

Legislative Council,*Friday, 27th January, 1911.*

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The PRESIDENT took the Chair at 2.15 p.m., and read prayers.

LEAVE OF ABSENCE.

On motion by the Hon. W. KINGS-MILL (for Hon. M. L. Moss), leave of absence for six consecutive sittings granted to Hon. F. Connor on the ground of urgent private business.

BILLS (2)—THIRD READING.

1. Fremantle Harbour Trust Act Amendment,
 2. District Fire Brigades Act Amendment,
- transmitted to the Legislative Assembly.

BILL—NARALING-YUNA RAILWAY.*In Committee, etc.*

Bill passed through Committee without debate, reported without amendment, and the report adopted.

BILL—KATANNING-NAMPUP RAILWAY.*In Committee, etc.*

Bill passed through Committee without debate, reported without amendment, and the report adopted.

Read a third time and *passed*.

BILL—QUAIRADING-NUNAJIN RAILWAY.*In Committee, etc.*

Bill passed through Committee without debate, reported without amendment, and the report adopted.

Read a third time and *passed*.

BILL—WAGIN-DUMBLEYUNG RAILWAY EXTENSION.*In Committee, etc.*

Bill passed through Committee without debate, reported without amendment, and the report adopted.

Read a third time and *passed*.

BILL—WICKEPIN-MERREDIN RAILWAY.*In Committee, etc.*

Bill passed through Committee without debate, reported without amendment, and the report adopted.

Read a third time and *passed*.

BILL—TAMBELLUP-ONGERUP RAILWAY.*In Committee, etc.*

Bill passed through Committee without debate, reported without amendment, and the report adopted.

Read a third time and *passed*.

BILL—NORTHAMPTON-AJANA RAILWAY.*In Committee, etc.*

Bill passed through Committee without debate, reported without amendment, and the report adopted.

Read a third time and *passed*.

BILL—ROADS.*Second Reading.*

Debate resumed from the previous day.

Hon. J. F. CULLEN (South-East): So far we have averaged a Bill every three minutes. If we keep up the average for the next few new Bills we shall be able to break up in reasonable time. It would be entirely out of place to make

a second reading speech in the circumstances of this Bill, and I do not intend to do so. The Bill comes to us later than the eleventh hour, in fact at the twelfth hour. It is an immense measure; it is not only voluminous, but is a measure of enormous importance; and the position is that the House must either adopt *in globo* or shelve it. It is impossible to discuss it and deal with it as its merits deserve. I am not going to waste the time of the House dividing up the blame for this; it is worse than a waste of time to indulge in any recrimination; I only refer to the position in order to justify the opinion I am going to give. In view of all the circumstances, I would strongly advise that we do as has been done in another place. The Government ask us to rely upon the work that has been done upon this Bill. It has been subjected to several committees including a number of experts on the question, and it has been before the country, and has therefore attracted all the criticism that its provisions would naturally draw upon it, so that we not only have had a great deal of light upon it, but we have had the Bill brought into shape in view of that light. The Government ask us to accept the Bill and enact it, and, when the next House meets, deal not only with the defects that we know to be in it now, but also with such other defects as may be brought to light by, say, six months' test of the measure in actual working. On the whole I am inclined to accept the advice of the Government. There are two or three provisions in the Bill of first-class importance that the roads boards have been asking for with almost unanimous voice for years past. I may mention two of them. The first is a provision to combine under one local authority the powers of a municipal council and of a roads board. We have several small districts which have duplicated their local governing powers. They have a municipal council and a roads board—two sets of officials on a very small revenue. This is to the disadvantage of everybody concerned in such districts. We have a number of

other developing districts where the towns at the centre are anxious to blossom out into municipalities and so repeat the mistake made by a number of others. This Bill says, in effect, there is no need for that, and that these districts can have all the advantages of municipal and roads board government under one set of machinery. That is a great advantage. In the district in which I live the town may have increased representation and power to rate itself higher than the outlying portions of the district and have the additional money spent in the town. In a word, the Bill will give us all the advantages of municipal government combined with the less stringent powers of a roads board. Any one who has had to do with local government will recognise that even if there were no other provision in the Bill it would be worth passing. Then there is another nearly as important. Members of roads boards are cramped and hindered for lack of financing power. They can only borrow after going through such preliminary safeguards as make it almost impossible to raise money on loan. Numbers of roads boards are composed of very solid men, and it would be wise to give them power to borrow money for public expenditure. The Bill gives power to borrow on easily worked lines. These two provisions alone would warrant the passing of the Bill. It may be asked would it not be better for the Government to take out these two provisions and put them in an amending Bill. That course has been followed several times, and there is now a general demand in the country for the Bill which by conferences and other gatherings the roads boards have helped the Government to mature. They are crying out for the Bill. I recognise that either the shelving of the Bill or the passing of it *in globo* has its objections. Of the two it is far better for us to pass it. If it were a brand new Bill which had not been sifted and thrashed out I do not think the Government would make the request made to the House to-day; and if made, that request would be at once rejected.

But here is a thoroughly well sifted measure, and whatever its deficiencies it is a vast improvement on the present law. I do not think any harm will be done by passing the Bill without going into detail in the discussion. Of course if I saw any possibility of thrashing out the Bill I would be ready to enter the fray. I have in my own mind thrashed out a number of the amendments I would like to see in the measure, but we will be able to deal with the Bill more thoroughly in the next session. I give my voice for the passing of the Bill.

Hon. M. L. MOSS (West): This is a Bill of first-rate importance and no attempt should be made to put it on the statute-book under the conditions surrounding it. It is quite true the Bill has formed the subject-matter for consideration by a select committee in another place; but that other place put this Bill through all its legislative machinery in one hour. And now a Bill of this great importance, which the hon. member who has just resumed his seat says cannot be discussed by the present House, is to be put on the statute-book and we are to take the whole of this legislation on trust simply because the Government have requested us to do so. It is an utterly pitiable condition for the Legislative Council to be in, this becoming the mere registering machine for another place in regard to a Bill which, according to the hon. member who has just sat down, contains many new principles and, on his own showing, furnishes ground for a number of amendments in many directions. Where is the haste to put this on the statute-book? This is the end of January, and in the ordinary course of events another session of Parliament must take place before the Legislative Assembly expires by effluxion of time.

Hon. J. F. Cullen: Not at all.

