

Legislative Council,

Wednesday, 22nd October, 1913.

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

PETITION—UNIVERSITY SITE.

Hon. W. KINGSMILL (Metropolitan-Suburban) presented a petition signed by Bishop Riley, warden of the Convocation of the University of Western Australia, in behalf of Convocation, praying that an area of King's Park be set aside as a university site.

Petition received and read.

PAPERS PRESENTED.

By the Colonial Secretary: 1, Regulations of the Public Library, Museum, and Art Gallery; 2, Amended Regulation under the Prisons Act; 3, By-laws of the municipality of Geraldton; 4, Regulations of the Broome and Geraldton Boards of Health.

RETURN — SEWERAGE WORKS, EXPENDITURE.

Hon. A. G. JENKINS (Metropolitan) moved—

That a return be laid on the Table of the House showing the total amount expended on the sewerage works to date in metropolitan area; the amount expended in excess of the estimated cost; and the amount expended for private connections which is debited to private individuals.

He said: I have no doubt that this motion will entail a good deal of work on the department, but, as the information is of an important nature, I think the country is justified in knowing what the

present cost of the sewerage is, because we hear such great complaints about the way in which the various drains and filter beds are acting that it really becomes necessary to find out as soon as we can whether the present system is, after all, likely to be a success. Various statements have appeared in the Press from time to time that the scheme is costing enormous amounts of money, much in excess of the estimate, and statements have been made that the work is being done on a most expensive scale. The system pursued has not been the best system, and not sufficient work has been done for the money. In those circumstances I think we are entitled to know what the work has cost and if that cost is in excess of what was estimated. Then again, we are informed that the department will not make any more connections for private individuals, and that they are endeavouring to force private individuals to make those connections themselves. If that is so, again we want to find out what amount private individuals owe to the department. If a very large amount is owing that may be some reason for the department saying that they will not in future make any private connections. At any rate, the sewerage scheme is in such an unsatisfactory state that for the good of the country the House is entitled to know what amount of money has been spent by the Government in connection with it. I therefore move for this return.

Hon. V. HAMERSLEY (East): I second the motion.

Question put and passed.

PAPERS — CATTLE PURCHASED FROM BOVRIL COMPANY.

Debate resumed from the 16th October on the following motion by the Hon. H. P. Colebatch:—"That there be laid upon the Table of the House the contract for the purchase of cattle by the Government from the Bovril Company, and all papers relating thereto."

The COLONIAL SECRETARY (Hon. J. M. Drew): There is no denying the fact that the recent shipment of cattle

purchased by the Government from the Bovril Company has been unsatisfactory to all concerned. I have a reply to Mr. Colebatch's criticisms, but under circumstances which I will set forth my mouth is closed. It would be improper for me to give out at this stage the case for the Government. It may not be out of place, however, to say that the Government contend that they are protected under the agreement. That agreement makes provision for the settlement of disputes between the Government and the Bovril Company by arbitration. Clause 7 of the agreement reads—

Warranty. The cattle as a whole are to be of fair merchantable quality and condition and of the specified weight calculated on an average basis. Should any dispute arise with regard to the quality, condition, or weight the purchaser shall nevertheless receive and take delivery of such cattle and make due payment therefor as herein agreed, and such dispute shall be referred to arbitration in accordance with the provisions in that behalf herein contained.

Then Clause 8 states—

Arbitration. If any question or difference whatsoever shall arise between the parties to these presents or their respective representatives or between one of the parties hereto and the representatives of the other of them touching these presents or any clause or thing herein contained or the construction hereof or as to any matter in any way connected with or arising out of these presents or the operation thereof or the rights, duties, or liabilities of either party in connection with the premises, then and in every such case unless the parties concur in the appointment of a single arbitrator the matter in difference shall be referred to two arbitrators, one to be appointed by each party to the difference or to an umpire to be appointed by the arbitrators pursuant to and so as with regard to the mode and consequence of the reference and in all other respects to conform to the provisions in that behalf contained in the Arbitration Act, 1895, in force in the State of

Western Australia or any then subsisting statutory modification thereof. And upon every or any such reference the arbitrator or arbitrators or umpire shall respectively have power to take the opinion of such counsel as they or he may think fit upon any question of law that may arise and at their or his discretion to adopt any opinion so taken and to obtain the assistance of such accountant, surveyor, valuer, or other expert as they or he may think fit and to act upon any statement of accounts, surveys, valuation, or expert assistance thus obtained. And each of the parties shall do all acts and things and execute all deeds and instruments necessary to give effect to the award to be made pursuant to this submission.

