

Legislative Council,

Tuesday, 2nd August, 1910.

	PAGE.
Oath of allegiance	25
New member	26
Papers presented	26
Committees for the Session	26
Address-in-Reply, second day	37
Bill: Supply, £1,053,375	41

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

OATH OF ALLEGIANCE.

Hon. J. M. Drew took and subscribed the oath of allegiance to His Majesty King George V.

NEW MEMBER.

Hon. R. D. McKenzie, re-elected for the North-East Province, took and subscribed the oath of allegiance and signed the roll.

PAPERS PRESENTED.

By the Colonial Secretary: 1, Goldfields Water Supply Administration.—Joint Report of the English Specialists on the corrosion of steel main. 2, Goldfields Water Supply Administration.—Report of the Departmental Board on the corrosion of the 350-mile steel conduit. 3, Kimberley Goldfields Road Board.—Additional By-laws relating to the registration of camels and the licensing of camel drivers. 4, Kimberley, West, Road Board.—Commonage By-laws. 5, Armadale-Kelmseott District Road Board.—Special By-laws dealing with traffic, and with cycle and motor traffic. 6, Government Labour Bureau.—Annual Report for year ended 30th June, 1910. 7, Goldfields Water Supply Administration.—Amendment of By-laws. 8, West Australian Government Railways.—By-law No. 59: Liability of Commissioner of Railways in respect to ship passengers' baggage and effects. 9, Public Works Department.—Leonora-Gwalia Tramway By-laws and Regulations. 10, Public Works Department.—Broomehill Roads Board.—Special By-laws to regulate the lights to be carried by all

vehicles. 11, Public Works Department.—Brunswick Road Board.—Scale of poundage fees. 12, Public Works Department.—Mourambine Road Board.—Scale of poundage fees. 13, Public Works Department.—Cue Road Board: By-laws. 14, Public Works Department.—Black Range Road Board: By-laws. 15, Public Works Department.—Murray Road Board: By-laws. 16, Public Works Department.—Moora Road Board: By-laws. 17, Public Works Department.—Mt. Margaret Road Board: Amendment of By-law No. 8. 18, Wyndham Road Board.—Special By-laws for the registration of camels and the licensing of camel drivers. 19, Upper Gascoyne Road Board.—Registration of camels and the licensing of camel drivers. 20, Report and Balance Sheet of the Metropolitan Board of Water Supply and Drainage for the Financial Year 1908-1909. 21, The Explosives Act, 1895.—Addition to Regulations. 22, The Central Board of Health.—By-laws. 23, The District Fire Brigades Act, 1909.—Regulations. 24, The Sharks Bay Pearl Shell Fishery Act, 1892.—Regulations. 25, The Pearl Dealers' Licensing Act, 1899.—Denham declared a place where pearl fisheries are carried on. 26, The Fisheries Act, 1905.—Proclamation closing certain waters against fishing. 27, High School By-laws.—Amendment of By-law No. 8. 28, Perth Public Hospital.—Regulations. 29, Bunbury Harbour Board.—Regulations. 30, Amended Port Regulations. 31, The Jetties Regulation Act, 1878.—Regulations and schedule of wharfage rates, berthing dues, and handling and haulage charges for Point Sampson and Cosack Jetties, in connection with the Roebourne Tramway. 32, The Dentists' Act, 1894.—Amendment of Rule 25. 33, The Mines Regulation Act, 1906.—Amendments to Regulations.

COMMITTEES FOR THE SESSION.

On motions by the Colonial Secretary, Sesional Committees were appointed as follow:—

Standing Orders Committee.—The President, the Chairman of Committees, the

Hon. M. L. Moss, the Hon. R. W. Pennefather, and the mover.

Printing Committee.—The President, the Hon. W. Patrick, and the mover.

House Committee.—The President, the Hon. Sir Edward Wittenoom, the Hon. R. D. McKenzie, the Hon. A. G. Jenkins, and the Hon. B. C. O'Brien.

Library Committee.

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

That the Library Committee for the present session shall consist of the following members, viz., the President, the Hon. W. Kingsmill, and Hon. Dr. Hackett.

Hon. J. W. HACKETT: How often had the Library Committee held meetings during the last session?

The COLONIAL SECRETARY: The hon. member being a member of the Library Committee was probably in a position to answer the question himself. He (the Colonial Secretary) had not the information at hand.

Hon. J. W. HACKETT: During the session no notices had been sent to him to attend meetings of the committee. Did the Colonial Secretary mean that the notices had gone astray, or that there had been no meetings?

Question passed.

ADDRESS-IN-REPLY.

Second Day.

Debate resumed from the 28th July.

Hon. G. THROSSELL (East): Before dealing with the subject matter of His Excellency's Speech I desire to join with the previous speakers in offering to you, Mr. President, my sincere congratulations on your appointment to the position you occupy, a position you have occupied with dignity and success. I also wish to express my regret at the absence of a few old members who have occupied seats in the Chamber for many years, notably Mr. Randell and Mr. Haynes. For many years Mr. Randell in particular served his country well, not only in this Chamber but also in

another place. I also desire to extend my hearty welcome to my old friend and colleague, Sir Edward Wittenoom. I trust he may long be spared to serve the country in this Chamber. In turning to the subject matter of His Excellency's Speech I notice with the greatest pleasure that the most dominant note is the progress of agriculture in this State. This is specially pleasing to me as I have taken great interest in this subject. We learn in the Speech that 1,650,000 acres of land were last year actually allotted. This means, if it means anything, that in a few short years we must be regarded as the chief wheat-producing centre of the Commonwealth. There is no gainsaying that. Fears have been expressed in this House that we are in danger of over-production with regard to wheat. I say, however, that we need have no fear in that respect. My fear with regard to land settlement is, as I have expressed in former years, that we are too lavish in connection with the disposal of our lands and that we are by our methods creating large estates. I need not dwell upon that further than to give utterance to my fear and to say that before many years have passed history will be repeating itself in the direction of the re-purchase of these estates. I give to Mr. Mitchell, Minister for Lands, every praise for the enthusiastic manner in which he is carrying out his duties, though it is needless to say that he is liable to make mistakes as he is not infallible. Personally, I should like to see in connection with the disposal of our lands some ready-made farms for new settlers. The Midland Railway Company propose doing this, and in advertising their ready-made farms are certain to meet with considerable success. We should give every assistance possible to the English farmers who come out here and enable them to readily build their little homes, fence their land and provide water supplies for themselves, and thus do away with many of the difficulties that we are at the present time faced with in connection with the introduction of these people. Although we talk glibly of Canada, we cannot hope

