

Legislative Assembly,

Tuesday, 23rd November, 1915.

	PAGE
Papers presented	2616
Questions: Insurances on crops	2616
Chaff, price charged by Industries Assistance Board	2616
Gaol prisoners and their treatment	2616
Motions: Reclassification Board's reports	2616
Lime deposit, Lake Clift	2651
Bill: Road Closure, Council's amendments	2646
Commonwealth powers (War), 1a.	2649

The SPEAKER took the Chair at 3 p.m., and read prayers.

PAPERS PRESENTED.

By Mr. Speaker: Public Accounts for the year ended 30th June, 1915, together with Part 1 of the Auditor General's report thereon.

By the Honorary Minister: 1, Fremantle Harbour Trust, report for year ended 30th June, 1915. 2, South Perth Ferries, return (ordered on motion by the member for Canning).

By the Minister for Works: Amendment of by-law No. 3 (general traffic) and No. 29 (tax on motor vehicles) adopted by the Perth Municipality.

QUESTION—INSURANCES ON CROPS.

Mr. WILLMOTT asked the Minister for Lands: 1, Is it a fact that certain Government insurances on crop and stacks have been placed with an insurance company? 2, If so, which company. 3, Was this done without giving other insurance companies a chance to quote? 4, What commission, or discount, if any, is being allowed to the Government?

The MINISTER FOR LANDS replied: 1, Yes. 2, The Western Australian Insurance Company, Limited. 3, No. 4, The discount allowed is considered satisfactory.

QUESTION—CHAFF, PRICE CHARGED BY INDUSTRIES ASSISTANCE BOARD.

Mr. THOMSON asked the Minister for Agriculture: 1, Is he aware that farm-

ers who have purchased chaff from their neighbours at £6 10s. per ton are being charged by the Industries Assistance Board £10 10s. for same chaff? 2, If so, what steps will be taken to remedy this injustice.

The MINISTER FOR AGRICULTURE replied: 1, Yes. 2, There is no injustice to assisted settlers as a whole. The price has been fixed by the Industries Assistance Board under the powers given it in the Act. Chaff purchases were made over a period when prices fluctuated from £5 to £14 per ton, and it was considered equitable to average the prices and charge a flat rate. It is expected that the farmers will accept the decision in a national spirit.

MOTION—RECLASSIFICATION BOARDS' REPORTS.

On motion by Mr. E. B. JOHNSTON, ordered: That the reports of the Reclassification of Lands Boards, dated 2nd July, 1914, and 28th April, 1914, be printed.

QUESTION—GAOL PRISONERS AND THEIR TREATMENT.

Hon. FRANK WILSON (without notice) asked: Has the Honorary Minister yet received the reports from Kalgoorlie in connection with the treatment of the prisoner George Hughes?

The HONORARY MINISTER (Hon. R. H. Underwood): The papers were to have been here this afternoon. I expect them during the afternoon and as soon as they arrive I will lay them on the Table of the House.

BILL—ROAD CLOSURE.

Council's Amendments.

Schedule of two amendments made by the Legislative Council now considered.

In Committee.

Mr. Holman in the Chair, the Minister for Lands in charge of the Bill.

No. 1. Add to the schedule:—Under the heading "In the City of Perth," "That portion of the way from Rose-street to Leake-street (formerly John-street), North Perth, abutting on lots 19, 20, and 21 of Swan Location 653, as delineated on plan deposited in the Department of Land Titles No. 2422":

The MINISTER FOR LANDS: The first amendment is a proposal to close a right of way in a part of North Perth. So far as I know, representations were made by the Church of England authorities—I am speaking from memory—who suggested that a right of way between two blocks should be closed, and I think they stated they wanted this closed because they were building on both blocks, and there was no need for the right-of-way, seeing that they held both blocks. They made representations to me after the Bill had been printed, and after going into the matter in the limited time I had at my disposal, I thought we might do an injustice to the other people owning blocks on the same right-of-way if we closed it. I had not time to thoroughly investigate the matter, and I was under the impression that it could stand over pending further inquiry. I am not in a position to know exactly what arguments were put up when the matter was introduced in another place, but it appears to me that representations were made to some member in another place who has put the amendment in as it was proposed to the Government. Consequently, the Government think it is a matter on which there should be more inquiry before the right-of-way is closed. We ought to be careful in closing roads or rights-of-way that we do no injustice to anyone. Under these circumstances, I suggest that the amendment should not be made so that the Government might make investigations. I move—

That the amendment be not agreed to.

Hon. FRANK WILSON: The Message from the Legislative Council is dated 18th November, five days ago. It seems to me that the Minister has had time to look into the matter and come to a conclusion. I

have no knowledge of the right-of-way. The fact remains that the Legislative Council passed this amendment, and no doubt a good case was put up there.

The Premier: There can not be much importance in it from the church point of view, because it is at the back of a block which already has a frontage to two streets.

Hon. FRANK WILSON: Who will have the right of way if it is closed? The Minister has known all about it and he could have found out. I suppose his colleague in another place knows all about it. I think the Minister had better adjourn it and get the information.

The Minister for Lands: We could bring in another Bill.

Hon. FRANK WILSON: That would mean adjourning the matter, possibly for six or eight months, and if a building has to be erected on the two blocks they might want to utilise the right-of-way. The Colonial Secretary introduced the amendment in another place.

Hon. J. D. CONNOLLY: The question of closing roads and rights-of-way is essentially one for local authorities. The owners of blocks on a deposited plan have the same rights in regard to a right-of-way as to a street, which cannot be closed without the consent of every owner of land on such plan. We do not know what injustice might be done if we agree to the amendment. The Minister should ascertain from the local authority whether there is any objection to the proposal.

The PREMIER: The suggestion of the member for Perth would be acceptable if the time would permit, but by the time we wrote to the city council and they held a meeting, transmitted it to a sub-committee, got back a report and sent us a reply, it would be in time for a Bill next session. This application was made to the Minister for Lands just prior to him leaving for the Eastern States and the Bill had already been introduced. On the particulars supplied, we were not prepared to include this right-of-way in the Bill because we could not see any advantage to the owners of the church land, and there was a possibility of it proving

a disadvantage to the owners of other blocks.

Mr. Taylor: Who would own the land if the right-of-way were closed?

The PREMIER: It would become Crown land. This matter was merely discussed informally and, apparently without any decision being recorded by the Minister, the department have taken it that the amendment was to be made. Those owners in the immediate vicinity should have an opportunity of expressing their opinions and, if there is no objection by such owners or by the local authority, we shall have no hesitation in bringing in a Bill next session. To avoid the possibility of injury being done, we should not agree to the amendment.

