Stock ...   | 7,162   |        |
| Agricultural Bank ...                                       | 16,199  |        |
| Mines ...   | 41,481  |        |
| Explosives ...  | 5,612   |        |
| Geological Survey ...                                       | 10,852  |        |
| Machinery Inspection ...                                    | 6,375   |        |
| Carried forward ...   | 405,931 | 99,050 |

|                                       | Brought forward | £         | £         |
|---------------------------------------|-----------------|-----------|-----------|
| <i>General—continued.</i>             |                 | 405,931   | 99,050    |
| Mining School                         |                 | 5,166     |           |
| Crown Law Offices                     |                 | 17,898    |           |
| Electoral                             |                 | 7,582     |           |
| Land Titles                           |                 | 14,294    |           |
| Stipendiary Magistracy                |                 | 27,465    |           |
| Supreme Court                         |                 | 11,414    |           |
| Education                             |                 | 272,502   |           |
| Colonial Secretary                    |                 | 9,354     |           |
| Aborigines                            |                 | 16,374    |           |
| Charities                             |                 | 56,724    |           |
| Fisheries                             |                 | 3,728     |           |
| Friendly Societies                    |                 | 4,119     |           |
| Gaols                                 |                 | 21,823    |           |
| Harbour and Light                     |                 | 19,691    |           |
| Immigration                           |                 | 5,945     |           |
| Lunacy                                |                 | 41,290    |           |
| Medical and Health                    |                 | 105,709   |           |
| Observatory                           |                 | 1,387     |           |
| Police                                |                 | 128,753   |           |
| Public Gardens                        |                 | 2,266     |           |
| Registry                              |                 | 9,561     |           |
| Parliamentary Expenses                |                 | 3,230     |           |
| London Westminster Bank, Commission   |                 | 3,000     |           |
| Survey of N.W. Coast                  |                 | 3,750     |           |
| Royal Commissions                     |                 | 300       |           |
| Railway Advisory Board                |                 | 50        |           |
| Incidentals                           |                 | 9,835     |           |
| Public Works and Buildings            |                 | 29,951    |           |
|                                       |                 |           | 1,239,092 |
| <i>Revenue-Producing Expenditure—</i> |                 |           |           |
| Royal Mint                            |                 | 22,500    |           |
| Public Batteries                      |                 | 55,625    |           |
| Railways                              |                 | 1,439,381 |           |
| State Hotels                          |                 | 48,007    |           |
| Refrigerating Works, Abattoirs, etc.  |                 | 24,180    |           |
| Ferries, Jetties and Tramways         |                 | 17,458    |           |
| State Steamship Service               |                 | 61,462    |           |
| Water Supply                          |                 | 224,085   |           |
| Workshops and Quarries                |                 | 43,150    |           |
|                                       |                 |           | 1,935,848 |
| Total Administration                  |                 |           | 3,273,990 |

[Return No. 5.]