to equal that country in dealing with numbers of people. There they deal with sections and half-sections, a section being 640 acres and a half-section 320 acres, but the great bulk of settlement is made up of farms of 160 acres. Were they to deal with their lands as lavishly as we are doing, they certainly would not see the introduction of 250,000 people per year. I desire to draw attention to the fact that during the year which has passed a purchase has been made under the Lands Purchase Act of an estate of 10,000 acres and that the price paid for it was £50,000. As one who was interested in introducing the Lands Purchase Act, I need hardly say that I approve heartily of the re-purchase of large estates, but when it comes to an amount like £50,000, I think that Parliament should have a voice in the matter. Though the price certainly seems to be high, no doubt the Government will clear themselves upon the matter. I regret to say that side by side with the vast amount of land settlement which is going on here there is no real attempt being made to capture the trade which the land settlement begets. I refer to the manufacture of agricultural implements. We are told that the State is advancing by leaps and bounds, and we know that that is so, but the fact remains that orders for agricultural machinery are being sent to the Eastern States or to Canada and even to the United States of America. I am sorry to say also that very few orders go to England. Failing no attempt by private enterprise or in other directions, I should be in favour of the establishment of national workshops for the manufacture of this machinery. With regard to agricultural railways, needless to say I am in accord with the policy of extension as long as we have good land to open up and as long as the demand for that land continues. Under these circumstances we are justified in extending railways. But my fear has been that we are liable to create large estates instead of establishing small settlements. These small estates mean large population, and the stimulation of commerce and manufactures as well as the

prosperity of the State. I refer to this more in the desire to sound a note of warning. We have taken credit to ourselves for having constructed agricultural railways at the price of macadamised roads, but it has come to my knowledge lately that while we are buoying ourselves up with the fact that we have been able to build these lines at a cost of £1,100 per mile, when they have been handed over to the Railway Department it has been necessary to expend a considerable sum of money to place them in proper order. No doubt the Colonial Secretary will be able to give us information as to whether this be so or not. As an illustration of this, a 20-mile railway has been made to run over a distance of 25 miles in order to keep the price down to £1,100 per mile. If this be so it will be recognised that we are simply living in a fool's paradise, and that our railways are not as cheap as they are represented to be. I shall be glad to have some information upon this matter. Reference has been made in the Governor's Speech to the construction of the Transcontinental Railway by the State. I cannot help admiring the boldness of such a policy, but I venture to doubt its wisdom. It is true that we have not too many friends in the Federal Parliament, although Sir John Forrest and our representatives have battled for this railway, but when we remember that it will cost four millions of money to construct and that the State requires all the money it can possibly get for its own development, I think it will be admitted that to talk of raising four millions for such a work, would be going a little too far. Moreover, it is easy to imagine the great difficulties in the way of the proposal to construct the line by the State. In the first place, it would be necessary, using a common expression, to square the South Australian Government, but apart from all that, a railway of this description would need to be a heavy one and it would have to be built specially for defence purposes and certainly should be in the hands of the chief Government of the Commonwealth. We have been told that this railway will tap excellent pas-

toral country and we have lately heard of the success of boring parties so that it will be clear that the line will not be altogether the white elephant that some people expect. The duty of the State Government is to keep on with its present policy and strive to construct railways through mineral and agricultural belts and leave a work like the Transcontinental Railway to the Federal Government. We are entitled to this railway, our members are fighting for it and although some delay may take place we shall eventually get it from the Federal Government. In dealing with the Bills which are to come before us during the session it is hoped that the Government will bring them down much earlier than has been the case in the past. We have in the past been asked to pass large sums of money and important measures without time being given members to consider them. I think it is a matter of very great regret that the motion which has been submitted by Mr. Kingsmill and carried by this Chamber dealing with lapsed Bills has not been carried in another place. The failure to pass that motion means that we have to take up the work all over again. If such a motion had been passed it would mean much time and money saved. When we remember that it is on all fours with a motion which was passed in the Federal Parliament it is a wonder to me that it has not been carried long since by our own Legislature. A measure I desire to refer to is that dealing with the Legislative Council franchise. It will be within the memory of members that I voted for it and I see no reason now to alter my decision. When it comes before us I intend to vote for it again. It has been said that the people do not demand it, and it has been said also that its aim is to destroy this House. I think the Upper House would be much safer if we listened to the wishes of the people and liberalised the franchise. With regard to liquor reform, I desire to say that I hope the Bill will come forward. We have had so much talk about it that we are becoming weary of hearing about it. I will gladly accept the Bill which was introduced last year, not as an altogether satisfactory one, but as a first

measure of necessary reform. I have no fear for this question because it is no longer in the hands of a few church people or a few societies. This great question is now in the hands of the people and the business people of the world, who see that it is to their interests to have temperance reform. It is right that the people should say where they should have hotels. With regard to the question of compensation I shall keep an open mind. Having lately visited Victoria I see no reason why fair compensation should not be granted; at the same time, if we all stick to our ideas we should never get the measure. With our expanding railway system we are constantly opening up new districts where these licensing questions are made matters for pure speculation. A man will get a license and immediately afterwards he can get £500 or £1,000 paid for it. With State hotels, however, many evils of this kind could be done away with. We have one instance at Gwalia where, notwithstanding all the expenses, in a few years the house has paid for itself, and the State has handled money over and above the original cost to the extent of £4,000. I am sorry we cannot follow the bush hotels with a policeman, but in State hotels we have the best possible guarantee that law and order will be maintained. The manager can have no motive whatever for keeping open the hotel on Sunday for the benefit of that renowned person, the bona fide traveller, but will see that law and order is carried out. There is no necessity to detain the House longer. The Speech contains many subjects of interest, and I trust the Bills of importance will be brought before us at the earliest possible moment. In conclusion, I may say we have no reason to fear as to the future; the Government of the day possess the confidence of the whole people. The season we are entering on will be one of the best on record; the primary industries are flourishing, wool is fetching a high price, so also is stock. The financial institutions are showing increased confidence in the country, and from whatever standpoint we look there is every reason to have confidence, and

to recognise that we are on the eve of great prosperity in the State of Western Australia.