Hon. FRANK WILSON: I agree that it would be better to reject the amendment than do an injustice to anyone, but I cannot understand the position of the Government. It must be close on two months since the Minister for Lands went to the Eastern States, and surely someone was left behind to administer the department in his absence. Whoever acted for him evidently consented to this amendment going to the Colonial Secretary to be made in another place. If not, there must be serious neglect in the administration of the department. It is the duty of the department to consult all concerned before such an amendment is introduced on behalf of the Government.

The MINISTER FOR LANDS: I now find that the Colonial Secretary explained the matter when moving the second reading of the Bill in another place. He stated that the city council had been consulted and approved of the right-of-way being closed. Evidently approval was given after I left for Melbourne. In the circumstances there can be no objection to it.

Hon. Frank Wilson: Are there any other private owners who have a right to use the right-of-way and who may be injured?

The MINISTER FOR LANDS: The city council would not be likely to approve of it if an injustice would be done. I ask leave to withdraw my motion.

Motion by leave withdrawn.

The MINISTER FOR LANDS: I move—

That the amendment be agreed to.

Mr. GEORGE: The mere fact that the city council have agreed is not sufficient. We should be assured that other people affected have consented to the closing of this right-of-way.

Hon. J. MITCHELL: We should not pass legislation in this way, but should have definite information that we are doing the proper thing in agreeing to the closing of this right-of-way. It is regrettable that the Government do business in this loose fashion.

Mr. ROBINSON: I am in favour of small concerns of this sort being dealt with by the local authority. For many years this has been done, but the Commissioner of Titles recently raised the point that unless every man who owns a block on a plan consents to the closing of a right-of-way, he can no longer agree to close it without Parliamentary authority, because some little legal liability might be incurred by the board. Many of these right-of-ways are used for the convenience of two or three blocks but, being on a plan with a thousand other blocks, the man at the far end, who perhaps has not heard of the right-of-way, has to be consulted. Matters of this sort are well left to the local authority, and if the local authority is satisfied—and the local authority in this instance is the Perth City Council—I am willing to leave it to that body.

Question passed; the Council's amendment agreed to.

No. 2. The Schedule.—Add the following:—Under the heading "In the Municipality of Fremantle," That portion of High-street starting from the South-West corner of Fremantle Lot 1, and bounded thence by lines extending 249deg. 50min. 1 chain 23 7/10 links; thence 165deg. 11min. 55 9/10 links; thence 69deg. 55min. 1 chain 29 1/10 links; and thence 339deg. 44min. 55 9/10 links to the starting point":

The MINISTER FOR LANDS: Last session we passed a Bill handing over a

certain strip of land to the Commissioner for Railways. The Fremantle municipality protested unless there was a right-of-way to the wharf; that right-of-way was made, but the alignment is not in the Bill as passed, and it is to put that right that this amendment has been made. I move—

That the amendment be agreed to.

Question passed; the Council's amendment agreed to.

Resolutions reported, and the report adopted.

BILL—COMMONWEALTH POWERS (WAR).

First Reading.

The ATTORNEY GENERAL (Hon. T. Walker—Kanowna): I move for leave to introduce a Bill to refer certain matters to the Parliament of the Commonwealth for the duration of the present war and for a period of twelve months on the conclusion of peace.

Question passed; Bill introduced and read the first time.

Second Reading.

The ATTORNEY GENERAL (Hon. T. Walker—Kanowna) [3.35] in moving the second reading said: The whole of the matters contained in the Bill have already been thrashed out and discussed again and again; there have been two referendums on the question. As hon. members know by the Constitution of the Commonwealth, certain powers for legislation are committed to that body and whatsoever is not committed or embodied in that Constitution remains a prerogative of the State Parliaments. But the Constitution permits attempts to amend the Constitution, and one of the methods is to take a referendum on any outstanding question. Hon. members are aware that power had been granted by the Commonwealth Parliament to take certain referendums and the writs were actually issued for the purpose when advantage was taken of the Premiers' meeting in conference in Melbourne and a sort of concession was

agreed to whereby the Premiers at that conference undertook to submit to their respective Parliaments a Bill granting to the Commonwealth Parliament certain powers. These powers are mentioned in the Bill.

Mr. Robinson: Did our representative agree to that?

The ATTORNEY GENERAL: Our representative agreed to submit a Bill to Parliament, that is as far as the agreement goes, and in accordance with that agreement, I am submitting the Bill this afternoon.

Mr. George: Did he undertake to support it?

The ATTORNEY GENERAL: The question was not asked. The obligation is to allow Parliament to deal with this matter, and for that reason the Bill is submitted this afternoon. The measure proposes to relegate to the authority of the Commonwealth Parliament matters relating to trade and commerce; corporations, including the creation, dissolution, regulation and control of corporations; corporations formed under the law of a State, including their dissolution, regulation, and control; but not including municipal or governmental corporations, or any corporation formed solely for religious, charitable, scientific, or artistic purposes, and not for the acquisition of gain by the corporation or its members.

Mr. George: Does this refer to State enterprises, too?

The ATTORNEY GENERAL: No; it refers to foreign corporations, including their regulation and control. Then other matters are remitted to the control of the Federal Parliament in which that Parliament will be able to make laws, namely:—for employment and unemployment; strikes and lockouts; the maintenance of industrial peace; the settlement of industrial disputes; conciliation and arbitration for the prevention and settlement of industrial disputes in relation to employment in the railway service of the State. And then that Parliament will be able to deal with trusts, combinations, and arrangements in relation to the production, manufacture or supply of goods

or the supply of services; or the ownership of the means of production, manufacture, or supply of goods, or supply of services. The carrying on of any industry will also be in control of the Commonwealth; also the carrying on of any business of producing, manufacturing, or supplying any specified goods, or of supplying any specified services, which industry or business each House of the Parliament of the Commonwealth, in the same session, has by resolution passed by an absolute majority of its members declared to be the subject of a monopoly; and the acquisition for that purpose on just terms of any property used in connection with the industry or business. Provided that this power shall not apply to any industry or business connected or carried on by the Government of a State or any public authority instituted under a State. I may say there is also exempted from the operation of the Bill the control of affairs or general management of the railways, although matters of employment, industrial disputes arising even on State railways will be under the supervision of the Commonwealth law.