*General Expenditure for Year 1912-13.*

|  | £      | £       | £          |
|--|--------|---------|------------|
| Interest and Sinking Fund on Public Debt .. .. | ...    | ...     | 1,184,449  |
| Subsidies to Municipalities ... ..             | ...    | ...     | 18,000     |
| <i>Public Works—</i>                           |        |         |            |
| Roads Boards—Subsidies ... ..                  | 43,000 |         |            |
| Roads—Revotes ... ..                           | 900    |         |            |
| Roads—New ... ..                               | 19,897 |         |            |
| Bridges—Revotes ... ..                         | 2,920  |         |            |
| Bridges—New ... ..                             | 3,920  |         |            |
| Total Roads and Bridges ... ..                 | ...    | 70,637  |            |
| Miscellaneous ... ..                           | ...    | 5,570   |            |
| <i>Public Buildings, etc.—</i>                 |        |         |            |
| Schools and Quarters ... ..                    | 32,998 |         |            |
| Hospitals and Quarantine ... ..                | 11,909 |         |            |
| Gaols and Quarters ... ..                      | 1,142  |         |            |
| Police Stations, etc. ... ..                   | 7,946  |         |            |
| Court Houses, etc. ... ..                      | 3,308  |         |            |
| Land Offices, etc. ... ..                      | 1,619  |         |            |
| Mechanics' Institutes, Halls, etc. ... ..      | 4,250  |         |            |
| Harbours and Jetties, etc. ... ..              | 28,147 |         |            |
| Victoria Quay ... ..                           | 15,000 |         |            |
| Various Buildings, etc. ... ..                 | 46,150 |         |            |
|  | ...    | 152,469 |            |
| <i>Railways—</i>                               |        |         |            |
| Relaying Great Southern Railway ... ..         | ...    | 12,500  |            |
| Total Works and Buildings ... ..               | ...    | ...     | 241,176    |
| <i>Sundry Grants, etc.—</i>                    |        |         |            |
| Hospitals and Benevolent ... ..                | 6,595  |         |            |
| Exhibitions ... ..                             | 150    |         |            |
| Fire Brigades ... ..                           | 7,000  |         |            |
| National Grants ... ..                         | 80     |         |            |
| Cemeteries ... ..                              | 800    |         |            |
| Chamber of Manufactures ... ..                 | 100    |         |            |
| Parks and Recreation Grounds ... ..            | 4,000  |         |            |
| Land for Schools ... ..                        | 2,500  |         |            |
| Land for Trades Hall and Grant ... ..          | 2,000  |         |            |
| Public Libraries ... ..                        | 3,950  |         |            |
| W.A. Museum and Art Gallery ... ..             | 3,800  |         |            |
| Zoological Gardens ... ..                      | 3,600  |         |            |
| Mechanics' Institutes ... ..                   | 2,000  |         |            |
| Literary and Scientific ... ..                 | 225    |         |            |
| Commonwealth—Grant towards Surveys and         |        |         |            |
| Boring, Cockburn Sound ... ..                  | 1,000  |         |            |
| Various ... ..                                 | 200    |         |            |
|  | ...    | ...     | 38,000     |
| Total General Expenditure ... ..               | ...    | ...     | £1,481,625 |

[Return No. 6.]

*Loan Authorisations and Flotations.*

|   |     |     | £          | £                       |
|---|-----|-----|------------|-------------------------|
| Authorisations to 30th June, 1911   | ... | ... | 25,627,253 |                         |
| Do. for 1911-12   | ... | ... | 2,142,000  |                         |
|   |     |     | <hr/>      |                         |
| Total Authorisations  | ... | ... | ...        | 27,769,253              |
| Flotations—   |     |     |            |                         |
| General Loans   | ... | ... | 20,938,253 |                         |
| Local Debentures  | ... | ... | 246,100    |                         |
| Local Inscribed Stock   | ... | ... | 4,606,900  |                         |
| Treasury Bills  | ... | ... | 973,070    |                         |
|   |     |     | <hr/>      | 26,764,323              |
| Balance available for Flotation   | ... | ... | ...        | <hr/> £1,004,930 <hr/>  |
| Actual Loan Indebtedness—   |     |     |            |                         |
| Gross Debt as on 30th June, 1912  | ... | ... | 24,177,253 |                         |
| Flotation during year   | ... | ... | 2,587,070  |                         |
|   |     |     | <hr/>      | 26,764,323              |
| Less—   |     |     |            |                         |
| Bonds redeemed  | ... | ... | 480,81     |                         |
| Sinking Fund (as on 31st March)   | ... | ... | 2,918,7    |                         |
|   |     |     | <hr/>      | 3,399,534               |
| Net Indebtedness  | ... | ... | ...        | <hr/> £23,364,789 <hr/> |
| Net Public Debt per head of population on 30th June, 1912                                       |     |     |            | £77 5 11                |
| Do. do. do. do. 1911  |     |     |            | 73 7 10                 |
| Net Public Debt less unexpended balance of Loan Money per head of population on 30th June, 1912 | ... | ... | ...        | 73 2 1                  |

[Return No. 7.]