Hon. J. W. LANGSFORD (Metropolitan-Suburban): Any remarks I have to make will be brief, although the subjects mentioned in His Excellency's Speech furnish material for a great deal of consideration and debate. Every ground seems to have been covered from Kimberley in the North to Eucla in the South, and from the coast to the South Australian border. If one looks at the Speech very carefully one will find that nothing has been left out. There are some matters, however, I should like to address the House upon. With the other hon. members who have spoken I should like to congratulate you, Mr. President, and the old members who are back here, on the confidence which the electors have reposed in them again and again. I am sure it must be very gratifying to them. We miss some of the old faces, notably the Hon. George Randell, who, by his ripe experience and readiness in debate, was always a welcome speaker. I should like to follow, too, my hon. friend Mr. Cullen in his endeavour to enlighten and throw a little more vigour into the debates of this House. The Hon. Mr. Cullen has stated that the daily Press are very economical in their reports concerning the debates which take place in this House; and as we have to rely to a very large extent, on the daily Press for representing our remarks to those who sent us here, I should like to second the statements which the hon. member has made, and to join with that member and Dr. Hackett, in the interjection which he made, in regard to the dullness sometimes of the debates in this House. We should readily follow these two members in leading the debates into a higher level and into a more enthusiastic system of debate.

Hon. J. W. Hackett: We have *Hansard*.

Hon. J. W. LANGSFORD: One can think of no Assembly which is, perhaps, more difficult for a junior member of the House to address than the Legislative Council of Western Australia. Mr. Cullen referred to the experiments which

some of the Ministers have been carrying out in Western Australia. Although I did not particularise these experiments I have no fear that the country will spend too large an amount of money in experiments of the kind referred to. I cannot see why, in this young State of Western Australia, experiments should not be made. Why should we continually seek to follow along the old beaten tracks. We have the opportunity here of making these experiments. I do not know, of course, the experiments to which Mr. Cullen particularly refers, but there are experiments that have been made, by the Minister for Agriculture especially, and from all one hears there are experiments that are repaying well or will repay us if an opportunity is given. I think before we harshly criticise matters of this kind we should see that an opportunity is given to see how the experiments work out. One of the Bills we passed last session has occasioned a great deal of dissatisfaction amongst the municipalities and roads boards of Western Australia. I refer to the District Fire Brigades Act. I must take my share, of course, of the responsibility of passing that Bill—one eighth of the share.

The Colonial Secretary: You were on the select committee.

Hon. J. W. LANGSFORD: I was on the select committee with the hon. member the Colonial Secretary, and I take my share of the responsibility.

Hon. W. Kingsmill: Then you take one-fifth.

Hon. J. W. LANGSFORD: I take one-eighth. I am taking an opportunity of bringing this question before Parliament, because it has caused a great deal of inconvenience and annoyance to the municipalities and roads boards within the Metropolitan-Suburban province not only there but in the other provinces of the State. With the best of intentions this Act was passed by Parliament, and immediately regulations were proclaimed and the Act was put into operation after the municipal councils had made up their estimate of expenditure for the year 1910. These councils are being called upon to

pay large amounts of money, and, in many instances, they are not provided for by the rates already struck. The councils had struck the rates before the Act came into force.

The Colonial Secretary: Some will pay less under the Act than formerly.

Hon. J. W. LANGSFORD: In many instances they will pay three times as much under the Act as they did formerly. I do not know how it effects the municipalities of Kalgoorlie and Coolgardie, or Perth and Fremantle; there are other members who can speak in regard thereto, but I know how it affects the municipalities and roads boards in the Metropolitan-Suburban province. The difficulty is that the bodies do not know what advantages they are going to derive from this very much increased expenditure; and if this is to come every year, as possibly it will come every year, it means a big amount out of the general revenue of the municipalities and roads boards, and as far as they can see at present, without any distinct advantage. I think one mistake was made by the select committee. I do not know if any suburban mayor, or chairman of any roads board, was called by the select committee to be examined on the question.

The Colonial Secretary: The chairman of the Kalgoorlie roads board was called.

Hon. J. W. LANGSFORD: The gold-fields interests were looked after very well, and I think the mayor of Perth and the mayor of Fremantle were called besides, but I do not know if any chairman of a roads board, or mayor of a suburban municipality was called. In regard to Cottesloe, the annual upkeep for the Cottesloe roads board for the year, prior to this year, was about £43 12s. 2d.; and they have been asked by the Fire Brigades Board for an amount which they will have to pay. I think two quarters have gone by this year, but the amount they will have to pay for this year is £174 8s. 10d. The Subiaco municipality paid for 1909, £350, and their bill for this year to the Fire Brigades Board is £466. The Guildford municipality for last year paid £20, and they will have a bill this year for £101 11s. 10d.

Hon. R. D. McKenzie: Do you think they were doing their duty to the rate-payers?

Hon. J. W. LANGSFORD: The rate-payers will be able to say whether that is so or not. The Victoria Park council previously paid £30; this year they will have a bill for £182. The South Perth municipality will have a bill this year of £190 12s., and the town clerk says, "the amount is sufficient for insuring against fire the whole of the buildings in our district." At North Perth £50 was the amount previously spent on an average by the municipality, and they will have to pay this year £240 3s. Leederville usually spent £93; they will have to pay £205.

The Colonial Secretary: Do they not get something for it?

Hon. J. W. LANGSFORD: This is what the town clerk of Subiaco says, "*Re* fire brigades account against the Subiaco council: for this year we are billed for £466 18s. 11d., being our share. The cost of this brigade during 1909 was £315 17s. 3d. We have had no extra services rendered this year so far, although a good portion of the year has gone. So far as the extra efficiency of the service of the future is concerned, the Lord only knows how it will be, because I do not. The whole bill is a surprise to me." That is the general feeling. I make these remarks not with the intention of putting the Fire Brigades Board, or any of the municipalities in a false position, but this rate has been struck after the municipalities have made up their expenditure for the year 1910, and some method, I think, will have to be adopted by the Fire Brigades Board, because if one reads the Act correctly they are entitled to collect these amounts. Some method will have to be adopted to give some relief to the municipalities and roads boards. The councils have been asked to contribute these amounts for 1910. One is glad to see a reference made to the education question in the Governor's Speech, and to the fact that the long hoped for University will have a further impetus given to it during this session. The High School which has been established by the Government and built in Thomas-street provides a great

advance in our educational system, but I regret to find that it was necessary to go outside this State, outside of our Education Department, in order to find a teacher for that school. When similar schools were started in South Australia teachers were found from within the Education Department of that State.