Mr. Robinson: Suppose you give them all these powers, what is left to our Government?

The ATTORNEY GENERAL: There will be a considerable amount left to our Government. These are powers that they have sought to ask the people to grant them.

Mr. Robinson: The people have twice told them they cannot have them.

The ATTORNEY GENERAL: And much more. They asked for certain powers at the last referendums. They asked for much more than this. There has been a sort of agreement that these things can be safely granted to the Commonwealth by the respective representatives of the States.

Mr. Robinson: I thought you said there was no agreement.

The ATTORNEY GENERAL: There is no agreement to adopt any particular power, but to submit this matter to the House and to obtain legislative authority to it, because the power granted is not

perpetual power, not a complete and entire power. The operation of this Bill is only up to the time of the conclusion of peace—during war and twelve months afterwards, and after that time—

Mr. Robinson: The deluge.

The ATTORNEY GENERAL: This measure will have effect for the period specified in the Bill and not one day longer.

Mr. Robinson: We shall never see it back again.

The ATTORNEY GENERAL: The hon. member is prophesying. I know the hon. member is clever at many things, but I do not know that he has the reputation of a prophet although he may have some analogy to Jonah. However I am fulfilling the obligation imposed on us by the conference in Melbourne when I move the second reading of this Bill. There is much to be said in favour of it, and I doubt not that those who desire to preserve to us the Legislative powers of the State have much to say against it. I want members to view it as a matter of compromise. Part performance of the contract has been made by the Commonwealth. Writs were issued for the referendums. We can all agree at this period when the Nation is under a stress such as it has never known before that it would be unwise to put the people into party strife when our energies are needed for the safeguarding of the Empire. They have withdrawn those writs relying on the good faith of those who attended the conference.

Mr. Robinson: They made no agreement?

The ATTORNEY GENERAL: They made no agreement as to carrying the Bill through both Houses.

Mr. Robinson: The Attorney General should not say one thing and then another.

The ATTORNEY GENERAL: The hon. member should not put himself on the levels of those whom he so much taboos. He is a learned and cultured gentleman and should allow the member who is on his feet to conclude his observations before the hon. member speaks.

Mr. Robinson: The Attorney General should not topsy-turvey when on his feet. The Attorney General said no Bill had been agreed to.

The ATTORNEY GENERAL: The hon. member misrepresents me. I did not say that no Bill had been agreed to, because this Bill was agreed to as the Bill to be submitted, but I do not take it that any Premier was in a position to say that this Bill would be carried through both branches of the Legislature. As a matter of fact there is already an instance of the measure being rejected in one of the State's second chamber.

Mr. O'Loughlin: That Chamber will be dead itself in twelve months.

The ATTORNEY GENERAL: I am perfectly justified, in order to carry out what has been arranged between the Commonwealth and the State Premiers, in moving—

That the Bill be now read a second time.

On motion by Hon. Frank Wilson debate adjourned.

MOTION—LIME DEPOSITS, LAKE CLIFTON.

To Construct Tramway.

Mr. GEORGE (Murray-Wellington) [3-50]: I move—

That in the opinion of this House it is desirable that a tramway be constructed from Waroona to Lake Clifton without delay in order to make available the vast lime deposits.

This matter has been under consideration since about three years ago, when a resident of the South-Western district, a Mr. Newham, found the deposit. That deposit has been visited by the various experts of the Department of Agriculture—Mr. Moody, the Fruit Industries Commissioner, and Mr. Connor, the Agricultural Commissioner for the South-West, among others—and they have given an excellent report on the lime, stating that it is of such a character that it can be applied direct to the land, and, moreover, that it can be supplied in large quantities at a very low

figure. The deposit is situated a distance of 12 or 14 miles from the South-Western railway, and it is desirable that some means of reaching it should be obtained. Undoubtedly, the main fault of Western Australia is a deficiency of lime. Every one of our exports from the inception of the Agricultural Department has pinned his faith to a heavy application of lime to all our soils. Orchardists apply anything from a ton to a couple of tons to the acre if they can get the lime, and other people would do so if it were available cheaply. The first irrigation scheme of this State is being established at Harvey, which is an orchard district and therefore requires large quantities of lime at the cheapest possible price. Another lime deposit, I understand, has been found at Dongarra on the Midland railway. While I have no desire to depreciate in any shape or form the value attaching to that deposit, I contend that each district as far as possible should enjoy the advantages belonging to it. The South-Western settlers require lime, and if they can obtain it at a small rate they should have that advantage and not be compelled to bring their lime from Dongarra hundreds of miles away.

Mr. O'Loughlin: It is all a question of price.

Mr. GEORGE: Exactly. Of course if the South-Western agriculturists can obtain lime cheaper from Dongarra than from Lake Clifton, it would be a matter for consideration. However, the difference in railway freight alone must be a considerable factor in the cost.

Mr. Green: Has the analysis of the Lake Clifton lime been satisfactory?

Mr. GEORGE: The lime is said to be there in a very heavy percentage, almost equal to purity, and in such a form that it can be readily used for agricultural purposes of every description. In fact, I am told that the lime when dried—as it may be with very little labour—will run through a drill as easily as will prepared superphosphate. There may of course be objections that I have not heard of, but if the general opinion of a district is favourable in such a case as this there must be good grounds for it. The

Government Geologist, Mr. Woodward, reported that the lime was soluble in rain water and a first class fertiliser and ready to be applied without preparation. The matter, of course, is one absolutely free from party; indeed, I believe the hon. member for Forrest (Mr. O'Loughlen) is going to support me. The main difficulty in connection with the matter has been to get a railway built, in which connection I am informed several offers have been made to the Government. Indeed, I know that at Harvey a syndicate was formed for the purpose. Mr. Driver, of Millars' Company, I understand, offered to build the tramway required. For reasons, however, which no doubt seem adequate to the Government, such offers have been laid aside for further inquiry. I can quite understand the Government's desire to build the line themselves. At one time there was a proposal to build a coastal railway from Bunbury to Fremantle, and for my own part I believe that railway will eventually be built. The fact of such a railway being under consideration may have had some effect on this lime question. However, the present state of the finances is a clear indication that the Government cannot spare the cash to build anything but what they consider railways of the first importance, and they may not consider this particular line of the first importance although the residents of the district know it to be such. I have been told that recently an offer for the construction of the railway was made to the Government by Messrs Johnson & Newnham. Their offer was to build a line to Government specification and under Government supervision. They were prepared to let the Government keep an accurate record of the cost of the line, and, further, they were prepared to let the Government have the right to take over the line at any time at such cost. I put this point specially to Messrs. Johnson & Newnham, "If this thing costs you ten thousand sovereigns, and you prove that it costs you that amount, are you prepared to accept ten thousand sovereigns from the Government for it or do you want anything on the top of it?"