Hon. M. L. MOSS: I am assured that, in order to carry on the business of the country a short session will take place in August, and that is absolutely necessary unless, during this session, a supply is asked for to carry the Government along past the end of June of the present financial year.

Hon. J. W. Langsford: That cannot be done.

Hon. J. F. Cullen: There is nothing to hinder it.

Hon. M. L. MOSS: I should say that in accordance with the constitutional usages there will be another session before the dissolution of the Legislative Assembly. Four, five or six months at the outset is the recess that will take place between this and the next session. Then the hon. member says the Government have made a pledge that during the next session they will bring down a Bill to revise the provisions of this important measure. Now it is not as if there was no machinery at all to govern the roads boards of the State. There is ample machinery on the statute-book at the present time. It is true there is not such elastic machinery as may be necessary to do some of the things referred to by Mr. Cullen. But they are important departures from the powers at present vested in these roads boards. And without a moment's reflection—bear in mind Mr. Cullen, who has made a study of this measure, admits that from his point of view it requires considerable amendment—this House is to pass this legislation with a bare quorum present. I think the good sense of hon. members will not allow them to follow Mr. Cullen on this occasion. The Government may have made all kinds of promises to roads boards conferences—

The Colonial Secretary: This is not the last day of the session.

Hon. M. L. MOSS: But it is so close to it that we can almost hear the wheels of the Governor's carriage coming to the front door. Nobody knows better than the hon. member that if we take a measure like this, consisting of 338 clauses, put my friend Mr. Kingsmill in that Chair and invite him to rattle off these marginal notes, it will make a complete farce of the whole thing. I think hon. members ought to be ashamed to suggest that a measure of this importance should be put upon the statute-book under conditions such as these. I could quite understand the Minister coming down with two or three clauses designed to remove some defect or prevent some injustice taking

place, and asking that they be rushed through, but for a measure like this to be brought down, and for the Minister to attempt to hurry it through without explanation—

The Colonial Secretary: I explained it at considerable length.

Hon. M. L. MOSS: Well, I generally attend pretty closely to my legislative duties and I did not leave the House until 25 minutes past nine o'clock last night, and I suppose the House rose not much later than ten o'clock.

The Colonial Secretary: I was speaking before you left; I commenced at ten minutes past nine.

Hon. M. L. MOSS: Presuming the hon. member spoke for an hour, which would be a rather lengthy speech for him, no one could accuse him of making within that time an elaborate explanation of the provisions of the Bill. And assuming the hon. member treated the House to an elaborate exposition of the provisions of the Bill, being a member of the Government he knew all that was coming; but there are others to be satisfied besides the Colonial Secretary. The duty of the House is to see that we are not committing ourselves to anything hastily. It is all very well to talk about the revision of the Bill, but there may be things in this which another place would never undo for us. Yet we are asked to take the Bill on trust. I think the House would not be justified in giving assent to the Bill. If ever there was anything condemnatory of the Bill it was the speech made by Mr. Cullen. He admits that there are defects in the Bill but says that he is going to take it all on trust. I move as an amendment—

That the word "now" be struck out and "this day six months" added to the motion.

Hon. C. A. PIESSE (South-East): When this Bill was placed before hon. members the other day, like Mr. Moss I felt that we would not have time to give the matter that consideration which its importance warranted, and that it should be postponed till another session. Since then, however, I have looked the Bill through, and, from my experience of five

years as chairman of a roads board, I find that most of it has been copied; that is to say, nearly all of it with few exceptions which are easily understood, and which have been asked for by the country again and again. We have had conferences of roads boards' members for the last three or four years for the purpose of discussing the Bill. Mr. Marwick has taken a part in this matter. He is unfortunately away, but he assured me last night that everything the conference asked for was to be found in the Bill. The only danger is there may be something conference has not asked for; therefore one hesitates about supporting the Government in the matter. But having the promise made by the Colonial Secretary, who went exhaustively into the Bill last night and succeeded in removing any doubts I had I now think we should agree to the second reading. In any case the position is that the country wants this Bill, and we have to consider whether we should hang it up for another year or not. I admit that there are clauses in it that will need amendment. For instance, there is Clause 168, Subclause 6 of which states that when a road passing through a private holding is closed, and a new road is made through the same holding, the owner must accept the old road as an equivalent exchange. There are cases in which that provision would work a great hardship. I know of an instance where a road was taken through a ploughed field, and I think that provision ought to be made that in such circumstances payment should be made for improvements. Then, again, Clause 330, Subclause 3, dealing with the subdivision of land, states that every person submitting a plan of a proposed subdivision shall deposit with the roads board in his district the sum of £3 for each chain of road shown on such plan. Such a provision may be applicable to the cutting up of roads in metropolitan areas, and in places like Mt. Lawley, but it will prevent the cutting up of land in country districts. The Government surely do not want to encourage the subdivision of land, or they would not put such a clause in the Bill. I do not wish to delay the mea-

sure. If I thought the Government would not give us time to consider and amend clauses such as those I have mentioned I would vote against the Bill, but I am supporting the second reading, and I hope that the Colonial Secretary will give us time to discuss these most important clauses before the Bill is passed.

On motion by Hon. W. Kingsmill debate adjourned.

BILL—BUNBURY MUNICIPAL ELECTRIC LIGHTING.

Second Reading.

Hon. M. L. MOSS (West), in moving the second reading, said: This Bill originated in another place, and its object is to enable the municipality of Bunbury to acquire, construct, improve, and maintain works for generating and supplying electricity for motive and lighting purposes, and to facilitate the exercise of such power, and for this purpose to confer additional borrowing powers on the municipality. It appears that some years ago an agreement was entered into by the municipality with Messrs. Splatt, Wall, and Company for lighting the municipality with electricity. Later on negotiations were entered into by the municipality with the company for the purchase of this plant so that the council could conduct these works themselves. The company offered to sell the plant to the municipality for a sum of £7,750, but as a result of a conference the company offered to accept £7,000 for the whole of their rights. This offer has been accepted, and the Bunbury municipality have purchased the works. An electrical expert has made a report on the plant, and it has been decided that it shall be augmented to the extent of £1,190. This sum, together with the initial expenses, made it necessary to raise a sum of £10,000. Since then the Bunbury Harbour Board and the Railway Department have applied to the municipality to provide them with lighting and motive power, and a contract has been fixed up with those authorities, as a result of which it will be necessary to put increased plant there, and the new plant necessary for that