Hon. W. Kingsmill: Has the appointment been made here?

Hon. J. W. LANGSFORD: Yes. An old Prince Alfred College boy, Mr. Norman Jolly, has received the appointment. I am not criticising the appointment, nor Mr. Jolly, for I think, as we went outside the State, perhaps no better appointment could have been made. There are, however, in our own State, several teachers, University men, who applied for this position and I very much regret that not one of them was considered fit and able to be appointed in charge of the school. As far as possible we should grow our own men. Our men know the State and I am sure that many University men on the staff here, degree men, are fitted to take the position. Mr. Throssell has referred to the question of the franchise of this Chamber. That is one question that has appeared in nearly all the Governor's Speeches since I have had the honour of being a member of this House, and yet we seem now to be no nearer settling that question than we were five or six years ago. I do not know whether the new men who have just come into this House will make any difference in the vote to be given on the question this session, but I see that my colleague, Mr. Gawler, prefers to wait until the country has spoken on this question. I think he said, "Until after another general election." I would point out that this question has been before the public during the last three or four general elections. It has been on the programme of the Moore Ministry, the Rason Ministry, the James Ministry, and I think all the Ministries we have had for a number of years past.

Hon. Sir E. H. WITTENOOM: We should miss it from the next Speech.

Hon. J. W. LANGSFORD: I think the House will be stronger and firmer in the affection, shall I say, of the people of the country if the alteration in the

franchise be made. I hope Mr. Gawler will give the matter further consideration before he casts his vote on the question. During the last Legislative Council election I noticed a cartoon having reference to the Metropolitan Province. There was a picture of a bear, but unlike most bears it had the face of a man, and that face wore one vast, substantial smile. The bear was drawn as putting his foot on one of the branches of a tree in which it was located, in order to feel if that branch was quite firm, and the smile of that bear when it felt how firm was the bough was gratifying indeed to see. My honourable colleague in the Metropolitan-Suburban Province, Mr. Kingsmill—

Hon. R. W. PENNEFATHER: Do you suggest he was the bear?

Hon. J. W. LANGSFORD: I do not suggest anything, but I would inform those members who have not seen the cartoon that it is well worth their attention; when they see it they will readily recognise that smile. When I came into this Chamber Mr. Kingsmill was the leader of the House, and as an apt scholar I used to sit at his feet and learn from him. He was then a strong advocate for the reduction of the franchise. I am inclined to believe that after the last election he will be found voting with us for the reduction of the franchise. The Government are justified in congratulating themselves on having carried out so splendidly their programme. They have discovered during the last four or five years the splendid agricultural territory we have in Western Australia, they are making the most of that discovery. Nearly all the items in their programme have been carried out. I heartily congratulate them on their performance and I hope this session will be one of very great benefit to the State, and of interest to this House.

Hon. Sir E. H. WITTENOOM (North): I listened the other day with the greatest interest to the Speech of His Excellency the Governor when he opened Parliament, and while I recognised the importance of every paragraph contained in that long Speech I felt a great deal of sympathy with His Excel-

lency in the extreme effort of sustained elocution he had to make. It would be mere repetition for me to add to the remarks of His Excellency in connection with the death of our late King, and the accession to the Throne of the Prince of Wales. I need say nothing further than that I endorse every word in the Speech in that connection. I take this opportunity of congratulating you, Mr. President, upon being re-elected to this honourable House, and also upon being re-appointed as our President. The latter appointment shows the confidence your fellow members have in you, not the confidence of the newcomer born of expectancy but the result of a long experience in the admirable manner in which you have discharged your onerous duties. Personally, I am particularly pleased to see you there, because I well remember your first entrance into political life, when you were good enough to propose the adoption of the Address-in-Reply at a time when I represented the Government as leader of this House. I also desire to congratulate the Premier on account of his Sovereign having recognised the good work he has done for this State, and I am indeed pleased that his visit to the mother country has been satisfactory. I see that one of the principal objects of his visit to London was to inquire into the representation of Western Australia in the capital of the Empire. I await with some curiosity the result of his inquiries and information as to what new methods or changes in detail he intends to suggest. Several people have left Western Australia with the same intention but on arriving in London found that matters were very much better than they expected. The Speech, which is so comprehensive, leaves little to speak about in matters of omission. Every possible subject seems to have been touched upon and tremendous developments are promised both in railways and in expenditure from loans, and I can only hope that the Government will be as successful in financing these undertakings as they are prolific in suggesting them. The statement in connection with the trans-Australian Railway, which I

see at the foot of the Speech, comes certainly as a surprise. The suggestion is that the project should be undertaken by the two States through whose territory the line will pass. I always understood it was an implied condition that if Western Australia joined the Federation this railway should be built by the Federal Government. Ever since the project was brought before the public it has encountered the strongest possible opposition and I can imagine with what satisfaction those opposed to it would hail the statement that came from the Acting Premier. Personally, I think it was unwise and undiplomatic, and I am wondering, indeed I am a little curious to see, whether that suggestion has the full approval of his Government and his supporters. We all know that a great majority of the people are depending to a very large extent on this railway for connection with the other States, and it will be a pity if any utterances from this part of the world give strength to the opposition that exists and enables the opponents to the scheme to say the railway is not required. It would be just as reasonable to ask the State of Victoria or New South Wales to build the Commonwealth Houses of Parliament as it would be for Western Australia to construct its particular portion of the line. I can only commend to those who take any interest in the matter the very excellent article that appeared on the subject in a paper called *The Bulletin*, which is generally not too friendly to Western Australia. I see that the Government propose to erect freezing and canning works at Wyndham. I am very pleased indeed that they have determined to do this work. It is a troublesome question, and it will cost a lot of money, owing to the isolated position of Wyndham, the scarcity and cost of labour, and the short season of some seven months in which work can go on. During the remaining months of the year it is very difficult to get work done owing to the extreme heat. There is also the disadvantage that at present there is no pure water supply.