Mr. Willmott: What about interest?

Mr. GEORGE: I did not mention interest. The answer given to me was, "We simply want from the Government, if they take the line over, its ascertained cost, which they can check during construction."

Mr. O'Loughlen: Were there any conditions regarding the lime deposit itself?

Mr. GEORGE: I will come to that directly. The Government can inform the House whether the proposition is as I state, and also can inform the House of their reasons for not accepting it. I asked where Messrs. Johnson & Newnham came in. The reply I have is that they are after the lime. As I understand, Mr. Newnham has a property on Lake Clifton, but in addition to that he and Mr. Johnson want a further concession. An application has been put in by them for an area of approximately 3,000 acres beyond what Mr. Newnham holds at the present time. Some objections have been raised to that; what they are I do not know. At any rate, to make the matter clear to the House I say that these people, if allowed to build the line, expect to get their profit and reward from having 3,000 acres conceded to them, I suppose under proper royalty conditions. They reckon that from the lime they will get all they want, and the Government can have the rest. It has been said that the regulations do not permit of the grant of 3,000 acres asked for. As to that I do not know, but I am told that at Lake Cowcowing an area of 10,000 acres has been granted to some person as a manure lease. Gypsum or sulphate of lime exists in that district, and the grantee of the 10,000 acres is to work the deposit and let the people in the district have the gypsum for use on their land. The Minister will be able to tell us why the area of 3,000 acres cannot be granted to Messrs Johnson & Newnham, and why the same conditions cannot apply to Lake Clifton as apply to Lake Cowcowing. It would perhaps be a fair thing if some royalty were to be paid to the Government in return for the concession.

The Minister for Lands: Let the agriculturists have it in the reduced price of lime.

Mr. GEORGE: But I was not thinking of a heavy royalty.

The Minister for Lands: But whatever it was it would be passed on to the price of lime.

Mr. GEORGE: However, some small royalty would not hurt the agriculturist, who would be glad to get lime at a reasonable price. I was told it could be profitably put into trucks at 5s. per ton.

The Minister for Lands: I do not think you will get it at less than 10s. at Waroona.

Mr. GEORGE: Even so, lime would be of such value to the agriculturist that he could well afford to pay 10s. The cost of burnt lime at Fremantle is some 35s. a ton on trucks.

Mr. Willmott: Four shillings a bag.

Mr. GEORGE: On top of that there is the railage, another 7s. or 8s. per ton, and it makes the price prohibitive. It would almost pay to put the money into superphosphates and apply that to the land. We require something we can use in tons. When I first started an orchard in the South-West I put on about 40 tons of lime. If I could afford it I would put on the same quantity every second year, and would put half a ton to the acre on the clay lands every year. But in addition to the prime cost of the lime and the added freight, there is the heavy cost of cartage to the orchard. If we can get this lime from Lake Clifton at 10s. or even a little more at Waroona, we can afford to use it.

The Minister for Lands: You believe the railway should go to Waroona?

Mr. GEORGE: I understand that Mr. Bath, when Minister for Lands, gave it out that if the line was built at all it would junction at Waroona, and I am not desirous of starting a controversy in regard to the route.

The Minister for Lands: Undoubtedly Waroona is the right spot for the junction.

Mr. GEORGE: The Harvey people would prefer that the railway should run to their town, but they would rather have it run to Waroona than face the delay of a long drawn out controversy as to the route. They want lime cheaply and quickly, and it should

be possible to arrange for the building of the necessary railway. We have the lime there, notwithstanding which we are starving for lime.

Mr. WILLMOTT (Nelson) [4.6]: I have pleasure in seconding the motion. For years I have seen the importance of lime to orchardists and agriculturists, especially in the wetter portions of the State, and have consistently urged the opening up of our lime deposits. Unfortunately, years have gone by and the deposits are still untouched. In Lake Clifton we have a lime readily soluble in water. Many of our other limes are calcide, of a hard rocky nature, and require grinding before being used. Another thing in connection with Lake Clifton is that there are there large quantities of clay which have proved to be eminently suitable for the manufacture of cement. We have no cement works in the State to-day, yet cement is used in large quantities. Indeed, members will agree that this is the day of reinforced concrete. Here then is an opportunity of establishing cement works. I understand the gentlemen asking for the concession are prepared to spend £200,000 on these lime works. However, I would remark that there is no room in the State for two cement propositions. One would be a success, but two would both be failures. Let me, in passing, assure hon. members that I am not financially interested in this proposition. As the mover of the motion has stated, the gentlemen asking for the concession are prepared to erect these works and hand them over to the Government at cost price. I understand that if the Government do not take it up for four or five years the Government will have to pay cost price plus ordinary interest. The agriculturist wants lime at once. He does not want to be told he can get it in four or five years' time. I asked these gentlemen, "If the Government and Parliament view this proposition favourably, how long will it take you to build the line, get out the deposit, dry it, and have it ready for the trucks?" and I was told that 12 months would be a reasonable time. Of course they

want the lease. The terms of the lease are for Ministers to deal with. Another point: The proposition will mean the using of anything up to 600 tons of Collie coal a month. Surely that will appeal to this Chamber.

Mr. O'Loghlen: Why not use timber?

Mr. WILLMOTT: There are special reasons why coal must be used. However, I am not going into technicalities now. We have the deposit there and we have a company guaranteeing to spend £200,000 on the necessary works. The proposition will assist the Collie coal industry, and we have there a clay eminently suited for the manufacture of cement. I say this proposition deserves the very serious consideration of the Chamber. Personally I am so deeply interested in lime for agricultural purposes that I may possibly be biased in favour of this proposition. But there are other hon. members who are not vitally interested in supplying lime to agriculturists.

The Minister for Works: There is a company being formed down your way.

Mr. WILLMOTT: But that is calcide lime, and I am out for soluble lime. We have an absolutely clean deposit at Lake Clifton. The claims of the Dongarra deposit may be urged, but that deposit is very far away. Here we have a deposit at our doors, right where it is most required. An offer like this is well worth consideration. If the Government are not in a position to build the line themselves, here are other men with the money to do it. The question to be decided is whether these gentlemen should be given an exclusive right to a certain acreage of country. I take it that the rest of the question, other than this, is so favourable to the agriculturists, and by increasing the productiveness of the soil so favourable to the State as a whole, that there can be no doubt as to the advisability of furthering this scheme.