purpose is estimated to cost £4,500. The municipality of Bunbury, like any other municipality, has power to borrow up to ten times the amount of its ordinary revenue, and the ordinary revenue of Bunbury is £3,500, so that the borrowing limit is £35,000. They have already borrowed for municipal purposes £21,500, and incurred obligations of £3,000 on account of the water board, and £3,500 under the Water Boards Act, making a total of £6,500; they have borrowed £10,000 for electric lighting purposes, whilst the plant now on order will cost £1,190, making a total indebtedness of £38,790. Their power to borrow, as I said before, is £35,000, so that with all these liabilities, Bunbury will have borrowed more than it is entitled to as a matter of law. But at the time the Municipal Act was passed it was never contemplated that a municipality would spend a large sum of money on electric lighting, and it is, therefore, sought in this Bill to give the municipality power to borrow £15,000, this being somewhat similar to the permission given to the Fremantle municipality when Parliament authorised them to borrow money for electric lighting purposes and tramways. I beg to move—

That the Bill be now read a second time.

Question put and passed.

Bill read a second time.

BILL—PERTH MUNICIPAL ROADS REDEDICATION.

Second Reading.

The COLONIAL SECRETARY (Hon. J. D. Connolly), in moving the second reading said: This is a short Bill to rededicate certain roads known as Ivy, May and Stuart-streets in the City of Perth. Under Section 224 of the Municipal Corporations Act, without the consent of the Municipal Council, no road can be declared such if it has not a width of 66 feet, but there is further provision in the Act that under certain circumstances the council can take over a street that is not under the width of 25 feet, but that is the limit. These streets are less than that width, one being 35 links, another a

little over 30 links, and the third exactly 30 links, consequently it is not within the power of the council to maintain these streets. Before the Municipal Corporations Act of 1906 was passed, some money was spent on these streets, and I think that some has been spent illegally since. The council, having no jurisdiction over them, should not have spent money on them, but the greater portion of it was, as I said before, spent before the passing of the Act. May street is a narrow street, but is important because it connects two streets in the south ward, Colin-street and Outram-street. Ivy-street is an important little street in the north-west corner of the City, and with regard to Stuart-street the wrong description was put into the Bill, and as the council are not particular about this one, I propose in Committee to strike it out. This Bill was brought in at the request of the City council in order to give them proper control over these streets. I therefore move—

That the Bill be now read a second time.

Hon. J. W. LANGSFORD (Metropolitan-Suburban): I beg to support the second reading of this measure in order to protect those who have been paying rates in these streets for many years past. Although the council have not had legal power to spend money on the streets, they have had power to collect rates, and have been collecting them from those streets. In the circumstances it is only fair that the persons from whom rates are collected, should have roads and footpaths made past their property, and those they cannot have unless the power contained in this Bill is given.

Hon. W. KINGSMILL (Metropolitan): I also have very much pleasure in supporting the second reading. I only rise to ask a question as to whether in the opinion of the leader of the House it will be necessary to insert a short clause validating the expenditure by past councils? Should proceedings be taken even at this hour against the councils who have spent the money—

Hon. J. W. Langsford: And have collected the rates.

Hon. W. KINGSMILL: I do not think there is any difficulty about the collecting of the rates, but there might be trouble over the spending of money. Perhaps the leader of the House has already considered it, but if not it might be worth while to now inquire whether a short validating clause should not be put in the Bill to protect the past councils.

Hon. Sir E. H. Wittenoom: Were not these streets macadamised at the expense of the owners? If so, I take it they will be recompensed.

The COLONIAL SECRETARY: I do not know to what extent the money has been spent by the council. The town clerk did not give me any figures as to the expenditure. I think that the suggestion of Mr. Kingsmill is worthy of consideration, and as I do not propose to take the Committee stage to-day I will have an opportunity of inquiring into the suggestion, and, if necessary, a clause can be inserted in Committee.

Question put and passed.

Bill read a second time.

MOTION—TIMBER INDUSTRY.

To inquire by Royal Commission.

Debate resumed from the previous day on motion by Hon. M. L. Moss, "That it is desirable that a Royal Commission of five persons be appointed to inquire into the conditions appertaining to the production, exportation, importation, and distribution, of timber in and from Western Australia, and in case members of either House of Parliament be appointed on such commission their services shall be rendered gratuitously."

Hon. C. SOMMERS (Metropolitan): I hope that a Royal Commission will be appointed. There is not the slightest doubt that Mr. Moss has shown conclusively that the cost of timber has gone up enormously during the last 12 months, and if it continues to increase in this way it will be a serious matter not only for the Government of the State, who are large consumers of sleepers and piles, but for the general public, and it is time that steps were taken not only in regard

to the price of the timber but the way in which the forests are managed, and the way in which these concessions are being exploited, not in the interests of the State altogether, but in the interests of the people who have not put very much money into the concerns. I am not prepared to speak at any length; I simply want to say that I do hope that the debate will not be further adjourned beyond the ordinary sittings of this House, and that if possible before we prorogue, we shall have a promise from the Colonial Secretary that the Government will be favourably disposed towards the appointment of a commission. It is in the interests of the State that this commission should be appointed. I have much pleasure in supporting the motion.

On motion by Hon. Sir E. H. Witenoom, debate adjourned.

BILL—BREAD ACT AMENDMENT.

In Committee, etc.

Bill passed through Committee without debate, reported without amendment, and the report adopted.

Read a third time, and transmitted to the Legislative Assembly.

Sitting suspended from 3.20 to 3.30 p.m.

BILL—WONGAN HILLS-MULLEWA RAILWAY.

Received from the Legislative Assembly and read a first time.

Second Reading.