*Loan Flotations and Expenditure.*

| Works and Services.                             | Flotations. | Actual Cash spent. |
|---|-------------|--------------------|
|   | £           | £                  |
| Railways and Tramways                           | 14,723,177  | 13,423,394         |
| Harbours and Rivers                             | 3,227,699   | 2,919,635          |
| Goldfields Water Scheme                         | 2,903,078   | 2,689,823          |
| Water Supply Generally                          | 342,826     | 303,879            |
| Sewerage  | 662,946     | 605,882            |
| Erection of State Batteries                     | 229,382     | 212,770            |
| Development of Goldfields and Mineral Resources | 1,276,234   | 1,151,144          |
| Development of Agriculture                      | 1,848,955   | 1,833,184          |
| Telegraphs                                      | 276,721     | 269,308            |
| Roads and Bridges                               | 343,581     | 262,874            |
| Public Buildings                                | 611,278     | 551,645            |
| Immigration                                     | 102,869     | 43,863             |
| Miscellaneous                                   | 215,627     | 110,254            |
|   | 26,764,323  | 24,377,655         |
| Cost of Raising                                 |             | 1,119,369          |
| Unexpended Balance                              |             | 1,267,299          |
|   | 26,764,323  | 26,764,323         |

*Loan Expenditure for 1911-12, compared with previous year.*

| Undertakings.                                | 1911-12.  | 1910-11.  |
|--|-----------|-----------|
|  | £         | £         |
| Railways, including Land Resumption          | 1,320,309 | 750,449   |
| Fremantle Harbour Works                      | 35,813    | 53,754    |
| Fremantle Dock and Slip                      | 80,842    | 48,168    |
| Harbours and Rivers generally                | 69,109    | 69,429    |
| Sewerage—Perth and Fremantle                 | 93,572    | 95,811    |
| Water Supply                                 | 31,417    | 17,696    |
| Development of Goldfields                    | 92,345    | 52,960    |
| Development of Agriculture                   | 362,406   | 196,374   |
| Immigration                                  | 96,805    | 78,425    |
| Public Buildings                             | 91,707    | 52,945    |
| Roads and Bridges                            | 23,106    | 52,296    |
| Sundries                                     | 12,121    | 34,783    |
| Totals                                       | 2,309,552 | 1,503,090 |
| Loan Expenditure per head of mean population | £7 16 11  | £5 6 10   |

[Return No. 8.]

*Trade, Production, Population, etc.*

|   | 1909-10.   | 1910-11.   | 11-12.      |
|---|------------|------------|-------------|
| Railway Revenue ... ..                        | £1,649,397 | £1,858,914 | £1,896,579  |
| Railway Mileage ... ..                        | 2,145      | 2,376      | 2,598       |
| Wool produced (exported) ... ..               | £969,904   | £1,047,456 | £1,008,858  |
| *Wheat produced ... .. (bushels)              | 5,602,368  | 5,897,540  | 4,358,904   |
| *Hay produced ... .. (tons)                   | 195,182    | 178,891    | 299,695     |
| Gold produced ... ..                          | £6,553,314 | £6,003,789 | £5,634,004  |
| Timber produced (exported) ... ..             | £907,702   | £932,800   | £1,001,593  |
| Coal produced ... ..                          | £114,487   | £104,016   | £121,109    |
| Other Minerals (exported) ... ..              | £328,471   | £155,277   | £150,490    |
| †Number Sheep ... ..                          | 4,731,737  | 5,158,516  | 5,411,542   |
| †Number Cattle ... ..                         | 793,217    | 825,040    | 843,638     |
| †Number Horses ... ..                         | 125,315    | 134,114    | 140,277     |
| Area of land selected ... .. (acres)          | 1,904,780  | 1,922,112  | 1,973,565   |
| Area of land leased ... .. (acres)            | 10,330,373 | 9,314,310  | 11,595,445  |
| *‡Area of land for cultivation ... .. (acres) | 4,685,607  | 5,309,832  | 5,651,134   |
| *Area of land for crop ... .. (acres)         | 722,086    | 855,024    | 1,072,653   |
| Tonnage Shipping, Inwards ... ..              | 2,279,852  | 2,408,803  | 2,597,156   |
| Tonnage Shipping, Outwards ... ..             | 2,271,879  | 2,419,078  | 2,615,952   |
| Exports ... ..                                | £8,576,659 | £8,177,272 | £10,443,570 |
| Imports ... ..                                | £6,932,731 | £8,450,855 | £9,283,722  |
| Savings Bank's Deposits ... ..                | £2,400,099 | £3,170,345 | £3,504,621  |
| Savings Bank's Withdrawals ... ..             | £2,070,776 | £2,667,377 | £3,316,111  |
| Excess of Arrivals over Departures ... ..     | 2,691      | 12,013     | 9,319       |
| Population ... ..                             | \$ 271,162 | 287,855    | 302,271     |

\* Years ended 28th February, 1910 and 1911.