The Government have deemed it necessary to avail themselves of the protecting clauses of this agreement. The matter is to go to arbitration, and the Government have already appointed their arbitrator. It would not be prudent of me in the circumstances to cite the facts on which the Government rely for a decision in their favour, and it would be unseemly, hon. members will admit, for me to comment on a case which is *sub judice*. The Government have no objection to laying on the Table the correspondence leading up to the contract and a copy of the agreement, but, of course, it would be undesirable at the present stage to place on the Table of the House any papers dealing with the disputes which have arisen, and, if I read Mr. Colebatch's motion rightly, I think he does not ask it. I have brought along the papers and will be only too pleased to place them on the Table of the House.

Hon. H. P. COLEBATCH (in reply): I have no wish that the Colonial Secretary should go further than lay on the Table the papers leading up to the contract, and the contract itself.

The PRESIDENT: Is it the hon. member's wish to withdraw the motion?

Hon. H. P. COLEBATCH: If the motion is carried it will have the same effect. Question put and passed.

BILL—DISTRICT FIRE BRIGADES ACT AMENDMENT.

In Committee.

Hon. W. Kingsmill in the Chair, the Colonial Secretary in charge of the Bill.

Clause 1—agreed to.

Clause 2—Repeal of Section 53:

Hon. J. F. CULLEN: It seemed very questionable to leave the board with no limitation on its borrowing powers except the consent of the Governor, and when a maximum of interest up to six per cent. was allowed, it would be very easy to borrow. Was there any sound reason for leaving such unlimited powers to this board, which really could only be dealt with once a year? Even then it was really a matter between the board and the Government of the day.

The COLONIAL SECRETARY: That was the law now. Last year he brought down a Bill giving the board unlimited powers of borrowing with the consent of the Governor-in-Council, and it was passed by the House. The authority of the Governor-in-Council must first be obtained and the Government were very interested parties, they having to find a proportion of the money.

Clause put and passed.

Clause 3—agreed to.

Bill reported without amendment, and the report adopted.

BILL—DECLARATIONS AND AT- TESTATIONS.

Second Reading.

The COLONIAL SECRETARY (Hon. J. M. Drew) in moving the second reading said: This short measure is of some importance, as it is designed to meet the convenience of a great number of persons who at present experience considerable difficulty in getting authorised persons to witness their signatures in accordance with the laws now in force in Western Australia. The Bill follows the line of Commonwealth and South Australian

procedure. The Commonwealth, and also South Australia, have widened the field of authorised witnesses to signatures on documents. In our State, with its widely scattered population, it is desirable that every possible and reasonable facility be afforded to persons requiring documents to be attested. This Bill accordingly provides facilities for the general public, especially those in the outback places where it is difficult to find the services of a justice of the peace. No new principle is involved in the Bill, for we have already authorised clerks of courts to administer oaths and under the Electoral Act even an authorised person can witness a signature. The Bill provides for the extension of that principle, so that any declaration or any instrument now required to be made and signed by a justice of the peace can be so made and signed by some person specified in this Bill, or authorised under the provisions of the measure. Power is also given to the Attorney General to appoint any one of known good character, who is sufficiently recommended, to be a commissioner for the purpose of taking declarations.

Hon. J. F. Cullen: Would he only have the same powers as these others?

The COLONIAL SECRETARY: In connection with the taking of declarations.

Hon. J. F. Cullen: Why call him a commissioner if he would only have the same power as, for instance, a policeman?

The COLONIAL SECRETARY: He would have the power to take declarations which are substituted for the usual oath.

Hon. J. F. Cullen: But so have all these others.

The COLONIAL SECRETARY: This will be a very great convenience to such institutions as banks. Some one nominated by the manager may be appointed to do this work. I beg to move—

That the Bill be now read a second time.

On motion by Hon. W. Kingsmill, debate adjourned.

BILL—TRAFFIC.

In Committee.

Resumed from the previous day; Hon. W. Kingsmill in the Chair, the Colonial Secretary in charge of the Bill.

Postponed Clause 23—Minister to be licensing authority for metropolitan area:

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

Ayes	10
Noes	11

Majority against	..	1
		—

AYES.