The COLONIAL SECRETARY (Hon. J. D. Connolly): In moving the second reading of this Bill I may say this is rather a larger proposal than those we have dealt with, but I venture to say it is quite as sound a proposition as any of the shorter lines that have come before members. By the way, hon. members will find the usual particulars before them as to the cost of the railway, the length of line, etcetera. This is an extension of the line from Goomalling. The first section was passed last session, from Goomalling northwards to Wongan

Hills, a distance of 28 miles, and this is the completion of the line from Wongan northwards to Mullewa, which junctions with our line from Geraldton to the Murchison goldfields. It will be 190 miles in length, of the usual light line, 45lb. rails. The construction is estimated to cost £204,500, while the cost of rails and fastenings run into £123,000, or a total of £328,000, an average cost of £1,726 per mile. Members, if they have not already noticed them, will find plans on the Table, they have been there for some considerable time, and there are some larger maps dealing with this particular line on the walls of the Chamber giving many particulars as to the classification. I am not referring to the map which is not a Government map, but which I understand has been got out by a private company. The information on that map I will not vouch for, but the information on the Government maps, the classification of the line, etcetera, I vouch for without hesitation. The route generally is in a northerly direction, through and to the northern boundary at Dalwallinu locations; it thence trends in a general north-westerly direction through Nugadong, passing through or near Perenjori and Morawa subdivisions, and areas to the north of and near Morawa in process of subdivision. It junctions with the Murchison railway at Mullewa, and from Nugadong north is, generally speaking, about 27 miles from the general route of the Midland railway. The 11-inch rainfall belt terminates about 20 miles east of Mullewa. Yalgoo is 74 miles east of Mullewa. The construction of this railway will shorten the distance from Fremantle to Mullewa about 33 miles, while it will, as I will show later on, derive a great deal of traffic, which is lost to the Government railways, but that need not be taken into account to warrant us in passing the railway. It is a railway that has sufficiently good land about it to warrant the building of the line, not taking into account a good deal of traffic that now goes to the Midland railway. The advisory board has reported on this railway and that report is dated the 6th

October of last year. The report in this instance is made by Mr. William Pater-son, managing director of the Agricultural Bank, Mr. John Muir, Inspector of Engineering Surveys, Professor Lowrie, and the Surveyor General, Mr. Johnston. Writing at that date they report as follows:—

After an inspection of the country lying between Goomalling and Mullewa and careful consideration of reports, plans, and available data, we recommend that the best route for a railway between the terminus of the Goomalling-Wongan Hills line and the Murchison railway is the one shown approximately by a red line on the attached plan; the actual line to be, of course, subject to an engineering survey. 2. The route suggested has a length of about 190 miles, extends in a general northerly direction through and to the northern boundary of the Dalwallinu locations; thence it trends in a general north-westerly direction through the Nugadong area passing through or near the Perenjori and Morawa subdivisions and areas to the north of and near Morawa that are in process of subdivision. It junctions with the Murchison railway at Mullewa, and from Nugadong northward it is, generally speaking, about 27 miles distant from the general route of the Midland Railway. The construction of this railway will shorten the through distance from Perth to Mullewa by about 33 miles. 3. The country lying within 12½ miles on either side the proposed route, and exclusive of what is or will be served by the Murchison railway and Wongan extensions, embraces an area of about 2,330,000 acres—

That is a vast area, but naturally we would need to have a vast area to justify passing a Bill for a railway of this length. of which about 585,000 acres are freehold granted to the Midland Railway Company; about 348,300 acres held under conditional purchase; about 150,000 acres applied for under conditional purchase conditions but not yet approved,

All that has since been approved.

and about 1,246,700 acres of vacant Crown lands. 4. We estimate that this area includes at least 1,000,000 acres of first-class land suitable for the growth of cereals and grazing. 5. We also consider that a large proportion of the inferior country is well adapted for grazing if improved and provided with water. 6. In recommending the route in question we have endeavoured to locate it in a position that will serve the largest amount of good land. 7. The Inspector of Engineering Surveys, Mr. Muir, estimates that this line, inclusive of rails and fastenings, and using 60lb. rails, will cost £354,000,

I have already mentioned the rails are to be 45lbs. and not 60lbs. which this estimate is for.

to which it would be advisable to add about £25,000 for railway water supply along its route, making a total expenditure of £379,000.

But that is not the cost of the line; it is, as I have already given, £328,000.

8. From the attached statement supplied by the Commissioner of Railways you will see that he estimates that the construction of this line, even on the basis of present traffic over the Midland line, will increase the gross earnings of the Railway Department by a sum of £38,000 per annum. 9. We also estimate that within a reasonable period after the completion of the line the freight traffic, at a low estimate, will reach a total of 50,000 tons per annum, consisting of grain, chaff, wool, etcetera. This estimate does not include material, stores, manures, etcetera, which will be required by the settlers within the country served by the proposed railway. 10. We consider the early construction of this railway is thoroughly justified, as it will not only serve areas that have already been thrown open and selected but will lead to the selection and settlement of further large areas.

In the report of the Commissioner of

Railways, to which the advisory board refer. the Commissioner says—

2, The projected line will shorten the route between any point on the Mullewa-Nannine section and any point on the Government railways east or west of Midland Junction. 3. The Government proportion of earnings on traffic passing over the Midland Railway for the 12 months ended 30th June, 1910, between the points referred to in Clause 2, amounted to £47,765. Assuming that the rates and fares remain the same as were in force during the 12 months ended 30th June, 1910, the whole of the traffic referred to in Clause 3 would pass over the new line. Upon going into the question of the nature of the traffic carried (Clause 3) and the actual points between which it was carried, it is considered that 565 miles is a fair mean to take as the distance. The amount of £47,765 (Clause 3) represents the Government proportion for a distance of 288 miles. The distance that the traffic in question was carried over Government lines between the points, Perth and Mullewa, was 78 miles. The distance from Perth to Mullewa over the proposed line is 302 miles. This means that between the points named, the Government would haul the traffic 224 miles more than now. Therefore, if £47,765 (see Clause 6) represents haulage for 288 miles, it becomes a question of what the haulage would be for 224 miles. This is seven-ninths of £47,765, which amounts to £36,930. To this amount might be added £2,000 per annum for the carriage of mails over the section, Goomalling-Mullewa. It is considered that £38,000 per annum (exclusive of freight on traffic which might be picked up on that section) would be a fair estimate of the gain to the Railway Department by the construction of the railway. The traffic to stations on the Murchison line east of Mullewa was exceptionally heavy for the year under review, owing to material going forward for the construction of the Sandstone and Meekatharra railways, but

the increased business for these two lines should more than make up for the increase referred to due to conveyance of materials, etcetera, for their construction.