† Years ended 31st December, 1909, 1910, and 1911.

‡ Area cropped, cleared, fallowed, vintaged, etc.

\$ As on 30th June.

## [Return No. 9.]

*Showing Estimated and Actual Position of the Consolidated Revenue Fund from 1st July, 1904, to 30th June, 1912.*

| Year ending—           | Commencing Balance. |          | Estimated Year's Transactions. |              | Actual Year's Transactions. |              | Estimated Balance. |             | Actual Balance. |             |
|------------------------|---------------------|----------|--------------------------------|--------------|-----------------------------|--------------|--------------------|-------------|-----------------|-------------|
|                        | Surplus.            | Deficit. | Excess.                        | Shortage.    | Excess.                     | Shortage.    | Surplus.           | Deficit.    | Surplus.        | Deficit.    |
| 30th June, 1905 ... .. | £<br>83,363         | £<br>... | £<br>...                       | £<br>135,566 | £<br>...                    | £<br>129,884 | £<br>...           | £<br>52,203 | £<br>...        | £<br>46,521 |
| Do. 1906 ... ..        | ...                 | 46,521   | ...                            | 85,835       | ...                         | 73,379       | ...                | 132,356     | ...             | 119,900     |
| Do. 1907 ... ..        | ...                 | 119,900  | 3,514                          | ...          | ...                         | 88,829       | ...                | 116,386     | ...             | 208,729     |
| Do. 1908 ... ..        | ...                 | 208,729  | ...                            | 77,818       | ...                         | 2,365        | ...                | 286,047     | ...             | 211,094     |
| Do. 1909 ... ..        | ...                 | 211,094  | 2,526                          | ...          | ...                         | 101,537      | ...                | 208,568     | ...             | 312,631     |
| Do. 1910 ... ..        | ...                 | 312,631  | 60,181                         | ...          | 209,939                     | ...          | ...                | 252,450     | ...             | 102,692     |
| Do. 1911 ... ..        | ...                 | 102,692  | 104,001                        | ...          | 115,991                     | ...          | 1,309              | ...         | 13,299          | ...         |
| Do. 1912 ... ..        | 13,299              | ...      | ...                            | 117,651      | ...                         | 184,409      | ...                | 104,352     | ...             | 121,110     |

[ASSEMBLY.]



[Return No. 10.]

## Revenue and Expenditure, 1st July, 1905, to 30th June, 1912.—Statement showing Monthly Totals, also Surplus or Deficit.