Mr. Harrison: Would the company manufacture Portland cement, as well as produce lime?

Mr. WILLMOTT: Portland cement is the thing that the company is going to manufacture. We have urged this

proposal for the development of these lime deposits for years past. This is such an excellent opportunity for carrying out this object that I am sure it must be viewed favourably by every hon. member of this Chamber, I have much pleasure in supporting the motion.

Mr. O'LOGHLEN (Forrest) [4.16]: In the absence of any definite detail, which is necessary when urging any proposition before this Chamber, we are not in a position to-day, and I venture to say that we will not be in a position when the Minister has spoken, to do justice to the enormous asset which we have in this portion of the South-West of the State. The member for Murray-Wellington (Mr. George introduced the motion in a fairly comprehensive way. He seemed to treat the question as particularly urgent, but I had hoped that some weeks ago he would have brought it under the notice of the House.

Mr. George: I did not get the chance.

Mr. O'LOGHLEN: The hon. member had the chance of holding up the Government upon the Address-in-Reply and upon the no-confidence debate, during which he talked for hours at a stretch. I often wondered why, during this long period when he proved himself so glib, he could not have devoted some little attention to so important an industry in his own electorate as that connected with lime deposits. But better late than never. The hon. member has brought under the notice of this Chamber the necessity for developing the lime deposits at Lake Clifton at the earliest possible moment, and by the most economical methods available. These deposits have been proved to exist in valuable quantities at Lake Clifton. The leader of the Country party has also supported the case, but owing to the lack of detail we are not in a position to strike a comparison between the cost of the production of lime at Lake Clifton and the cost of production of a similar commodity in other parts of the State.

Mr. Harrison: Have you any idea of the percentages?

Mr. O'LOGHLEN: I think it is a matter of six points difference between the Dongarra percentage and the Lake

Clifton percentage. We have no analysis to guide us.

Mr. Willmott: The percentage is 82.

Mr. O'LOGHLEN: I believe that Dongarra deposits have somewhere between 88 and 90 per cent. of lime.

The Minister for Lands: No; Taking an average, I think it would be 86.

Mr. O'LOGHLEN: The margin is very small indeed. In the putting forward of the claim, which the hon. member for Murray-Wellington has put forward, the claim for consideration of these deposits at the hands of the Minister and Cabinet, and to at once make them available to the settlers of this country, it should, I think, have been necessary first of all to arrive at the difference between the cost to the settler of this particular commodity and the cost of the commodity from other sources. Personally, I am absolutely of opinion that the deposits at Lake Clifton can be given to the settlers of the South-West at a cheaper rate than can the deposits at Dongarra be given to them. I must admit that I was very greatly surprised on paying a visit to the deposits at Dongarra at being told by the experts there that the sand hills contain such a high percentage of lime and that these deposits could be scooped out from the sides of the hills and placed on trucks at very small cost. The manager of the Midland Railway Company also told us that he could land that lime at Midland Junction at a cost of 10s. a ton. Even allowing that his estimate is correct, and that it is rather a small freightage from Dongarra to Midland Junction, I still think that when all the elements of the case are taken into consideration the Lake Clifton deposits can be given to the settlers of the South-West at an even smaller cost.

Mr. E. B. Johnston: And to the settlers of the Great Southern.

Mr. O'LOGHLEN: Unfortunately it is not possible to be definite on the point. We have no definite scheme laid before us, such as we would have if a Bill for the construction of a railway from Waroona to Lake Clifton had been introduced by the Minister for Works. If a Bill had been brought down for the

construction of a line between these points the Minister would have been armed with all details available regarding the development of the country, the quantities of lime available and all necessary information in regard to the question.

Mr. Willmott: The output is estimated at 2,000 casks of cement.

Mr. O'LOGHLEN: This is a new proposition introduced into the debate which cannot strengthen the case. If the development of these deposits is going to be the means of the manufacture of quantities of cement for this State, the Government should have no hesitation in making every effort to get this business under way. I am not very partial to privately controlled railways, and have always held the opinion that in the matter of public utilities the people alone should control them. If the Government were to agree to any private firm or private individual building this line with a right of control for a given number of years, not only would this proposition be claiming the attention of Parliament, but there would be similar propositions such as that of Mr. Hedges to construct a tramway in his particular district, and there would probably be similar propositions from the Midland Railway Company, and other people. We would have such requests coming in from all parts of the State from people who are prepared to put their money into the venture, and who would require authority to control the different privately owned spur railways.

Mr. George: What would that matter if the country was going to be served as a result of this?

Mr. O'LOGHLEN: It would be a departure from the public policy which the people would not sanction without very grave consideration.

Mr. Willmott: They could put up the money and accept bonds from the Government.

Mr. O'LOGHLEN: If the hon. member could put forward a proposition like that I believe the Minister would readily accept it. If those people are prepared to put up £200,000 and so advance to

the Government the money necessary for the construction of the line. I think the proposal would receive very earnest consideration at the hands of the Government.

Mr. Griffiths: What about the Emu Hill railway?

Mr. O'LOGHLEN: Probably if the people concerned in that route were prepared to advance the money to the Government there would be very little difficulty in the matter.

Mr. E. B. Johnston: Over an approved route.

Mr. O'LOGHLEN: That would be a question for the engineers to decide. In this particular case there is no quarrel in respect to the route. I believe, in regard to the opening up of lime deposits, that if these people were prepared to advance the money there would be no difficulty in the way of the proposal being carried through. Let the Government build the line, if they will advance the money, and operate it. Then comes in the question of the 3,000 acres additional concession. I am not worrying about that, so long as the interests of the State are amply safeguarded, that is to say, the interests of the people who are most concerned in the use of lime. If the necessary safeguards are provided for, I do not think there would be any great difficulty in allowing them to operate the deposits to the best advantage of the State as a whole. There is an urgent demand for lime in the South-West. Waroona is some 15 miles from the lime deposits, and the country in that vicinity could readily be developed with the assistance of lime. There was that ill-fated experiment at Hamel, where some 15 years ago the Government started a State farm and went in for closer settlement, and where prior to that date people were induced to settle from the other side of the world. Some of those people have succeeded, but many of them have long since failed and left the land. I believe that, boiled down, the whole cause of failure in the wet districts of the South-West was owing to the fact that there is not a sufficiency of lime in the soil.