Hon. R. G. Ardagh	Hon. J. W. Kirwan
Hon. J. Cornell	Hon. B. C. O'Brien
Hon. F. Davis	Hon. A. Sanderson
Hon. J. E. Dodd	Hon. C. McKenzie
Hon. J. M. Drew	(Teller).
Hon. D. G. Gawler	

NOES.

Hon. H. P. Colebatch	Hon. R. J. Lynn
Hon. J. D. Connolly	Hon. W. Patrick
Hon. J. F. Cullen	Hon. C. Sommers
Hon. Sir J. W. Hackett	Hon. Sir E. H. Wittenoom
Hon. V. Hamersley	Hon. E. M. Clarke
Hon. A. G. Jenkins	(Teller).

Clause thus negatived.

Postponed Clause 4—Traffic inspectors and other officers:

Hon. H. P. COLEBATCH: Consequent on the amendment recently made it would be necessary to strike out Subclause 3. He moved an amendment—

That Subclause 3 be struck out.

Amendment passed.

Hon. A. SANDERSON: Was the Minister prepared to tell the Committee what effect the last division would have on the Bill.

The Colonial Secretary: I am not prepared to say.

Clause as amended put and passed.

Postponed Clause 16—Apportionment of fees between districts:

Hon. H. P. COLEBATCH: Having eliminated the clause making the Minister the licensing authority for the metropolitan district, there was now no reason for Subclause 3. He moved an amendment—

That Subclause 3 be struck out.

Amendment passed.

Hon. J. F. CULLEN: As the clause now stood it was not complete. The term "the resident magistrate" was not complete in itself.

The CHAIRMAN: The words "of such district" had been added.

Hon. J. F. CULLEN: There might be two or three districts included in a dispute, and "the resident magistrate" might not cover all those districts. The words "appointed by the Minister" which had been struck out would really have completed the clause. One way out of the difficulty would be to strike out "the" and insert "a."

The CHAIRMAN: It was impossible to take the amendment at this stage. The Bill would require to be recommitted.

Hon. J. F. Cullen: Perhaps the Minister would look into it. The phrase really should be "a resident magistrate appointed by the Minister."

The COLONIAL SECRETARY: The point would be fully considered before the Bill was recommitted.

Clause as amended put and passed.

Postponed Clause 33—Name of owner and weight of vehicle to be displayed:

The CHAIRMAN: Mr. Clarke had moved an amendment on this postponed clause to strike out the words, "and the correct weight of the vehicle."

The COLONIAL SECRETARY: The provision was identical with Section 5 of the Width of Tyres Act, merely altered to suit the principles of the Bill. Under the existing Act owners had to specify the diameter of the axle of the vehicle, and in the Bill they were required to specify the weight of the vehicle. Those engaged in the manufacture of vehicles declared that there was very little difficulty indeed in accurately determining the weight of a vehicle. In any case, unless the vehicle was in excess of a hundred-weight the owner could not be prosecuted under this provision.

Hon. V. HAMERSLEY: Some zealous inspector might bring an innocent owner to court and the owner would have to swear that the weight painted on his vehicle had been arrived at by guesswork. There was a considerable difference in

the weight of vehicles in winter as against their weight in summer. From personal experience he knew that on a farm wagon the difference was about three hundred-weight. This fact might lead to considerable trouble under the clause. The Railway Department had been subjected to an important prosecution on this score some time ago, when it was discovered that there was a great discrepancy in the recorded tare and the actual tare after the trucks had been exposed to the weather. He intended to move an amendment to strike out the word "correct."

The CHAIRMAN: Mr. Clarke's amendment would require to be withdrawn before a further amendment could be moved.

Hon. E. M. CLARKE: To meet the wishes of the hon. member he would withdraw his amendment.

Amendment by leave withdrawn.

Hon. V. HAMERSLEY moved an amendment—

That in line 4 the word "correct" be struck out.

Hon. F. DAVIS: If the amendment was carried would it not be necessary to strike out part of Clause 31 to render it consistent?

The CHAIRMAN: Clause 31 had already been passed.

Hon. W. PATRICK: Nothing would be gained by the amendment. If the weight was painted on the vehicle it should be the correct weight. There would be no hardship whatever in compelling an owner to put the weight on the wagon if only it was convenient to get the wagon weighed; but in many parts of the State it was necessary to go 100 miles to find a weighbridge. In regard to a wagon made to order and delivered to him this week, he asked the maker to tell him the weight. The maker said it was approximately 30 to 33 cwt., but he had no means of weighing it. It was impossible in many portions of the State to get a wagon weighed and it would be hardship if owners were compelled to put the weight on them because the clause must mean the correct weight.