| Month.        | Estimated<br>Deficit<br>or Surplus. | Revenue. |       | Expenditure. |       | Surplus. |        | Deficit. |       | Accumulated |       |          |       |
|---------------|-------------------------------------|----------|-------|--------------|-------|----------|--------|----------|-------|-------------|-------|----------|-------|
|               |                                     |          |       |              |       |          |        |          |       | Surplus.    |       | Deficit. |       |
|               |                                     | £        | s. d. | £            | s. d. | £        | s. d.  | £        | s. d. | £           | s. d. | £        | s. d. |
| 1905. July    |                                     | 196,328  | 10 0  | 216,659      | 6 0   |          |        | 20,230   | 16 0  |             |       | 66,751   | 17 1  |
| August        |                                     | 271,696  | 11 6  | 292,836      | 11 7  |          |        | 21,140   | 0 1   |             |       | 87,891   | 17 5  |
| September     |                                     | 318,699  | 11 10 | 294,249      | 15 5  | 24,449   | 16 5   |          |       |             |       | 63,442   | 1 0   |
| October       |                                     | 283,819  | 15 8  | 301,249      | 14 0  |          |        | 17,399   | 18 4  |             |       | 80,841   | 19 4  |
| November      |                                     | 272,531  | 19 9  | 315,784      | 5 8   |          |        | 43,252   | 5 11  |             |       | 124,094  | 5 3   |
| December      |                                     | 313,726  | 5 4   | 255,601      | 16 1  | 58,121   | 9 3    |          |       |             |       | 65,972   | 16 0  |
| 1906. January |                                     | 330,066  | 9 11  | 288,118      | 10 9  | 41,947   | 19 2   |          |       |             |       | 24,024   | 16 10 |
| February      |                                     | 278,323  | 17 6  | 287,336      | 0 8   |          |        | 9,012    | 3 2   |             |       | 33,037   | 0 0   |
| March         |                                     | 322,911  | 10 3  | 298,078      | 18 2  | 24,832   | 12 1   |          |       |             |       | 8,204    | 7 11  |
| April         |                                     | 296,277  | 14 0  | 306,738      | 4 4   |          |        | 10,460   | 10 4  |             |       | 18,664   | 18 3  |
| May           |                                     | 279,056  | 3 2   | 362,682      | 19 6  |          |        | 83,626   | 16 4  |             |       | 102,291  | 14 7  |
| June          | Dr. 132,356                         | 0 0      |       | 395,370      | 7 2   | 412,978  | 15 1   |          |       |             |       | 119,900  | 2 6   |
| July          |                                     | 200,697  | 10 11 | 211,094      | 17 3  |          |        | 10,397   | 6 4   |             |       | 130,297  | 8 10  |
| August        |                                     | 289,463  | 10 11 | 289,628      | 7 1   |          |        | 164      | 16 2  |             |       | 130,462  | 5 0   |
| September     |                                     | 294,664  | 16 1  | 280,662      | 17 6  | 14,001   | 18 7   |          |       |             |       | 116,460  | 6 5   |
| October       |                                     | 257,603  | 9 10  | 305,021      | 5 11  |          |        | 47,417   | 16 1  |             |       | 163,878  | 2 6   |
| November      |                                     | 264,447  | 17 3  | 310,472      | 17 5  |          |        | 46,025   | 0 2   |             |       | 209,903  | 2 8   |
| December      |                                     | 327,614  | 7 5   | 256,967      | 17 2  | 70,646   | 10 3   |          |       |             |       | 139,256  | 12 5  |
| 1907. January |                                     | 290,111  | 6 8   | 279,190      | 10 0  | 10,920   | 16 8   |          |       |             |       | 128,335  | 15 9  |
| February      |                                     | 261,688  | 12 2  | 266,686      | 2 3   |          |        | 4,997    | 10 3  |             |       | 133,333  | 6 0   |
| March         |                                     | 304,926  | 16 10 | 302,541      | 13 5  | 2,385    | 3 5    |          |       |             |       | 130,948  | 2 7   |
| April         |                                     | 279,968  | 10 3  | 277,744      | 18 2  | 2,223    | 12 1   |          |       |             |       | 128,724  | 10 6  |
| May           |                                     | 250,044  | 6 0   | 334,822      | 9 5   |          |        | 84,778   | 3 5   |             |       | 213,502  | 13 11 |
| June          | Dr. 116,386                         | 0 0      |       | 380,122      | 14 7  | 375,348  | 12 9   | 4,774    | 1 10  |             |       | 208,728  | 12 1  |
| July          |                                     | 190,005  | 15 9  | 201,909      | 17 1  |          |        | 11,904   | 1 4   |             |       | 220,632  | 13 5  |