Mr. George: There is so great a deficiency that stock holders are obliged to remove their stock.

Mr. O'LOGHLEN: The settlers have had to shift their stock during the winter months to the limestone hills where pastures are obtainable. We have an ample rainfall in the district and the finest climate in Western Australia. We have patches of land down there which are prolific enough without anything in the way of lime being put upon them, but these patches are few and far between. The Harvey district can be termed one of the finest and one of the most productive districts in Western Australia, but it is only a narrow strip of country and fringed by large areas of poorer soils which if given a decent supply of lime would be able to grow almost anything in the future. The settlers around these districts are certainly anxious that something should be done in the direction of providing lime. Not only would these lime deposits prove of value to the people of the South-West, but also of value to the people in the wet districts of the Great Southern. Something might be done towards making this lime available at the earliest possible moment. I hope the Minister will be able to give the House more detail, but I venture to say he will not be able to put forward yet details which should be in the possession of members. In the first place, can this proposal compete with the deposits around Dongarra? I admit that I was astonished when I was shown the sand hills at Dongarra and told that they contained such a large quantity of lime, and when I saw how easily the lime could be shovelled into trucks. I believe, indeed, that lime could be loaded on to trucks at an infinitesimal cost. I also admit that the Dongarra proposition should prove one of the most economical propositions ever submitted to the Government.

Mr. George: It would cost about 1s. a yard to move it.

Mr. O'LOGHLEN: It is only a question of scooping it out of the side of the hills and running it into the trucks, and, taking it all round, I think

it is 'one of the most remarkable propositions I have ever looked into. When I first saw the Dongarra deposits I came to the conclusion that the deposits at Lake Clifton could not possibly compete with them, but allowing that Mr. Stead's estimate of 10s. a ton freight to Midland Junction is correct and allowing for the additional freight along the South-West line, I believe that Lake Clifton will be able to compete with the Dongarra deposits without any trouble in supplying lime to the South-West and to the Great Southern. I think there will be ample demand for the working of the Lake Clifton deposits and that if the Government were to take on the proposition of building a railway, providing the people concerned would advance the money, they would be able to build it very economically. There is ample timber available growing close to the route of the line and sleepers could be procured at a cheap rate, and there would be no engineering difficulties in the way of construction. It would not be necessary to build a standard line, but merely one which would be capable of shifting the lime as quickly as possible.

Mr. George: There is splendid potato land down there.

Mr. O'LOGHLEN: The line would not be more than 12 or 14 miles in length. By the opening up of the Lake Clifton lime deposits it would be possible to practically connect the coast with the South-West railway system. Hon. members will recollect the proposal to construct a parallel line from Picton right through to Rockingham, and they will also recollect that the man who advocated that proposal, when election time came on, found himself at the bottom of the poll. This indicates that the proposal did not meet with the wishes of the people in the vicinity. In addition to opening up the lime deposits at Lake Clifton, there is also a fairly good forest of tuart down there and this, too, would be opened up by the construction of the line. There will be a great demand in the near future for tuart. No one except the member for Murray-Wellington can accurately describe what the condition

of the industries will be two or three years hence, but if there is the revival in the timber trade which we have every reason to expect—and it is only natural to assume that when hostilities are ended, a revival will take place—this timber will be required for building operations all over the world. It is coming into demand every day for local requirements and it is a timber which is becoming very scarce in this State. Fortunately, however, we have a fairly good patch of it in close proximity to the Lake Clifton lime deposits. If private people had the opportunity of taking up that tuart country, there would be no difficulty in finding private enterprise capable, and willing, to put down a line into the forest.

Mr. George: There are about 3,000 acres of splendid tuart there.

Mr. O'LOGHLEN: Even if there were only 1,000 acres it would be a splendid proposition, but I am only putting that forward as an additional argument why this line should be built. I realise the existing difficulties. I am opposed to private companies or firms operating public utilities. I have reason to oppose them. I admit that we could have safeguards to the effect that they must carry passengers and goods at certain rates, but it is so easy to get away from those regulations and I have had quite a surfeit of trouble in regard to private railways. There are no fewer than 12 or 15 private spur lines in my electorate operated by timber companies, and they have the right to charge what they like without taking any responsibility, and in some cases they charge the highest possible freights. I admit there should be means of overcoming those difficulties. I did introduce a Bill, the object of which was to try and compel these private companies to carry goods and passengers at Government rates. That measure had practically the unanimous support of this House but when it went to another place the chairman of directors of the timber combine, who has a seat in that House, moved that the Bill be read that day six months, and the members of that Chamber would not

even give it a second reading. When treatment like that is meted out to a proposition which was lauded by the member for Northam as being a fair and equitable one, it makes me absolutely opposed to giving concessions in the way of private railways in the future, no matter what safeguards might be put into the agreements. I am against companies or private people controlling public utilities. If the gentlemen who are interested in this lime deposit are prepared to give their money to the Government at a fair rate of interest to permit of the building of that line, I venture to say that a scheme could be produced which would be satisfactory to all concerned, and it would be a scheme which would receive the endorsement not only of the Government but of Parliament. I hope that this is not merely a pious discussion this afternoon: it should be something more than an opinion expressed by this House. It has been demonstrated that we possess down there in very large quantities a commodity which it is so essential should be utilised, but I realise the difficulties which are facing the Government, and that is why I think, if the people to whom I have just referred, who are said to have a capital of £200,000 for the purpose of developing the lime deposits and establishing a cement industry, could be induced to advance to the Government sufficient money to build this line, the trouble which is facing the Government might be overcome. In supporting the motion I want to commend it to the Minister from the points of view that it is an urgent necessity to give the settlers in the South-West, who have struggled there for many years, the advantage of the use of the lime from Lake Clifton. I am not claiming that the South-West is a garden of Eden, but I do claim that they have there a sure rainfall, a soil which in some parts is prolific enough to grow anything, a climate which is all that can be desired, and the freedom from the danger of periodical droughts which are likely to be experienced in the wheat areas. It is an eyesore to travel in the train from Perth to Bunbury and

go through scores of miles of land which seems incapable of growing anything, but which, if the knowledge of the chemist were put to use, could be made capable of growing a good deal. I admit that out of the indigenous growth of the blackboy and the zamia palm certain people are obtaining good results, but the blackboy there is hardly the type to operate on. Then, if the land will grow blackboy of a sort it can, with the aid of a commercial force, be made productive, and when we have made it productive we shall have done something to advance the interests of Western Australia. For scores of miles the land is worth not a tinker's curse, to put it that way, yet experiments show that a liberal application of lime to this soil will make it produce a great many different commodities which are in general demand in Western Australia. The Premier, a little while ago, asked by way of interjection where the money was to come from for the building of this railway.