Hon. W. Kingsmill: And no fuel.

Hon. Sir E. H. WITTENOOM: That is so, but fuel might be imported, al-

though it would be expensive. Members may have heard of a company called "The Bovril Australian Estates." The company have had the matter in hand for some considerable time and the obstacles encountered were of such a very grave nature that they decided to employ the services of three of the best experts in the world to go into the question. Those experts have been in the locality for the last two or three months, and it is hoped that their inquiries will be finished during this present month and their reports put in. I can only hope that they will be satisfactory. The fact of the Government contemplating the putting in of these works at Wyndham gives the company a wider range of choice for their own locality. As a West Australian filled with a good deal of patriotic zeal I have been working as hard as I can to have these works installed in this State, but inasmuch as the Government intend to erect them at Wyndham it will give the company a much freer choice. The South Australian Government have been offering every inducement to the company to place their works in the Northern Territory, so that if a promising site is offered, the company will have less hesitation in accepting it than before, knowing now that Western Australia will be provided for by the Government building their own works. Great stress has been laid on the matter of agricultural railways, and while these are to be commended from many points of view, I think the Government should not lose sight of the fact that roads are required in a great many isolated places where railways are not warranted. Connections are necessary if we are to have development, and in the localities I refer to I think it is the duty of the Government to make main roads in the first instance, and then hand them over to certain bodies to be paid for and maintained by those who use them in the same way as are our railways. We find, I think, in our experience that if a farmer goes into some out of the way place with an unpronounceable name, at the very next sitting of Parliament a railway to that place is provided for on the Estimates. I think under these circumstances, and while admitting that

every encouragement should be given to agriculture, that some expenditure should be made upon roads to enable those people on the outskirts of civilisation, whether engaged in mining or in the pastoral industry or any other vocation, to develop the particular industries in which they are working. The prospector, too, requires a little encouragement to fortify him in his search for minerals. I commend to the Government these remarks about the roads, and I hope they will see what they can do, especially in the North, in regard to providing such necessary conveniences. References have been made to the qualification for the Legislative Council, and I see that the Bill brought down last session is to be re-submitted. As I was not here last session, or indeed during the last two or three sessions, I am not aware what that Bill contains; but if it has for its object the placing of the two Houses of this Parliament in anything like a position relative to that of the Federal House of Representatives and the Senate, it will have my strongest opposition; because I consider the Federal Senate is purely a duplication of the House of Representatives, and that it is in consequence of this Western Australia has only one class of the community represented there. This is hardly to be considered as satisfactory and, therefore, I hope this Bill will not be framed on these particular lines. Personally I see little if any grounds for interfering with the present qualification; and I am rather borne out in this view, because all the candidates at the last election who were in favour of reducing the qualification with the idea of doing away with the House altogether were defeated.

A member: No.

Hon. Sir E. H. WITTENOOM: I am sorry if I have made a mistake, but that is the opinion I have. Therefore I think, under the circumstances, great care is necessary in dealing with this measure. However, I will wait until the Bill is submitted to the House before I make any further remarks on it. I am delighted to see the Government intend to encourage secondary industries. We have the announcement: "The importance of encouraging

the establishment of secondary industries has received the consideration of my Ministers." I have for a long time advocated this, because I am of opinion that whilst every effort should be made to develop our industries, no pains should be spared to provide consumers to make use of those of those industries, so that we should not be bound too much to trust to the outside markets. Encouragement should be given to producers, and at the same time it is good policy that secondary industries should be fostered with a view to providing consumers. Whilst I am in sympathy with the Government in this matter I feel certain that before they can be fully successful they will have to amend the Arbitration Act in such fashion as to prevent strikes and labour troubles. The present tendency is that so soon as a manufacturer starts a business, has it fairly developed and begins to make some profit, improved conditions, not always reasonable, are asked for, which stops further development. This condition of affairs not only intimidates anybody from putting capital into these industries, but has a tendency to force people who are already in to try to get their money out. I hope that before long something will be devised to make peace between Labour and Capital. If both could only work together the conditions would be so good that both would materially improve; but at present, with the tendency to strikes and labour troubles, it can hardly be expected that capital will open up secondary industries in this State. If there is one thing more than another for which the Government deserve approbation it is the manner in which they have attended to the interests of the North-West. For years and years that portion of the State has been to a large extent neglected; but now, all the way from Carnarvon to Wyndham, there are evidences of developmental steps taken by the Government, and I am confident that with a little more expenditure on a few local wants in various places the people in that part of the State will be able to carry on their avocations with the greatest advantage. There are two works which stand out prominently to the credit of the Government, namely, the railway

from Port Hedland to Marble Bar, and the erection of a five-head battery which will be completed at Marble Bar this month. In future the people up there will be able to have their provisions and mining material transported at a reasonable rate by the railway, while the battery will enable satisfactory tests to be made of the ores. I had the pleasure of travelling over 70 miles on this railway the other day; and when I tell you that there were on the train 100 bales of wool and 50 empty trucks, and that we did the 70 miles at the rate of 20 miles an hour I think you will agree with me that, seeing that it is an unballasted line, it must have been very well constructed. It is expected that the railway will reach Marble Bar before the end of the year. The advent of the battery will enable tests to be made of all the ores in the neighbourhood. I visited several shafts and small mines in which there are from 100 to 200 tons of stuff ready to be tested. Seeing that they have up there not only gold but tin, copper, and asbestos, we can hope for a large development. So, too, in respect to wool and live stock; and these, with the minerals, will go a long way towards helping the railway. It is a part of the State whose future will be determined within the next six months. The facilities I refer to will give an opportunity of thoroughly testing the district, and we shall soon know whether or not that region is all that it has been claimed to be. Another work that will require attention up there if that part of the world progresses as anticipated is the dredging of the bar at Port Hedland so as to admit steamers of all sizes without their having to wait for the tide. In the settlement of Broome the State has a very flourishing community. The people up there consist of an enterprising, commercial class of men. The whole prosperity of this place is dependent on the pearling, and this is being carried on with the greatest energy and with, I believe, very satisfactory results. I understand it is the policy of the Government to limit the licenses for pearling, but from what I can see, and judging it very carefully, I should suggest giving as many licenses as possible, and having the pearling carried

on to the greatest extent so that the Government and the people could reap the benefit of the commerce thereby created. And I would not only extend licenses to the pearling but also the *bêche-de-mer* and trepang fishing.