| August        |                                     | 271,818  | 11 11 | 268,599      | 13 0  | 3,218    | 18 11  |          |       |             |       | 217,413  | 14 6  |
| September     |                                     | 302,898  | 6 7   | 266,755      | 5 2   | 36,143   | 1 5    |          |       |             |       | 181,270  | 13 1  |
| October       |                                     | 254,507  | 4 10  | 294,618      | 2 4   |          |        | 40,110   | 17 6  |             |       | 221,381  | 10 7  |
| November      |                                     | 253,420  | 18 5  | 259,274      | 19 6  |          |        | 5,854    | 1 1   |             |       | 227,235  | 11 8  |
| December      |                                     | 327,130  | 7 9   | 270,824      | 0 10  | 56,306   | 6 11   |          |       |             |       | 170,920  | 4 9   |
| 1908. January |                                     | 298,584  | 6 2   | 267,295      | 7 2   | 31,288   | 19 0   |          |       |             |       | 139,640  | 5 9   |
| February      |                                     | 270,745  | 8 9   | 279,172      | 11 6  |          |        | 8,427    | 2 9   |             |       | 148,067  | 8 6   |
| March         |                                     | 316,285  | 7 7   | 289,815      | 15 10 | 26,469   | 11 9   |          |       |             |       | 121,597  | 16 9  |
| April         |                                     | 280,273  | 4 5   | 308,441      | 11 5  |          |        | 28,168   | 7 0   |             |       | 149,766  | 3 9   |
| May           |                                     | 265,317  | 9 9   | 293,286      | 11 10 |          |        | 27,969   | 2 1   |             |       | 177,735  | 5 10  |
| June          | Dr. 286,047                         | 0 0      |       | 345,653      | 10 10 | 379,011  | 17 10  |          |       |             |       | 211,093  | 12 10 |
| July          |                                     | 161,619  | 11 6  | 209,378      | 5 1   |          |        | 47,758   | 13 7  |             |       | 258,852  | 6 5   |
| August        |                                     | 252,142  | 0 4   | 280,453      | 15 6  |          |        | 28,311   | 15 2  |             |       | 287,164  | 1 7   |
| September     |                                     | 287,895  | 7 6   | 281,411      | 4 8   | 6,484    | 2 10   |          |       |             |       | 280,679  | 18 9  |
| October       |                                     | 230,745  | 7 4   | 301,626      | 6 1   |          |        | 70,880   | 18 9  |             |       | 351,560  | 17 6  |
| November      |                                     | 257,956  | 15 8  | 257,543      | 3 3   | 413      | 12 5 1 |          |       |             |       | 351,147  | 5 1   |
| December      |                                     | 306,070  | 10 11 | 282,281      | 8 7   | 24,389   | 2 4    |          |       |             |       | 326,758  | 2 9   |
| 1909. January |                                     | 268,716  | 12 2  | 269,170      | 5 8   |          |        | 453      | 13 6  |             |       | 327,211  | 16 3  |
| February      |                                     | 257,521  | 17 2  | 263,446      | 13 11 |          |        | 5,924    | 16 9  |             |       | 333,136  | 13 0  |
| March         |                                     | 320,400  | 4 3   | 282,805      | 3 9   | 37,595   | 0 6    |          |       |             |       | 295,541  | 12 6  |
| April         |                                     | 270,267  | 1 1   | 310,883      | 10 10 |          |        | 40,616   | 9 9   |             |       | 336,158  | 2 3   |
| May           |                                     | 244,919  | 8 10  | 294,705      | 7 11  |          |        | 49,785   | 19 1  |             |       | 385,944  | 1 4   |
| June          | Dr. 208,568                         | 0 0      |       | 408,159      | 4 3   | 334,846  | 0 2    | 73,313   | 4 1   |             |       | 312,630  | 17 3  |
| July          |                                     | 153,790  | 10 3  | 210,735      | 6 2   |          |        | 56,944   | 15 11 |             |       | 369,575  | 13 2  |
| August        |                                     | 254,824  | 17 9  | 281,335      | 5 9   |          |        | 26,510   | 8 0   |             |       | 396,086  | 1 2   |
| September     |                                     | 335,597  | 13 2  | 268,849      | 8 0   | 66,748   | 5 2    |          |       |             |       | 329,337  | 16 0  |
| October       |                                     | 240,005  | 18 10 | 292,911      | 10 11 |          |        | 52,905   | 12 1  |             |       | 382,243  | 8 1   |
| November      |                                     | 274,148  | 6 10  | 265,430      | 12 8  | 8,717    | 14 2   |          |       |             |       | 373,525  | 13 11 |
| December      |                                     | 314,011  | 17 3  | 251,634      | 9 6   | 62,387   | 7 9    |          |       |             |       | 311,148  | 6 2   |
| 1910. January |                                     | 315,917  | 7 5   | 274,334      | 8 3   | 41,582   | 19 2   |          |       |             |       | 269,565  | 7 0   |