A great deal of the land along this line has been taken up, and a great deal of it classified. The portions coloured green on the map on the wall have been classified and cut up to 1,000 acre blocks and gone through every quarter of a mile for classification purposes. That the Morawa subdivision consists of very good land is proved by the fact that the blocks sold up to 28s. an acre in September last, and the Agricultural Bank are making advances of about 18s. an acre on that land. The first area to be served by this line, after leaving Wongan Hills will be the Dalwallinu locations. When this land was thrown open there was a total of 184,725 acres consisting of 229 blocks, and there were 470 applications for those blocks. There are in this subdivided area 100,000 acres of first-class land, 40,000 acres of second-class land, and 44,000 acres of third-class land, and the prices range from 5s. 6d. for the third-class land to 20s. for the first-class land. Further north we come to Nngadong where there are 50,400 acres divided up consisting of 30,000 acres of first-class land which sold up to 18s. an acre, 13,000 acres of second-class land, and 7,400 acres of third-class land which sold at 7s. an acre. The next area Perenjori is a small one, consisting of 15,000 acres cut up into 15 blocks. There are 13,000 acres of first-class land, and 2,000 acres of second-class land in this area. The next subdivision is the Morawa, or a portion of it, consisting of 49,000 acres divided into 50 blocks. These were sold, as I said, in September last; and there were 157 applicants for them. There were 35,000 acres of first-class land which sold up to 28s. an acre, 3,000 acres of second-class land, and 11,000 acres of third-class land which sold at 7s. an acre. The last area further north is Jibberding containing 11,700 acres. In this area there are 5,000 acres of first-class land which sold up to 18s. an acre, 2,000 acres of second-class land, and 4,000 acres of third-class land

which sold up to 5s. an acre. It is not all good land, but there is a big proportion of good land along the entire route, and it is land that cannot possibly be utilised unless we build the railway. Certainly there is a little on the western side of it that may be made use of by utilising the Midland Railway, but if members will look at the map they will see a big area marked green that is beyond 15 miles from the Midland Railway. There are 2,500,000 acres there really outside the influence of the Midland Railway, but all within the 10in. rainfall, and judging by the classification, there must be a proportion of first-class land in it. Its nearest point to a railway to-day is a distance of 45 miles, and that would bring it 15 miles on the eastern side of the proposed railway. So, in addition to the land I have spoken of as classified along the route of the line and justifying the building of the line, we know there is an immense area that can be coupled up with spur lines later on to help this line considerably. On the reports I have read, the careful classification of the land and the report of the advisory board, the House would be well warranted in building this line. Then we come again to this fact that the Commissioner for Railways says, not taking into account the traffic the line itself will create, it will give a gross traffic of £38,000 that is lost to the railways to-day. That is a very important fact; but apart from that there is sufficient land along the route to warrant building the line. It is certainly a bigger proposition than we usually bring forward, but it is well that the whole organisation of the line should be given at first instead of, as formerly, going out in a certain direction without making out what the real objective is. It is better to know exactly where the line is to go, and then there will be no unnecessary length put on to it, as may be the case in building a line piecemeal. Parliament is now asked to sanction the whole of this 190 miles in one line. I move—

That the Bill be now read a second time.

Hon. T. F. O. BRIMAGE (North-East): I have listened with some inter-

est to what the Colonial Secretary has said and I am somewhat surprised that the distance saved in transit from Perth to Mullewa is not more than it is, as I thought we would be cutting off 60 or 70 miles. From a cursory glance at the plan it seems to me that it would be a better proposition if the Government could come to some arrangement with a view to taking over the Midland Railway without buying any of the company's land; because in some cases the distance from the Government line to the privately owned line is so very short that one railway would serve the whole area. And on looking at the plan we find the railway is passing through a lot of land which is perhaps not valuable by any means. I can see no use in running the railway through land of that sort. I think a Bill of this kind would have been better referred to a select committee; alternatively steps should have been taken whereby the Government could negotiate terms with the Midland Railway Company.

The Colonial Secretary: What terms should they make?

Hon. T. F. O. BRIMAGE: I should advise negotiations with a view to the purchase of the company's railway.

The Colonial Secretary: The Midland railway cannot serve the land to be served by this line.

Hon. T. F. O. BRIMAGE: With a few spur lines it could, and that plan would save running through all this useless land.

The Colonial Secretary: The land you refer to has not been classified yet, and that is the reason why it is not coloured.

Hon. T. F. O. BRIMAGE: It is the greater argument why we should delay constructing the railway. It does not seem quite the right thing to construct a railway through land we know nothing about. I think it would have been much better to have made arrangements with the Midland Railway Company. Moreover, the Murchison goldfield is becoming a highly payable proposition, and we could save 70 or 80 miles in transit by deviating the Midland Railway from Minnewen to Mullewa. I do not intend to oppose the second reading but I think wiser

counsels might have easily prevailed. What kind of line is it intended to build?

The Colonial Secretary: Forty-five pound rails.

Hon. T. F. O. BRIMAGE: I do not think they are heavy enough. I think the traffic we shall have down that line warrants the construction of a sound main line. The traffic will be very large. Hon. members know that Meekatharra and other centres on the Murchison are opening up well. The traffic is becoming heavier every day and people who want to travel between these centres desire to get their journey over as quickly as possible. The line should be of a heavier standard, admitting of higher speed.

Hon. Sir E. H. WITTENOOM (North): I do not propose to oppose the second reading of the Bill, but I would like to say a few words in connection with it. In the first place I think it is very doubtful whether the rainfall in this locality is quite as good as the Government represent. I have heard from people who know the country that about the Wongan Hills the climate is very dry. As for Mullewa, I have had some experience in that district. I have known Mullewa to be dry for several years running. I was once managing a station, much of which was within that district, and was obliged to give it up on account of the extreme dryness. During the last six or seven years, however, the seasons seem to have changed, and in consequence good crops have been grown in the locality. I only hope the change will prove permanent, but it is to be remembered there is always the danger that these droughts may return. It is said the Government have promised a railway to the people who have taken up land in this locality. I do not know that it is wise to promise a railway to every little community like this, especially in districts where the rainfall is not secure. There seems to be some difference of opinion in regard to the quality of the land. We are told by the leader of the House there is a great deal of good land along the route, while we hear from others there is a great deal of poor land along the route. Personally I do not know the

country, except near Mullewa, where there is some very good agricultural land. Another point of some importance is raised by the cry that this line will come into competition with that of the Midland Railway Company and interfere with it. Whether or not there is anything in this I am not prepared to say. Anyway, I am certain the Government would not construct a line purposely to interfere with that of the Midland Company. They would not repeat the mistake made by a previous Government of putting on a steamer for the avowed purpose of competing with the Midland Railway Company. But even the very fact of constructing this line along there is likely to cause ill-feeling in London.