Hon. C. SOMMERS: It was impossible to see how the clause would work.

In a district in which he was interested there was not a weighbridge for 70 or 80 miles. If the clause was passed the penalty of £2 a day should be reduced to a nominal amount.

Hon. H. P. COLEBATCH: The Minister might overcome the difficulty by re-drafting the clause so as to give power to local authorities to compel vehicles to have the weight put on them. The next clause seemed to contemplate that the local authorities would establish weighbridges and they would not resort to compulsion until they possessed facilities for weighing vehicles.

The COLONIAL SECRETARY: There was no objection to the clause as regarded Perth, but he realised that it would cause inconvenience in the country districts. His idea was that it should be enforced by the local authority in each district.

Hon. E. M. CLARKE: Very often a timber hauler had little left of the original vehicle except the two wheels and he generally put in a red gum pole. To require him to travel 80 or 100 miles to have the vehicle weighed would be a great hardship.

The COLONIAL SECRETARY: On the recomittal of the Bill we could amend Clause 24 in order to give power to the Governor to make regulations in this direction.

Amendment put and negatived.

Clause put and negatived.

Postponed Clause 38—Licensing of drivers—[Hon. J. Cornell had moved an amendment to strike out of Subclause 5 the word "fourteen" and insert "sixteen" in lieu]:

Hon. J. CORNELL: Would any person over the age of 14 be allowed to drive a small delivery motor in the streets of Perth? If so, the age would be too low.

Hon. A. SANDERSON: The Minister had promised to consider the meaning of "appropriate" as applied to a motorist's license in line 2 of Subclause 1.

The COLONIAL SECRETARY: The word was selected by the legal adviser after careful consideration. In the schedule three different licenses were specified and different fees were payable in respect of each. The term was necessary to prevent a license for which a lower fee

had been paid from being used by the driver of a vehicle in respect of which a heavier fee was stipulated. The term "appropriate" implied the proper license for the particular vehicle.

Hon. A. SANDERSON: Had this term anything to do with the capacity of the motorist to drive the car, or was it a matter only of the amount of the fee to be paid?

The COLONIAL SECRETARY: This was purely a question of the fee. If a man paid 5s. for a motor cycle fee and drove a motor car he would be defrauding the local authority. The production of the license could be demanded and it could be seen whether the driver had a proper license. The question of qualification was not involved.

Hon. A. SANDERSON: Would the Minister explain whether any efficiency test would be insisted on?

The Colonial Secretary: Subclause 3 of Clause 38 deals with the competency of the motorist.

Hon. A. SANDERSON: That meant that the roads boards would be the authorities to decide whether a person was competent to drive a motor. The hon. Mr. McLarty had expressed hostility to motor vehicles and if he and other members of a roads board wished to get rid of cars in their district they could say that the applicants for drivers' licenses were not competent. There should not be half a dozen standards in connection with the examination, and he could not believe that the Council would deliberately have such a number in regard to the competency of a driver. It was important and just that there should be one authority to test motor drivers.

Hon. J. CORNELL: There were motor conveyances running around Perth at the present time delivering parcels, and they would come under the definition of motor vehicle. He held that boys of 14 were not competent to drive such vehicles in a city like Perth where the traffic was at times congested, and the age should be raised to 16. This would not be a hardship on an employer and it would be an act of justice to the lads. In the interests of the boys themselves and in the interests

of public safety the age should be raised from 14 years to 16 years.

Hon. A. SANDERSON: On a point of order. Would not the amendment he had moved to Clause 38 come before the amendment Mr. Cornell desired to move?

The CHAIRMAN: The hon. member, Mr. Sanderson, did not indicate that it was his intention to move an amendment.

Hon. A. SANDERSON: To his astonishment and regret no one seemed to take the slightest notice of the remarks he had already made.

The CHAIRMAN: The hon. member could proceed to move his amendment.

Hon. J. Cornell: I will temporarily withdraw my amendment.

Hon. A. SANDERSON: It would be necessary for him to again occupy the attention of the House for a few minutes to repeat the arguments which he had already used. As he understood the clause it meant that each local authority would have the power to say that they were not satisfied with the competence of the driver of a motor vehicle, and while it was quite a debatable point whether we should have a test, it did not exist at present—

Hon. R. J. Lynn: Local authorities have power to refuse a license.

Hon. A. SANDERSON: On what grounds?