Mr. Willmott: Those people will guarantee the money and let the Government build the line.

Mr. O'LOGHLEN: If that is the case something might result. I regret that the member for Murray-Wellington did not bring the matter forward before the dying days of the session, because those members who are interested in the line and in the development of the South-West might have been given the opportunity of putting forward an alternative proposition. That opportunity might not be given now owing to the fact that Parliament will shortly adjourn.

Mr. George: I understood the Government were considering the matter.

Mr. O'LOGHLEN: Every matter that is brought under the notice of the Government is being considered and it is a question of degree as to how long that consideration takes. I am urging, with the hon. member, that the matter should be attended to immediately, and I really believe that a lasting benefit will be conferred on the settlers in the South-West. In many respects the soil is sour and it lacks this commodity, the lime to make it productive, and the people

who are on that class of land have to leave it to seek work elsewhere for three or four months of the year. I trust that the Treasurer and the Minister for Lands, in their collective wisdom—some people say they have not got it, but I think they have—will be able to put up some scheme whereby they can finance this railway. Once the railway is built the lime deposits will prove themselves. I believe people interested in placing the lime on the market will quickly demonstrate, as far as the South-West and Great Southern lines are concerned, that the Lake Clifton lime deposits are the deposits which should be developed, and if these deposits lead to the manufacture of cement and also to the opening up of the tuart forest, I venture to say the Government will not be taking a false step in giving the necessary facilities to extend the line through to the coast. I admit that we who have spoken have done so in general terms because of the absence of data, and our inability, in consequence, to demonstrate the great importance for the construction of this railway to other members, to members who may be inclined to oppose its construction with money subscribed by people who may be privately interested. I only wish to say, in conclusion, that this is a very urgent request, and not only is the railway urgently needed, but I believe it will prove payable from the very beginning. For that reason I have much pleasure in supporting the motion.

Mr. GRIFFITHS (York) [4.45]: As one of those members who inspected the Dongarra lime deposits, I was astounded at their immensity. We were standing on lime deposits when we thought we were standing on sandhills. I was reminded of the Lake Clifton deposits, because it was contended that this lime could easily be supplied to settlers in the South-West, and from an outsider's point of view I could not see how the Dongarra lime could be made available to the settlers in the South-West. Both deposits will be able to fill a want in their respective districts. If it is only a matter of Dongarra supplying its own hinterland with lime, there will be plenty for Dongarra to do without sending it to the South-

West. Some years ago I went to the Leeuwin and was astounded to hear a general complaint of inability to get lime and yet lime deposits were shown by the plans to exist in many parts. At Balingup some time ago there was a meeting at which the member for Nelson (Mr. Willmott) was asked to exert his efforts to get the lime deposits made available to the settlers. He promised to do what he could. Several prominent fruitgrowers pointed out that it was impossible to get sufficient lime to use it in the proper quantities. When the member for Nelson gave the meeting his assurance to do his utmost to bring the wants of that country before the Government, his announcement was received with great enthusiasm.

The Minister for Works:—Did not they want the State to start in the lime trade?

Mr. GRIFFITHS: I do not know. The settlers wanted the lime. The matter is one of great urgency to them. Coming from the wheat belt where lime does not enter into our calculations, it was a revelation to me to hear such urgency attached to the matter. Therefore, I thought that to-day the remarks of one not interested in the South-West would be of value as demonstrating the need for lime being made available in the South-West.

The MINISTER FOR LANDS (Hon. W. D. Johnson—Guildford) [4.48]: It is not necessary to go into the question whether the deposit at Lake Clifton is valuable or not. It has already been investigated by departmental officers and its value as manure is already established. Apart from that, we now have the value of the deposit recognised by private individuals. When the deposit was first discovered by Mr. Newnham, he made an application to the Government for the right to construct a tramline to develop the deposit, but my predecessor, Mr. Bath, was not in favour of it as the Government, generally speaking, are not favourable to granting concessions of this description to private individuals. He refused the request, but on the distinct understanding that the matter would be investigated and the deposit developed by the Government. There-

fore Mr. Bath had investigations made and, if my memory serves me aright, the actual survey was made for a line to connect the Lake Clifton deposit with Waroona, and in the Loan Bill provision was made to raise money for the construction of that line. While we were justified in anticipating at that time that sufficient capital would be available for the development of this deposit, the turn of events has made it impossible for the Government to hold out any hope of being able to expend money on this deposit within a reasonable time. After waiting some time for the Government to make a move, Mr. Newnham made further representations and it is true, as the member for Murray-Wellington (Mr. George) has pointed out, that he has associated with him now, men who are in a position to put up a definite proposition, that if the Government will grant them an area of land on which the lime is to be found and give them the right to connect the deposit with the existing railways, they are prepared to go on with the scheme. There is no difficulty in granting a lease for the purpose of utilising the lime. We have many precedents in the Lands Department, having granted concessions on distinct understandings as to the employment of labour and the price to be charged for the commodities produced. Take the concession granted at Lake Cowcowing to work the gypsum deposits. That was granted under the Land Act and the same thing can be done in connection with this lime deposit. But we have to recognise that the lime deposit is removed some considerable distance from existing railways and, although we might grant the lease to work the lime, that would be insufficient without making provision for railway communication or for the Government themselves to build a line. There are objections to the granting of a private concession for the building of railways, but this is a somewhat difficult proposition. While I am not in a position to say what view the Government will take, it is true we have a definite offer, without giving a great amount of detail, a general offer, I might term it, that the company are prepared

to build a line to work the lime deposits and supply the lime to agriculturists at a price to be agreed upon between the Government and the company, and the company propose to utilise the lime to manufacture cement. It has been stated it would be objectionable to grant this concession, and I admit there are arguments against the adoption of this course, but there are very strong objections to the Government building a railway to enable a private company to establish an industry. It would be all right if we could develop the country through which the railway passed, but if we are to put Government capital, as it were, into a concern to enable a private company to make profit out of the undertaking, there would be objections to it. Which ever way we look at the matter it requires careful investigation.

Mr. Heitmann: Every line built in this State is to enable private individuals to develop industries.

The MINISTER FOR LANDS: That is where railways are built for the purpose of helping a community, but in this case we would be building a line for one company.