Hon. R. D. McKenzie (Honorary Minister): It has caused it already.

Hon. Sir E. H. WITTENOOM: It serves to show how easily such feeling is set up. It would be well to avoid encouraging that feeling, because large numbers of people, even although not interested in this company, are prepared to resent what they may look upon as unfair play, and it may have the result of interfering with our loans and our finances. Under the circumstances I think it would be as well to reflect before going too far. Again, as far as the Midland Railway Company are concerned, they have done good service to the country.

The Colonial Secretary: And the country has treated them very well.

Hon. Sir E. H. WITTENOOM: I remember the time when the first sod of that railway was turned. I can remember wondering how anyone could possibly have the temerity to construct a railway through such a wilderness. There was very little agricultural settlement, and no gold development; in fact our prospects were anything but good, yet these people were prepared to build 300 miles of railway through country largely sand plain. And instead of taking cash equivalent as they might have done, they said "No, we will take what is really a burden to you; we will take some of your lands." Had they taken the money for that line they could have gone off and had no further trouble, but instead of that they re-

lieved us of a lot of spare land. I believe a great many people have since resented the fact that they got that land. I do not think that is the proper feeling to entertain, and so I hope there is nothing of the kind in any way connected with the proposed building of this railway. With the difference of opinion as to rainfall, with the various views held as to the quality of the land, and having regard to this feeling that the railway may come into competition with the Midland Railway, I think it would have been wiser and more politic if the Government had accepted the select committee moved for in another place. The Colonial Secretary had such good grounds for every thing he said when moving the second reading that surely he had nothing to fear from an inquiry, and the possibly short delay would have made no difference, inasmuch as we have ten or twelve railways on the stocks now, and I question whether we can get the money to start them all at the same time. Therefore I say the select committee would have pleased everybody, and the Government would have had their own way in the end. I do not intend to oppose the Bill, but I say with all these conflicting opinions and the demand for a select committee it seems to me it would have been wise to have fallen in with that request. Then the Government would have had everything on their side afterwards.

Hon. T. H. WILDING (East): I rise to support the Bill. I have travelled over some portions of the district proposed to be served by the line and I may say a very great deal of it is first-class land. Round about the Wongan Hills I know a good deal of the land. Sir Edward Wittenoom has told us that in the Wongan district the rainfall is light. That has not been my experience. My experience is that they have a very good rainfall, averaging about 15 inches. During the past two years it has been over 20 inches. That being so, one must realise that it will not be want of rainfall nor of good land which will prevent people from achieving success in this district. We are told that with intermittent patches good land exists all the way to Mullewa. The advisory board have travelled all over

the land and they tell us that it is good. We know also that 1,200,000 acres have been taken up and improved, and that there is still over a million acres suitable for selection. Something has been said about running a line parallel with the Midland Railway. It seems to me that is the right way, the only satisfactory way of opening up the land of the State. We must run the lines parallel, so long as they do not come too close together. This line, I should say, will be about the right distance away from the Midland railway, and will enable the whole of the good land along there to be opened up and the produce brought to market without too great a cost to the settler. Mr. Brimage declared that the proposed rails would not be heavy enough because of the volume of traffic we could expect to get along this line. Why then did Mr. Brimage raise any objection to its construction? I do not see that it is going to interfere a very great deal with the traffic of the Midland Railway, because if the people settled along the Midland line develop their holdings, they themselves will supply almost sufficient traffic to keep that line going.

Hon. S. STUBBS (Metropolitan-Suburban): I desire to support the building of the line. I can assure hon. members my reasons for so doing are well founded. About twelve months ago a number of farmers with excellent land in Victoria were anxious to pay Western Australia or Queensland a visit, with the idea of examining some of the land offered for sale. On reaching Melbourne they saw Mr. Gilbert, our agent in that city, and on his advice they decided to come to Western Australia. They had several letters of introduction to gentlemen in the State. Shortly after their arrival I met them in Perth by appointment and introduced them to the Minister for Lands. I think there were 13 in the party, five farmers and eight sons, and within 48 hours after their arrival they were on their way to Dalwallinu. On their return a week later they told me that they had seen some fine agricultural lands in Victoria but they had not seen anything to compare with the enormous stretch of country available for selection at Dalwallinu. I had not

heard much of Dalwallinu up to that time, but I became interested in what they said, knowing that they were all practical men, and I was astonished when they told me the acreage of land that could be had there at a reasonable price. If my memory serves me right, the area of land available then was 20,000 acres. They applied for nearly all of it, and, of course, did not get it, but were allotted from 8,000 to 9,000 acres between them. They have since been back to Victoria and sold their farms at from £6 to £7 per acre, and have settled in this State. They told me a little while ago that they are more than satisfied with the wonderful richness of the soil in that district, and that when the Government give that magnificent tract of land railway facilities the wheat yield from that district will astonish Australia. Therefore, it is hardly necessary for me to say that I am going to support the building of this line which, I hope, will meet with the approval of hon. members. The Government are on the right track in building this line, and if there is anything I regret, it is that the cost of the project will be quite sufficient without the using of 60lbs. rails. I am firmly of the belief that if the Government could find the money to provide 60lbs. rails instead of 45lbs. rails it would be only a short time before the line would be paying good interest on the outlay.

Hon. C. A. PIESSE (South-East): I also rise to support the Bill, and to emphasise the remarks made by Mr. Stubbs in regard to the use of 60lbs rails. I hope that the Government will see their way to use 60lbs. rails on this railway, because 45lbs. rails are simply useless for heavy traffic. I believe that in this line we are going to have a repetition of the Great Southern, both as regards traffic and the settlement on the land. I have, therefore, much pleasure in supporting the second reading and congratulate the Government on their courage in bringing it forward.

Hon. C. SOMMERS (Metropolitan): It is gratifying to hear remarks about the traffic expected from this line and the desirability of laying down 60lb. rails. I think that the laying of 60lb. rails would be fully justified, but, unfortunately, at

both ends of the proposed line 45lb. rails are in use, and to be consistent the whole length from the Murchison line to Northam will have to be relaid if 60lb. rails are used. However, if the light rails have to be taken up at a later date they can be used on the spur lines, which must be built out from this future main trunk line. I will say at once that this line, if constructed, will serve some of my own land and land belonging to members of my family, so that in speaking of the quality of the land I can speak as one with a knowledge of it for the last four years. So far as the rainfall is concerned, the gauges have been at work for the last two years at any rate, and the fall must have been at least 20 inches per annum.