Hon. Sir E. H. Wittenoom: Incompetence for one.

Hon. A. SANDERSON: If anyone went along to a local authority under present conditions and paid a fee, the local authority would not or could not refuse to grant the license. He spoke with some knowledge of the subject because he could take his own individual case. He had the authority of one constable in the city that he was a careful driver, but the local authority to whom he went for his license never put him to any test, nor did they ask him about his competence.

Hon. F. Davis: They were not competent to do so.

Hon. A. SANDERSON: That was the point. Under existing conditions there was no question of competency or otherwise, of the person who applied for a license to drive a motor vehicle. So long as he paid the fee the license was issued.

The question of the test had nothing to do with the amendment. The amendment was to prevent each local body having the power without appeal to—

Hon. J. CORNELL: I would make them pass an examination the same as engine-drivers.

Hon. A. SANDERSON: The test should be uniform, and it should not be at the option of the different local bodies. He moved an amendment—

That in lines 6 and 7 of Subclause 2 the words "or the licensing authority is not satisfied of his competence" be struck out.

Hon. F. DAVIS: What do you propose to insert in the place of those words?

Hon. A. SANDERSON: Nothing at all.

Hon. R. J. LYNN: In issuing licenses all local authorities must be satisfied on many points. He knew of instances where licenses had been refused for different reasons, and reasons which the Council were not prepared to state. The local authority should have some power in order to be put in the position to refuse the granting of these licenses.

Hon. A. SANDERSON: That is on the question of competency only.

Hon. R. J. LYNN: There should be something inserted in the Bill to give local authorities power to grant these licenses or veto them. If not, the position would be that anyone could come along and obtain a license irrespective of their ability or otherwise to drive.

Hon. J. CORNELL: There should be some machinery framed to provide for a test, especially in the case of those who engaged in the driving of these vehicles for a livelihood. The question of a license to drive and the question of competence were two different things, and there should be some method by which certificates of competence might be issued, a method on the same basis as that under which licenses were granted to engine drivers.

Hon. Sir E. H. WITTENOOM: It was surely not contended that the local authority should grant licenses indiscriminately.

Hon. A. SANDERSON: That is what is happening to-day.

Hon. Sir E. H. WITTENOOM: The Bill was endeavouring to stop that. The clause was a very good one because it provided that a license would not be issued if the authorities were not satisfied that the applicant was competent. That was perfectly correct.

Hon. A. SANDERSON: To say that a man should not have a license because of his bad character was quite a different thing from the question of competence. The present condition of affairs was that there was no test at all. Sir Edward Wittenoom said that we wanted the test. We were probably right, and he was inclined to agree with the hon. member. There should be some uniformity and it should not be left to the licensing authority in each individual case. The amendment had been treated not with hostility, but with suspicion, by members who should be on his side. To obtain support he was inclined to agree that a certificate of competency should be granted.

Hon. J. CORNELL: The hon. member should withdraw the amendment and when the Bill was recommitted the difficulty could be met by adding a subclause to the regulations, so that the Government might provide what degree of competency should entitle a motor driver to hold a certificate.

Hon. A. SANDERSON: If that suggestion were accepted there might be a slip between the cup and the lip.

Hon. F. DAVIS: One was inclined to support Mr. Sanderson's proposal to get a uniform standard set up, but until he knew what the hon. member suggested it was impossible to support him.

Hon. J. W. KIRWAN: While not being able to vote with Mr. Sanderson, he was in sympathy with a great deal that the hon. member had said and credit was due to him for pointing out that the Bill did not provide a uniform test of efficiency. Accidents had occurred through want of efficiency on the part of drivers and the object the member had in view was that there should be some test of efficiency, and that it should be uniform

throughout the whole State. The hon. member could achieve that object by striking out the words "of his competence" and inserting other words to make the clause read, "or the licensing authority is not satisfied that the applicant has passed such test of efficiency as may be provided for by the Minister by regulation."

The COLONIAL SECRETARY: A majority of members agreed that some discretionary power should be left to the local authority. The members of the local authority might not be competent motor drivers but they might be competent to make an investigation as to the applicants' qualifications. There was power in the Bill to make regulations for carrying into effect every principle contained in the Bill. There was no necessity for further power. Some examination should be provided for the granting of licenses but that could be provided in the regulations as soon as the necessity arose.