The Colonial Secretary: They cannot get the necessary labour. They cannot introduce any coloured men above the number that was employed when Federation became a fact.

Hon. Sir E. H. WITTENOOM: Well, that ought to be altered.

The Colonial Secretary: That is a matter for the Commonwealth Government.

Hon. Sir E. H. WITTENOOM: Exactly, I know that, but I am sorry just the same. Personally I am in favour of a White Australia, but there could be no objection to coloured labour up there, as the policy of working with coloured labour has been recognised and is now being carried on to a large extent. There is no reason why Western Australia should not have the advantage of all the fishing along that coast. It is not as if the pearlers could get ashore and so make any difference to the population as far as coloured labour is concerned, for they are only allowed ashore for wood and water. The sole difficulty I can see is in connection with the aborigines coming down to the coast to meet these coloured pearlers. Still, the Inspector of Aborigines could be instructed to see that the aborigines are not allowed down the coast; but as far as I could see on this particular trip a great many of the missionary stations are right on the coast, not far from where lots of Malays land for wood and water. That seems to me a suicidal arrangement, and apt to do away with any efforts the Government are making to stop this intercourse.

The Colonial Secretary: There are police stations at all those places, and there is a patrol right along the coast.

Hon. Sir E. H. WITTENOOM: At any rate the extension of these licenses is the only way that I see to enable the State to avail itself of the commercial advantages, and that is the only harm I see that may ensue. But if, as is said, there is a patrol along the coast, it pre-

vents the contact, and all that is necessary is already done. I have seen by the newspapers and have heard myself while in North, that boats come there and take away *bêche-de-mer* and trepang without licenses, bringing all their stores from other parts of the world and taking away all the profits; and I see no reason why we should not reap the advantage of this instead of letting it go elsewhere. Again, the jetty at Broome needs lengthening so that boats can go in and out without getting neaped. It would be a great advantage, not only in regard to Broome but in regard to all the ports right down the coast.

The Colonial Secretary: No jetty extension would prevent the boats getting neaped at Broome.

Hon. Sir E. H. WITTENOOM: Yes, by taking out the jetty a short distance boats will always be in high water.

The Colonial Secretary: It would be about half a mile.

Hon. Sir E. H. WITTENOOM: Yes, but once done it is there for all time. It is important all the way down the coast, because if a boat has arranged to take 2,000 or 3,000 sheep, or 200 or 300 head of cattle at Carnarvon, or Roebourne, or Point Sampson, the stock is asked to be there to meet the boat at a certain date, but, instead, the boat may get neaped for two or three days, and all this inconvenience will be occasioned while the Government are doing all they can to encourage the deportation of stock. Another matter to which I would call attention at this stage is rather important. It is to give to those portions of the State the advantages of a Supreme Court Judge, or a circuit court. At present, in those districts they are under extreme disadvantage. So far as criminal jurisdiction is concerned, it is usual to issue a Commission to a resident magistrate; but when it comes to civil matters, where expert knowledge is very often required, there is a difficulty; and, therefore, it is necessary for those who need to have their cases settled to journey all the way to Perth and take their witnesses, losing a great deal of time through the process.

So only those who can afford it take their cases to justice. Even in criminal cases very often the criminals get off because they are treated summarily instead of at quarter sessions. It is a matter to which the people in that quarter of the world attach great importance. I am sure if the Government could see their way clear to establish a judge in some central place, or to have circuit courts there, they would be conferring a great boon on a deserving class of people. In conclusion, I congratulate the Government exceedingly on the good work they have done for several years past. When they took their duties over the State was very depressed, revenue was scarce, and the finances were low, and among other things the Government had to impose taxation and to reduce expenditure. In spite of this, things have been very successful, despite the reduction in the amount returned by the Federal Government, and despite the effect of the suicidal action the Colony undertook when it joined the Federation. With those few remarks I have very much pleasure in supporting the motion before the House.

Hon. J. E. DODD (South): It is with a certain amount of trepidation that I rise this afternoon. The assemblies I have been in the habit of addressing during the past nine or 10 years have not been of the nature of which this is, and in coming to this Chamber and seeing the quiet nature of it and the calmness there is surrounding me, I am rather apt to think that I am in one of those old churches or other places to which I was accustomed in my childhood. I desire to thank you, Mr. President, very heartily for the kindly sentiments you extended to new members, and also to congratulate you upon your election to your high office. I hope that as long as I am in the Chamber I shall do all that is possible towards upholding its dignity. Now, coming to the Governor's Speech that we are discussing to-day, I would like to say that there is not much in it to which one can take exception, but there are a good many omissions, matters which might very well have been included in it. I take it that the Governor's Speech is the

policy of the Government. We seem to be discussing this thing solely from a business point of view; we have a good business sheet; but it does not show that there is anything in the nature of reform in connection with the proposals of the Government; nor have I heard it in any of the speeches that I have so far heard. One matter to which I would like to call attention, and one I regret very much the Government have not seen their way clear to include in their policy, is an amendment to the Workers' Compensation Act. I am glad to see the progress that is being made in the country, but I do not think the Government have recognised that they could have brought forward more important proposals than they have. Now, with regard to workers' compensation it was, I think, Mr. Moss, a member of the House, who said only last session, if my memory serves correct, and speaking from what I have read, that the doctrine of common employment now in operation was the hardest and most disgraceful there was on the statute-book. I did think that the Government would have included in their policy some amendment and some relief in the way of workers' compensation in order to get rid of the effect of that doctrine of common employment, the effect being that the worker is practically limited to the Workers' Compensation Act for any relief he may desire to secure in the way of compensation, for the simple reason that the doctrine of common employment prevents him claiming in almost every case. During the last six or seven years in almost every instance of cases brought before our law courts, those who have been seeking relief have been wiped out because of that doctrine. That being so, we should try to do something to bring in a better measure. One of the most pitiful defects of the present Act and of that doctrine is the question of permanently disabled men, because the only relief they can get is to sit down quietly and see £300 eaten up, and then have to rely on charity afterwards. In the olden days we had certain clauses in the Mines Regulation Act, and so far as the mining industry