Hon. M. L. MOSS: That is only the southern part of the line.

Hon. C. SOMMERS: Yes; of course, for the successful growing of wheat 20 inches is rather excessive, and in some cases the crops have suffered in consequence. It is to be hoped in the interests of the farmers that the rainfall will not often be so heavy as during the last two years. As hon. members know, I have a fair knowledge of the lands of this State, and I can say that that land is equal, if not superior, to any I have seen in any other part of the wheat-growing areas. With regard to the Midland Railway Company, I do not think that anyone has a desire to injure that body; they have built a line and are entitled to the legitimate traffic from the country within its sphere of influence, but to suppose that this country is going to stand still simply on account of the Midland Company's railway is preposterous. In making a line parallel to the Midland railway at an average distance of 40 miles I do not think that the Government can be accused by anybody of endeavouring to take away legitimate traffic from the company. When the Midland Company's line was built there was no line north of Geraldton, and it is absurd to suppose that all the traffic created by the Government north of Geraldton in later years is to be for ever carried over this connecting link between Geraldton and Perth. As the country is developed we find this immense area of rich land in this locality,

and in the interests of the State we must open it up. According to the figures submitted by the Commissioner of Railways the legitimate traffic which has to go over the Midland railway at present, and should go over the proposed line, amounts to £38,000. That is a big commencement in the earnings of any line, and then if we take into account the traffic which the Commissioner anticipates from even a moderate amount of cultivation along the route, we must come to the conclusion that this will become one of the best paying lines in the State. I am glad that it is thought that in the near future 60lb. rails will be necessary. If 60lb. rails had been laid down on the portions already built, I should say that we would be justified in putting these heavier rails in now. I notice there are some interesting remarks in the speech made by the chairman of the Midland Railway Company in London recently, when he stated that he hoped the line would not be built, because he thought it would make a great difference to the company's revenue, and it was amusing to read—it was not actually stated but that was the inference—that one of the causes for congratulation that the company saw was that the Government, who proposed this railway, held office by only one vote. The chairman said that it would be interesting to watch developments and see if the Government would endeavour to build this line. I hope they will, and seeing that they are on the verge of passing it, it seems as if the hopes of the chairman of the Midland Company will be dashed to the ground. I know a great number of the settlers along this route. I know the quality of their land and the work that they are doing, and remembering the statement that already 1,200,000 acres of land has been selected along the course of the railway, and that 1¼ million acres of land is being classified for further sale, I maintain that we are not building the line, but that the settlers themselves are building it out of the payments for the land they have already bought. It is interesting to remember that five years ago the highest price which the State was charging for land was 10s. an acre, some of it right alongside a railway, while to-

day we find, according to the classification on the map, that although some of the areas are 50 miles and 70 miles away from an existing railway settlers are paying from 28s. to 30s. an acre for their land, or three times as much as was paid five years ago. In the face of those figures one can only come to the conclusion either that the people there are a lot of fools, or that the Government are more than justified in building this line. Therefore, I have much pleasure in supporting the second reading of the Bill.

Hon. B. C. O'BRIEN (Central): I am very pleased indeed to know that this very important project is now assuming definite shape. I am positively sure that it is going to supply a long-felt want. It is no doubt a very important project, involving the expenditure of a vast amount of money, and it is to be hoped that it will realise the good results that are predicted of it. The only grievance I have against the proposal is that I do not think that quite sufficient consideration was given to the route, so far as the northern terminal point is concerned. I still think that the terminal point on the Murchison line could well have been at Yalgoo. The territory to be served by a great portion of this line would still be served if the line terminated at Yalgoo. The Minister has pointed out the vast area of land to the eastern side of the line, all of which could be taken up with a slight deviation from the route marked out at present, whilst in addition a long-felt want would be remedied by giving the Murchison people easier and cheaper access to the coast. The present project, with this line terminating at Mullewa, only takes 33 miles off the journey from the Murchison to the coast; that is not a very great advantage to the people there, and it does not release them from their heavy freights and passenger rates, but if the terminal point were made at Yalgoo it would allow of a great saving in the transport of machinery, timber, and general stores.

The Colonial Secretary: You still have Geraldton, your natural port.

Hon. B. C. O'BRIEN: Yes; but the bulk of the merchandise is carried over the railway, and I think that if

the junction were made at Yalgoo practically the whole of it would be railed. I am sorry that more consideration was not given to the Murchison goldfields, because from the very inception this district has not been very well served by railways.

The Colonial Secretary: You recently got the Black Range and Meekatharra railways built.

Hon. B. C. O'BRIEN: Yes; but the service for years past has been somewhat indifferent, and the Murchison people have always had to fight hard for anything they have received. The matter of fuel is one for serious consideration, and as this will have to be brought from the south, a line joining the Murchison railway at Yalgoo would be a big advantage to the railways in this respect. I have no stronger objections than these, for I feel that this is a line which will open up a fine new territory, and will be the means of putting a large number of new settlers on the land.

Hon. W. PATRICK (Central): I, too, am in favour of the construction of this line. I think in matters of railway construction we must be guided by the reports of experts as to the nature of the land to be traversed and the engineering difficulties. I understand that the advisory board gave a very favourable report on this country, and decided that Mullewa was the best point of junction with the Murchison railway. I feel very strongly in expressing my opinion in favour of Mullewa, because during my recent campaign throughout the Murchison goldfield there was a small railway league advocating the construction of this line to Yalgoo and I was asked everywhere to pledge myself to Yalgoo and nowhere else. I could not conscientiously advocate the construction of the line to Yalgoo, and the result was that I lost a good many votes, but I got sufficient elsewhere which gave me a majority. One of the chief reasons that made me decide to oppose the construction of the line to Yalgoo was my experience of some 15 or 20 years ago in the Eastern States. I was appointed receiver to wind up a large estate, and included in that

estate there was a considerable area of freehold land, some 25,000 acres, of which 10,000 or 15,000 acres were situated beyond Goyder's line of rainfall. This in South Australia is a line that was drawn by the Surveyor General, Mr. Goyder, to show that it was dangerous for any settler to go beyond it because the rainfall was uncertain, and at that time I came into contact with settlers who had gone beyond that line, and I saw so much misery and destitution which I never thought to see inside this continent, that I resolved that I would never advocate the construction of an agricultural railway through dry country. I consider in going to Mullewa we are going far enough. As to the quality of the land we must depend entirely upon the reports of the Government officers. I think the representatives of the Midland Company have shown rather bad taste in issuing a classification map which cannot possibly be reliable, because it would have taken 50 or 60 surveyors to classify that country as the Midland Company pretend to have done. If that means anything at all it means crying "stinking fish." There is no necessity for anything of that kind in Western Australia. I ought to mention the fact that to-day I was handed a petition by the representative of the Midland Company to present to this House, but it was given to me too late to enable me to present it in accordance with the Standing Orders, and as I understand the Committee stage of the Bill will not be taken until the next sitting of the House, there will be time enough to present it on that occasion. I have much pleasure in supporting the second reading of this Bill.