| February      |                                     | 297,593  | 15 6  | 281,107      | 18 10 | 16,485   | 16 8   |          |       |             |       | 253,079  | 10 4  |
| March         |                                     | 353,819  | 18 11 | 286,189      | 9 7   | 67,660   | 9 4    |          |       |             |       | 185,419  | 1 0   |
| April         |                                     | 293,330  | 8 4   | 328,521      | 19 8  |          |        | 35,191   | 11 4  |             |       | 220,610  | 12 4  |
| May           |                                     | 283,881  | 12 10 | 297,742      | 5 4   |          |        | 13,860   | 12 6  |             |       | 234,471  | 4 10  |
| June          | Dr. 252,450                         | 0 0      |       | 540,718      | 2 3   | 408,939  | 2 9    | 131,778  | 19 6  |             |       | 102,692  | 5 4   |
| July          |                                     | 169,020  | 18 3  | 209,945      | 10 8  |          |        | 40,924   | 12 5  |             |       | 143,616  | 17 9  |
| August        |                                     | 272,367  | 5 2   | 282,682      | 8 8   |          |        | 10,315   | 3 6   |             |       | 153,932  | 1 3   |
| September     |                                     | 352,593  | 5 10  | 282,756      | 9 8   | 69,836   | 16 2   |          |       |             |       | 84,095   | 5 1   |
| October       |                                     | 278,841  | 3 11  | 309,982      | 9 4   |          |        | 31,141   | 5 5   |             |       | 115,236  | 10 6  |
| November      |                                     | 321,109  | 5 1   | 288,851      | 7 11  | 32,257   | 17 2   |          |       |             |       | 82,978   | 13 4  |
| December      |                                     | 522,046  | 8 5   | 292,689      | 18 2  | 229,356  | 10 3   |          |       | 146,377     | 16 11 |          |       |
| 1911. January |                                     | 270,543  | 17 9  | 298,806      | 9 1   |          |        | 28,262   | 11 4  |             |       | 118,115  | 5 7   |
| February      |                                     | 293,962  | 14 7  | 317,344      | 17 6  |          |        | 23,382   | 2 11  |             |       | 94,733   | 2 8   |
| March         |                                     | 328,416  | 12 0  | 343,782      | 7 4   |          |        | 15,365   | 15 4  |             |       | 79,367   | 7 4   |
| April         |                                     | 244,642  | 2 8   | 341,393      | 5 3   |          |        | 96,751   | 2 7   |             |       |          |       |
| May           |                                     | 317,759  | 12 10 | 348,241      | 5 4   |          |        | 30,481   | 12 6  |             |       | 17,383   | 15 3  |
| June          | Cr. 1,309                           | 0 0      |       | 479,136      | 3 6   | 417,972  | 0 3    | 61,164   | 3 3   |             |       | 47,865   | 7 9   |
| July          |                                     | 182,851  | 18 11 | 212,249      | 16 6  |          |        | 59,397   | 17 7  |             |       | 46,099   | 2 1   |
| August        |                                     | 298,675  | 16 10 | 330,807      | 3 10  |          |        | 32,131   | 7 0   |             |       | 78,230   | 9 1   |
| September     |                                     | 369,287  | 2 5   | 320,050      | 19 3  | 49,236   | 3 2    |          |       |             |       | 28,994   | 5 11  |
| October       |                                     | 287,523  | 7 0   | 337,861      | 9 7   |          |        | 50,338   | 2 7   |             |       | 79,332   | 8 6   |
| November      |                                     | 300,593  | 15 7  | 337,046      | 18 10 |          |        | 36,453   | 3 3   |             |       | 115,785  | 11 9  |
| December      |                                     | 328,178  | 3 10  | 340,540      | 3 2   |          |        | 12,361   | 19 4  |             |       | 128,147  | 11 1  |
| 1912. January |                                     | 308,808  | 0 5   | 329,398      | 3 2   |          |        | 20,590   | 2 9   |             |       | 148,737  | 13 10 |
| February      |                                     | 336,935  | 15 3  | 334,895      | 3 4   | 2,040    | 11 11  |          |       |             |       | 146,697  | 1 11  |
| March         |                                     | 384,012  | 4 6   | 373,734      | 12 2  | 10,277   | 12 4   |          |       |             |       | 136,419  | 9 7   |
| April         |                                     | 310,187  | 11 6  | 333,309      | 12 0  |          |        | 23,122   | 0 6   |             |       | 159,541  | 10 1  |
| May           |                                     | 344,481  | 13 2  | 367,653      | 4 4   |          |        | 23,171   | 11 2  |             |       | 182,713  | 1 3   |
| June          | Dr. 104,352                         | 0 0      |       | 515,137      | 10 11 | 453,535  | 0 9    | 61,602   | 10 2  |             |       | 121,110  | 11 1  |