was concerned some of those anomalies were got over by the reason that the men had some relief through the breaking of the Mines Regulation Act, but now a miner has none because that Act has been amended and there is no relief under any Act. I think it is time the Workers' Compensation Act was made universal, and applied not only to certain industries but to all industries in the State. I regret with Sir Edward Wittenoom, but for a very different reason, that the Government have not seen fit to include in their proposals an amending Conciliation and Arbitration Bill. I believe we are now standing upon the edge, as it were, of a volcano, so far as industrial troubles are concerned; and were it not that in some parts of the State we have industrial agreements extending over a considerable time, I would say there is great danger indeed. So far as the present Act is concerned, ruling after ruling has been given by Judge Burnside, and he has been particularly keen during the last 12 months in asking the Legislature to bring about an amendment of the Act. Now, as far as the mining industry at Kalgoorlie—the biggest in the State—is concerned, if they had to cite a case before the court now, it would be absolutely impossible to do it under the ruling given by the court. Certainly we have an agreement extending over two years, but if we had not one and any trouble cropped up, what would happen? I have had 10 years' intimate knowledge of the miners and the mining industry, and I say that we are in grave danger of having serious industrial trouble forced on the community but for the agreement already signed. There are one or two other matters in connection with the Conciliation and Arbitration Act. One point I wish to emphasise is this: the ruling is that it applies to the individual and not to the industry; that the individual has to make any trouble and not the unions and the industry. I sincerely hope something will be done to get over those anomalies, otherwise I am certain we shall have great trouble. One matter I would like to refer to is in connection with the new Health Bill. I have no intimate knowledge of the Health

Bill, but recently I heard two admirable lectures, one by Dr. Ellis on consumption, and the other by Dr. Cumpston on infantile mortality, and we have heard numberless sermons, and we have seen numberless articles on the decline of the birth rate. After hearing these lectures I am satisfied that we could do a great deal more, as it were, to keep our cradles full after we get our children than we do at present. Dr. Cumpston is sitting as a Royal Commission on miners' phthisis, and we can only await his report to see what is the extent and prevalence of that disease; but much more might be done by the community at large and by the Government in regard to educating the people to the dangers of consumption and miners' phthisis. It is unfortunate that people suffering from these diseases do not take the precautions they should take, and I think it would pay the community to engage a staff of lecturers, such as Dr. Ellis and Dr. Cumpston and others, to go throughout the State, and wherever they can get an audience lecture on what should be done to avoid consumption and miners' phthisis, or, in the case of infantile mortality, tell mothers and parents how they can avoid some of the dangers.

The Colonial Secretary: Bulletins are circulated by the Health Department.

Hon. J. E. DODD: I am pleased to say the Central Board of Health have issued a number of bulletins round Kalgoorlie, but I think it would be very desirable if placards were published, such as are issued in connection with mining signals, and placed in conspicuous places round the mines. I think much more might be done in order to prevent the infection that is taking place in railway carriages and trams, etcetera. I have had a considerable amount of experience in connection with this matter; and although it may seem hard sometimes to take stringent measures, still I am an advocate of the most stringent measures possible in order to prevent infection. There is one point that is usually overlooked in connection with diseases from which miners suffer, and that is the provision that we are going to make for the sufferers who may be forced out of employment by rea-

son of their illness. We shall have to look to this in the near future and I hope the Government will see their way clear to do something for these people. I wish to refer to the matter of immigration, and I want to say that we have had a considerable number of complaints at Kalgoorlie that immigrants who are being assisted to this State go on to the Fields and other places, and enter into competition with men who are engaged in work. I know it is a difficult matter to bring forward concrete statements bearing out what may be said in connection with these cases, but I do think that when statements are made on a subject of this kind that public servants at least might deal with the matter in the public Press a little more courteously than has been done in to-day's paper. I do not know whether I am transgressing the rules of the House when I mention this matter, but I consider that when a complaint is made, and when the object of that complaint is not to censure or to blame, but rather to improve the method by which men are being engaged in the old country, and when we are trying to show those in authority how they may effect a better system of immigration, I do consider that a little more courtesy might be brought to bear in the replies that are made. I have no hesitation in saying that there are a large number of these men who have entered into competition with workers on the goldfields, and if it is possible I will get proof that men are coming out here and going direct to the goldfields and not on the land. This should not be. I am one of those who believe that we must have population here.

The Colonial Secretary: Why do you not give particulars?

Hon. J. E. DODD: I shall as soon as I return to Kalgoorlie and get hold of the people who have made these statements. It is not a question of particulars; it is a question of telling the Government that certain things are going on.

Hon. Sir E. H. Wittenoom: Why should agriculture be the only industry to have competition.

Hon. J. E. DODD: I did not hear that interjection; I am slightly hard of hearing. I wish to remark that it is easy to say, "why do you not give particulars?" but supposing a man is working on a mine and he knows there are a number of men who are being brought out, men who may be friends of those who are managing the mine, it is very difficult for the man with that knowledge to say, "I will give you full particulars." The man's job often depends on anything he might say. However, if there is anything I can do to get full particulars and supply them to the Government I shall do so. I wish briefly to refer to the mining industry. I shall do so for the reason that lately, or during the last twelve months, a large number of people have been getting into the habit of decrying the mining industry; in fact no less a person than a gentleman who stood for the Senate during the recent elections referred in very deprecatory terms to the mining industry, and even Sir Walter James, in his address to the electors at Beverley, recently spoke of the shrinkage in the gold yield, as if the mining industry was about to become a thing of the past. I believe the mining industry is in just as good a position to-day as it ever was.

Hon. J. W. Kirwan: It never had a brighter future.