Question put and passed.

Bill read a second time.

BILL—BROOKTON-KUNJINN RAILWAY.

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

BILL—DWELLINGUP-HOTHAM RAILWAY.

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

Second Reading.

The COLONIAL SECRETARY (Hon. J. D. Connolly) in moving the second reading said: The object of this Bill is to extend the railway which was constructed some two years ago from Pinjarra to Dwellingup. The proposal is to extend the line in a south-easterly direction to the Hotham River. It is proposed eventually to take the line along the Hotham and eventually junction with the Great Southern Railway at about Pingelly. The length of the present proposal is 25 miles. The line will travel mostly through timber country, and will end just on the edge of the agricultural country. It is to be constructed with 45lb. rails, and the estimated cost is £26,000 for construction and £17,000 for rails and fastenings, making a total of £43,000, an average per mile of £1,870. The Lands Department has supplied some interesting information in connection with this project. The area alienated is 265,550 acres, the area reserved 16,050, the area available for selection 208,550 acres, and the total area with a 15-mile radius is 490,000 acres. The construction of the Pinjarra to Marrinup line, about 15 miles, was authorised first, and subsequently it was decided to extend the line an additional two miles to the boundary of the South-West Timber Hewers' Association's concession. During the four months ended 30th June the earnings of this line totalled £625 and the working expenses £629, so that it will be seen—although this short period may not be any criterion—that the line was able to pay working expenses. Numerous deputations have waited on the Government requesting that this line should be extended through the timber country in order to tap very rich land at the Hotham River; this Bill will enable the Government to do that. In addition there was a petition presented by 27 members of another place, urging the Premier to continue the line beyond Marrinup. At the present time the line to Dwellingup runs mostly through timber land, and the extension will open up some very fine forests in which State mills will be erected. A new mill is also in course of erection by Millars' Company on the proposed

route. Eventually the line will be extended, as I have already said, along the Hotham River, and will junction with Pingelly on the Great Southern line. It will then open up a great deal of agricultural land, and though the land is not the best wheat land it is very rich indeed and will eventually all be cultivated. I beg to move—

That the Bill be now read a second time.

Hon. J. F. CULLEN (South-East): I have looked into this project, and my opinion is that it will pay splendidly. It will go in a good direction, and will not only tap the timber reserves of the State but will open up a good deal of agricultural land. I have every confidence in supporting it.

Hon. C. A. PIESSE (South-East): I also wish to say that I am strongly in favour of the construction of this line. The promise was made many years ago that the railway would be extended to the Hotham River, and it was thought that this would be one of the places which would be the first to be served when the system of construction of agricultural railways was begun. The line will run through fine forest country until it reaches an agricultural area, which contains some of the best land that the State possesses. The cost for clearing will be a little heavier than usual, but the soil possesses qualities that we do not see quite enough of in Western Australia. The locality is subject to heavy rainfall, but this does not wash away the soil as the heavy rains do in other parts of the State where the soil is lighter. The reason is that the land is very rich. They get magnificent crops in this district, and I am sure that the construction of the railway will give settlers that assistance which they have long languished for. The railway must eventually go on and connect with the Great Southern line, and that connection will bring about a saving of 50 or 60 miles of the journey which we undertake to the Great Southern districts to-day. This line will get in between the Great Southern and the Collie. I have much pleasure in supporting the second reading of the Bill.

Question put and passed.
Bill read a second time.

PAPER PRESENTED.

By the Colonial Secretary: Report and return under Clause 64 of the Railways Act, 1904.

ADJOURNMENT—SITTING HOUR, TUESDAY.

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

That the House at its rising do adjourn until 4.30 p.m. on Tuesday next.
It would not be convenient for a number of hon. members to attend at 2.15 p.m. on Tuesday, and as the Notice Paper would permit of the adjournment to the later hour it could be conveniently fixed for that time.

Question passed.

House adjourned at 4.45 p.m.

Legislative Assembly,

Friday, 27th January, 1911.

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The SPEAKER took the Chair at 10.30 a.m., and read prayers.

FRUIT FOR EXPORT—PRE-COOL- ING.

Mr. JACOBY (Swan): With your permission, Mr. Speaker, I desire to men-

tion a matter arising out of an answer given by the Minister for Agriculture yesterday in reply to some questions asked by me with reference to the paper prepared by Mr. Cairns which was included in the annual report of the Department of Agriculture for last year. This paper was read at the conference of the Central Fruitgrowers' Association, but that which appeared in the report of the department was not similar to the paper read before the association by Mr. Cairns. The Minister in reply to a question, as far as I can remember—I have not the Minutes before me just now—stated that the under secretary had informed him that there was no material difference in the two reports. I wish to protest against inaccurate information being supplied by the under secretary to the Minister, and to point out that the report read at the conference by Mr. Cairns was handed to the editor of the *Western Mail* and published in that newspaper without any alteration whatever, and that it occupied there 21 inches in a column $2\frac{1}{8}$ inches in width, whereas the report published in the official document covered 39 inches in columns 3 inches in width. Even if the columns of the official report had been of the same width as the columns of the *Western Mail*, the paper published in the report of the department would have been just double the length of the other. Under the circumstances I ask how could it be possible for the Under Secretary for Agriculture to truthfully inform the Minister for Agriculture that these reports were materially the same. In addition, I wish to point out that the report of Mr. Cairns omits to state certain arguments which were advanced against his proposal for pre-cooling, and as it appears now the report contains an answer to all those arguments which were put forth by the fruitgrowers at that conference; at the same time, the arguments advanced by the growers are not given. The result is that new matter is introduced, and the document is more than twice the length of the original one. Under the