Mr. George: But the lime would help a tremendous lot of people.

The MINISTER FOR LANDS: Mr. Hodges's proposed railway is intended not to help himself alone, but the agriculturists in the patch of country through which it would pass. There are arguments against this. It might be urged that we should not grant a concession to one individual to assist other individuals, but that the Government should provide the facilities so that each settler would receive fair consideration. When we come to the proposition of the Government building a line for one company, there are objections to it.

Mr. Heitmann: The object is essentially to provide lime. Whether one individual or a dozen individuals are supplying it, does not matter.

The MINISTER FOR LANDS: We want to allow the company to develop this proposition and to do the whole thing, we to see that the lime is made available at Waroona at a price which will enable the agriculturists to use it in

large quantities. The company have made representations to the Government. The papers are on my table, but Cabinet has been very busy with other questions, and it has been impossible to give consideration to this and similar questions concerning which representations are being made to us. We have the question of the development of the Dongarra lime deposits and private individuals are making private representations concerning them. Then there are deposits at Capel and representations have been made with regard to them. I think the most centrally situated deposit of lime of equal value is to be found at Lake Clifton, and in my opinion the lime could be built to Waroona and the lime made available to the settlers in the South-West more cheaply than the lime from Dongarra. The only matter on which I can give any definite information is that the Government have received this offer. As Minister for Agriculture, it will be my responsibility to submit to Cabinet a proposition for Cabinet's consideration and, if Cabinet are prepared to consider it and the company will guarantee to supply the lime to the agriculturists at a reasonable rate, and the Government are able to protect the interests of the State in connection with the construction of the railway, I think we should be justified in submitting such proposals to this House. While I am prepared to say the matter will be submitted to Cabinet for consideration, I think I can go so far as to say that Cabinet would not be justified in coming to a final conclusion other than having an agreement prepared which would be ultimately endorsed by Parliament.

Mr. E. B. Johnston: That is definite. A concession would not be granted without being endorsed by Parliament.

The MINISTER FOR LANDS: I am pretty certain it would not, and I think I am justified in saying, on behalf of the Government, that any arrangements made will be subject to Parliamentary approval. I agree with all that has been said regarding the necessity for an abundant supply of lime for the South-West. We are not making the progress with the development of that

part of the State which we desire. Every week tens of thousands of pounds worth of dairy produce comes into Western Australia from the Eastern States which could be produced in Western Australia if we only got a move on with the development of the South-West. It is a reflection on the land of this country to see these consignments of dairy produce coming into this State. We are inviting people to come to Western Australia and giving out that we have abundance of land of high quality, and side by side we are giving out to the world that we cannot produce in Western Australia sufficient to feed 300,000 people.

Mr. George: And that they must bring their own butter with them.

The MINISTER FOR LANDS: Any one who looks at the matter seriously must realise that something should be done, and in discussing the matter with the experts we always get back to the one position, that for obtaining products from the soil we must have an abundance of lime. Realising that the Government must go on with this proposition or some similar one to make lime available.

Mr. Heitmann: We have been asking for years for this lime, how much longer are we to wait?

The MINISTER FOR LANDS: We have arrived at a stage now when we have got a definite proposition before us, and I have the matter ready to submit to Cabinet, and when Cabinet has dealt with it it will be possible for us to get a definite agreement arranged between the company and ourselves, so that the company will know what we have to recommend to Parliament. Generally speaking, I want to see Lake Clifton developed. I would not like to see the motion passed as it is worded, because it would place a limitation on the Government. Knowing that the principle has the approval of the Government, I hope the hon. member will withdraw the motion, and I guarantee, on behalf of the Government, that the promise given will be fulfilled, because I have already consulted the Premier to-night. — The company are anxious to

go on with this work. I know it is more from a cement point of view than from a lime point of view, but as the Government want to see lime supplied to the agriculturists at the cheapest possible rate and at the earliest possible moment, I think members can leave the matter with the Government.

Mr. GEORGE (Murray-Wellington—in reply) [5.3]: The discussion has been more favourable than I expected.

The Minister for Works: There are other people who want to manufacture cement.

Mr. GEORGE: The Minister for Works was not here when I made my first remarks or he would not have made his present interjection. I asked the Government to investigate the matter, and use their discretion. I do not know the parties interested; I simply know Mr. Newnham, but I do not know Mr. Johnson.

Mr. O'Loughlen: The matter ought to be gone on with at once.

Mr. GEORGE: If the member for Forrest had had my experience in matters of this kind, and if he wished to escape from attacks as to interested motives, he would have as little to do with private promoters as possible. After listening to the speech of the Minister for Lands and taking his speech to really mean an undertaking that the Government would go into the matter at once, and that they recognise that the sense of the House is favourable to the proposition, and that they will have a definite proposition, with the idea that it will be square and suitable for Western Australia, and that this proposition will be placed before Parliament before any action is taken, I am satisfied, and I am sure my constituents will be.

Mr. O'Loughlen: Does this mean 12 month's delay?

Mr. GEORGE: It may mean a little delay; but I do not think it unreasonable when the Government have got to the point that they can grip the matter, and it is only a few months before Parliament will meet again.

Mr. O'Loughlen: I would like to see something done now.

Mr. GEORGE: So would I, but I do not think it would be right to force this matter, seeing that the session cannot last more than a few days now. I should be sorry to force the Government to jump into a proposition of this sort, and in six or eight months' time come to the House incensed with the idea that they had not gone properly into the matter. I am prepared to give them all the time which is reasonable to investigate it. Accepting the speech of the Minister for Lands as an indication that he will recommend the matter to the Government, and believing the sense of the House is with me, I ask leave to withdraw the motion.

Motion by leave withdrawn.

House adjourned at 5.7 p.m.

Legislative Council.

Wednesday, 24th November, 1915.

	PAGE
Leave of absence	2662
Bills: Sale of Liquor Regulation (No. 2), 2n., Com.	2663
Supplementary Loan, £1,300,000, Com.	2687
State of Business	2704

The PRESIDENT took the Chair at 3 p.m., and read prayers.

LEAVE OF ABSENCE.

On motion by Hon. J. CORNELL leave of absence for six consecutive sittings granted to Hon. J. W. Kirwan on the ground of urgent private business.

On motion by Hon. R. G. ARDAGH, leave of absence for the remainder of the session granted to Hon. R. D. McKenzie on the ground that he has proceeded to England to give his services in the defence of the Empire.