Hon. J. E. DODD: I am certain that the mining industry was never in a better position than it is to-day. A good many people seem to think that because the gold return has dropped a little that the industry is going down. As far as the country is concerned, it does not matter whether the return of gold goes down or not, as long as you are treating the tonnage. The more tonnage we get the better it is for the country, and so it is that the tonnage is increasing, and to my mind the industry is still going ahead by leaps and bounds. I believe also that proper assistance should be granted to prospectors, while with a reduction in railway freights, which I feel sure must come about, the cost of living will be reduced in the State. There is no question about that, but to do so we must reduce the railway freights, and when that is brought about, together with a reduction in the

cost of living, there will be room for thousands of men on the Kalgoorlie goldfields. I have been over a good part of the country and I believe that in a large number of the abandoned claims there will be sufficient work for many thousands of men, and more particularly do I think this will be the case in and around Coolgardie, bad as that place seems to be to-day. We are continually being met with the statement that the goldfields are going down. The goldfields are part of Western Australia and surely we have some time for them as well as for the agricultural industry. As far as agriculture is concerned, and giving it assistance, no one will be more pleased than myself to do so, and I believe that all the goldfields members will do all they possibly can to aid that industry. Speaking with regard to the reduction of the railway freights, I believe that the incidence of taxation will have to be altered, so that these reductions may be brought about, and it will have to be altered in the direction of increasing the unimproved land values tax. Until we bring about a greater measure of land values taxation we shall never open up the country as we should. We are spending thousands of pounds in railway construction and at the same time we are increasing land values everywhere. Why then should we not take more of those values so as to bring about the desired reductions in railway freights, and in other directions? If we were to do this, instead of having 16,000 or 18,000 men engaged in the mining industry, the numbers would be more like 30,000 or 40,000. There are one or two other matters that I desire to touch upon. The first relates to the franchise. Sir Edward Wittenoom has stated that he cannot see that there is any indication in the country that a reduction of the franchise is wanted. I wish to say that if it is desired to retain this House I think the best possible thing to do is to reduce the franchise. Those who are opposed to Unification, and who are opposed to the reduction of the franchise, are, I am sure, those who are doing their utmost to bring about the abolition of this Chamber. I think if we are going to oppose Unification, or keep it away from the country, we must popularise

this Chamber. I am just as ardent an opponent of Unification as any member here. I do not believe in it for the reason that I desire we should get all the local government we can; but those who are trying to keep up the £25 qualification of this House are doing their utmost in favour of a Unification policy. I do hope during this session we shall at least carry the measure which the Government have foreshadowed. I also want to say that I am glad to see that it is proposed to bring forward a Bill dealing with the university. I am one of those who believe in free education right up to the university stage, and if it is possible to bring that about it will be in the best interests of the country. I also wish to state that I think the best possible building and grounds for a university would be the present Government House.

Hon. J. W. Hackett: It is too small.

Hon. J. E. DODD: I am sorry that the Government have not seen fit to include in their railway policy that railway which has been agitating the goldfields for many years past; I refer to the Esperance railway. The Premier in his speech at Bunbury stated that the desire of the Government was to open up all parts of the country, and to do all that was possible for Western Australia. How could he say that when the Esperance railway is not included in the measures which have been referred to in the Governor's Speech. I cannot see why there should be so much opposition to this railway. It may be that hon. members think we are going to do some harm to the capital, or to Fremantle, but I cannot see where the harm is going to come in. It has been said that the land at Esperance is of no use, but the same thing was said some years ago about the various lands which have been opened up since with such great success, and I have also heard a similar expression used in connection with the lands in Victoria and South Australia. If the land at Esperance is anything like the lands in other parts of the Commonwealth, I say that we have a remarkable asset indeed there, and that if a railway is built a new province will be created. I cannot see the

justification for not building that line; the cost would not be great and the land might be described as a poor man's country because it can be easily cleared and cultivated. If the Government had included the construction of that line in their policy, they would be looked upon as a Government who would be really desirous of doing all they could for the advancement of Western Australia. I do not think I have anything more to say. I take it that during the debate on the various measures which have been foreshadowed we shall have the opportunity of speaking again. I represent what may be termed the Labour Party, and I emphasise that I will do all I can to assist in every way in opening up all industries, whether they be mining, agricultural, or any other.

Hon. R. D. McKENZIE: I move—

That the debate be adjourned till to-morrow.

Hon. Sir E. H. WITTENOOM: What time to-morrow?

Hon. R. D. McKENZIE: Four o'clock.

Hon. Sir E. H. WITTENOOM: I would like to point out that to-morrow afternoon there is a rather interesting function at the Agricultural Show Grounds, namely, the horse parade, and a good many of us would like to be there. Why not move that the debate be adjourned until the evening? Let some of us who like to have a little education in these matters visit that show.

Hon. R. D. McKenzie: I am quite agreeable to alter the hour to 7.30.

The COLONIAL SECRETARY: Although I will leave it entirely to members, I do not think it is desirable that the House should adjourn until 7.30. If we adjourn at all we should adjourn over to-morrow.

The PRESIDENT: The question is that the debate be adjourned, not that the House be adjourned.

The COLONIAL SECRETARY: In any case we must meet to-morrow to pass the Supply Bill.

Hon. J. W. KIRWAN: With regard to the suggestion made by Sir Edward Wittenoom, I think that whatever arrangement might be come to in the matter

of an adjournment, it should not prevent us from finishing the debate on the Address-in-Reply this week. I understand it is the intention of the Colonial Secretary then to ask for an extended adjournment. I would suggest, therefore, that the adjournment be fixed for a time which will make it certain that we will finish the debate this week. I will support the proposal that we should adjourn until 7.30 to-morrow.

The Colonial Secretary: That will not be convenient to a number of members.

Hon. R. D. McKENZIE: I will alter my motion to read:—

That the debate be adjourned to the next sitting of the House.

Hon. J. F. CULLEN: Why are we adjourning so early, and why should not the debate be gone on with to-night? I want to say to the leader of this House that it would save a lot of time if the business of this House were more concentrated. It is not so very serious for City members as it is for country members to leave important work and spend an hour, or an hour and a half in the House and then adjourn, and again an hour or an hour and a half, and again adjourn. It is a wasteful arrangement, and I would like the leader of the House to bear this in mind, that he should concentrate the work of the session as much as possible. I cannot see why this debate should not be gone on with to-night.

The PRESIDENT: The hon. member can vote against the motion.

Hon. R. D. McKENZIE: In view of the feeling expressed by hon. members I ask leave to withdraw my motion.

Motion by leave withdrawn.

(Sitting suspended from 6.20 to 7.30 p.m.)

On motion by Hon. W. Patrick debate adjourned.

BILL—SUPPLY, £1,053,875.

Received from the Legislative Assembly, and read a first time.

House adjourned at 7.39 p.m.