Hon. A. SANDERSON: No assistance had been received from the leader of the House. A person applying for a license should be told to get into the car which he had to drive and show what he could do in that car and if a satisfactory test was passed a certificate should be granted. A man might be able to drive his own car but in another car could not do anything. Mr. McLarty had pointed out that roads boards had hostility to motor cars, and would not grant licenses. If the Colonial Secretary clearly understood the point at issue he would have promised to look into the matter and meet his (Mr. Sanderson's) wishes.

Hon. E. M. CLARKE: The hon. member had failed to give any suggestion as to the way out of the difficulty. There was a possibility of an ignorant roads board being hostile to motor traffic and refusing to grant licenses. To take another view of the case, one of the first things to be done by an applicant for a license would be to produce a certificate from the last employer that he had driven a motor car for that employer, and was careful, sober, and honest.

Hon. J. F. Cullen: Suppose he was only starting.

Hon. E. M. CLARKE: One ought not to apply until he had mastered the technicalities of motor cars. A certain amount of discretionary power must be left to the licensing authorities. If Mr. Sanderson would offer some solution of the difficulty he had referred to one could assist him. Surely the hon. member did not desire that every man who purchased a motor car and desired to drive it himself should go through a course of training and examination equal to that of a certificated engine driver. It must be left to the common-sense of the licensing authority to say whether a person was fit and proper to take charge of these vehicles.

The COLONIAL SECRETARY: The Bill as drafted had made provision for an appeal to the Minister against a refusal to grant a license, but the clause had been struck out. The only remedy was to reinstate the provision.

Hon. V. HAMERSLEY: The right of appeal to the Minister did not get over the difficulty raised by Mr. Sanderson. There might be a dozen different local authorities who were not satisfied as to the competency of a person applying for a license, and who would decline to grant it, and the difficulty would not be got over by that man appealing to the Minister. That did not advance the question of competency any further.

Hon. F. Davis: He will issue a set form of regulations.

Hon. V. HAMERSLEY: Such regulations would be something for the local authority to be guided by, but what Mr. Sanderson asked was that there should be some set standard of efficiency. The fact that an owner held a license was no guarantee that he was a qualified driver. There certainly should be some standard.

The Colonial Secretary: We have full power to deal with the matter in regulations.

Hon. V. HAMERSLEY: And those regulations would apply to every licensing authority throughout the State?

The Colonial Secretary : Yes.

Hon. V. HAMERSLEY : Then that would meet Mr. Sanderson's desire.

Amendment by leave withdrawn.

Hon. A. SANDERSON moved an amendment—

That in line 7 of Subclause 2 the words "of his competence" be struck out and the following inserted in lieu, "that the applicant has passed such test of uniform efficiency as may be provided for by the Minister by regulation."

Hon. J. F. CULLEN : The best course was to leave the clause as it stood and allow the regulations to provide for this matter.

Hon. F. DAVIS : Even if the amendment were passed and a uniform standard were fixed, the difficulty would arise as to whether the various local bodies would be competent to administer the tremely desirable that there should be some somebody appointed to whom a person could appeal in the event of the local body not being competent to administer the test.

Hon. J. W. KIRWAN : The amendment should be carried. It was true that the Minister might achieve this object without the amendment, but it was extremely desirable that there should be some reference in the Bill to a uniform test of efficiency. The Committee were evidently of opinion that a uniform test of efficiency was desirable for the whole of Western Australia, and the amendment would be practically a direction to the Minister to prepare some system by which a uniform standard of efficiency would be required. In the event of that certificate being presented to the local authority it could not be overridden.

Hon. Sir E. H. WITTENOOM : Seeing in the Bill provision for the licensing of motor drivers, one never supposed that persons would be able to apply for a license without an examination or certificate. He had the strongest objection to seeing women driving motor cars, and he had been congratulating himself that the Government had made provision to prevent unqualified persons driving. It was extremely desirable that a driver should

have a certificate of efficiency, and that certificate would be some indication to the local authority as to the applicant's personal character. It would be impossible for any local authority to say whether a man was efficient or not unless he had some certificate.

Progress reported.

BILL—CRIMINAL CODE AMENDMENT.

Received from the Legislative Assembly and read a first time.

House adjourned at 6.17 p.m.

Legislative Assembly,

Wednesday, 22nd October, 1913.

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

PAPERS PRESENTED.

By the Minister for Works: By-laws of the Municipality of Geraldton.

By the Minister for Lands: 1, Regulations under Section 18 of The Public Library, Museum, and Art Gallery Act, 1911. 2, By-laws under The Health