

formed into a limited company, that number being too many for a private partnership.

Hon. M. L. Moss : If they exceed twenty, they must come under the Companies Act.

The COLONIAL SECRETARY : I think that number is too large, and a reduction would be a decided improvement. One very good feature of the Bill is that it limits the liability of a sleeping partner. At present there are many small businesses in which men of means would take an interest ; but as soon as they do so they become partners, and are liable for the whole of the debts of the concern. This often deters them from investing in businesses which might eventually become very large. I think we should give every encouragement to moneyed men to buy into small businesses. It often happens that if a man puts a few hundreds of pounds into a business, before many years elapse he finds himself liable for thousands. He is quite willing to risk the few hundreds invested in the first instance ; and the only method of overcoming the difficulty is to form a limited company—a very cumbersome and expensive process for a small concern. The Bill will solve the problem by providing that where a person buys into a business to the extent of say £500, he is liable simply for that sum and no more ; but if during the continuance of the partnership he draws out that sum or any portion of it, he shall be liable for the debts of the firm to the amount of the portion drawn out. Farther, if a limited partner takes any part in the management of the business, he shall be liable for all debts and obligations incurred while he takes part in the management, as if he were a general partner. The point is not quite safeguarded. For example, John Smith may start a business, and a number of persons well known in the town may join that business as limited partners. The mere fact of those residents being known as connected with that business would tend to enable John Smith to obtain practically unlimited credit. The point I wish to emphasise is that better publicity should be given as to who are limited partners in the concern, and ex-

actly what amount of interest they have in it. Publicity is now given as to the number and names of limited partners but that seems to me insufficient. With the exceptions I have mentioned, I agree with the Bill, which will do some amount of good.

Question put and passed.

Bill read a second time.

BILL—FREMANTLE GRAVING DOCK.

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

ADJOURNMENT.

The House adjourned at 5.33 o'clock until the next Tuesday.

Legislative Assembly,

Friday, 6th December, 1907.

Appropriation Message, Bunbury Harbour Trust Bill	Pa
Leave of Absence	1
Bill: Fremantle Graving Dock, &c. debated	1
Estimates resumed: Works Votes and Items farther discussed throughout the night, progress	1
All-Night Sitting, Estimates	1

The SPEAKER took the Chair 4.30 o'clock p.m.

Prayers.

PAPERS PRESENTED.

By the Treasurer : Papers relating to the alleged ill-treatment of Aborigines by the Canning Exploration Party.

APPROPRIATION MESSAGE—BUNBURY HARBOUR TRUST BILL.

Message from the Lieutenant Governor received and read, recommending appropriation for the purposes of the Bill

LEAVE OF ABSENCE.

On motion by *Mr. Gordon*, leave of absence for a fortnight granted to the member for East Perth (*Mr. Hardwick*), on the ground of ill health.

BILL—FREMANTLE GRAVING DOCK.

Third Reading, Debate.

The MINISTER FOR WORKS moved—

That the Bill be now read a third time.

Mr. BREBBER moved an amendment—

That the Bill be read this day six months.

The reason for adopting this most unusual course was that the House had not been given an opportunity properly to record its decision on the question. The division on the site for the dock was so close that it was only right members should be given an opportunity to say whether Rous Head was the proper place at which to construct the dock.

Mr. DAGLISH: Although he had spoken pretty strongly against the measure on the previous day and was very anxious to record his vote against it on the second reading, and would have followed that action up by fighting the Bill on the third reading, he did not think it was proper, when members allowed a Bill to pass its second reading without a division, to endeavour to obtain a catch vote on the third reading. He would fight the proposal on the Loan Estimates, if he had an opportunity, for he still held a strong conviction against the work. In the circumstances he would refrain from voting on the third reading.

Mr. BUTCHER: It was difficult to follow the reasoning of the member for Subiaco (*Mr. Daglish*). If a man were honest in his convictions at the time the second reading of the Bill was put, surely it was unreasonable that he should change those opinions when it came to the third reading. He (*Mr. Butcher*) would vote against the measure.

Mr. COLLIER: The member for Subiaco was most inconsistent in his ac-

tion. He stated he did not believe in attempting to defeat the Bill now on a catch vote, whereas he knew very well that the second reading was carried practically on a catch vote. Moreover it was carried owing to the neglect of those who opposed it, among whom was the member for Subiaco, as it was their duty to be in their places when the second reading was submitted to the House. If a member lost that opportunity, surely that was no reason why he should not, in support of his convictions, vote against the measure on the third reading. He intended to support the amendment.

Mr. H. BROWN: It was with no idea of obtaining a catch vote now that he would support the amendment. His action would be taken owing to the indecent haste in which the Bill was being rushed through, and as a protest against the unseemly lobbying and whipping, not only in the corridors but openly in the Chamber, that took place all the previous evening. It was the most disgraceful exhibition of whipping he had ever seen. Members should not be pestered, possibly with the promise of a railway or something else in the future, into voting for a measure of this kind.

Mr. TAYLOR: The member for Subiaco (*Mr. Daglish*) had said that the present was an inopportune time for the country to spend a huge sum of money on a work of this kind, and especially seeing that so little information had been provided, and had asked the House to support him in demanding from the Government and the Minister for Works more statistics and data to prove the necessity for the dock. He (*Mr. Taylor*) opposed the measure on several grounds. The expenditure was not at present warranted, and the estimate would be exceeded. The country should not be pledged to this extent on such meagre information. During the second reading debate last night he had been called away, and when he returned was told that the question had been passed on the voices by a catch vote, and that a call for a division had not been heard by the Chair. He hoped we should not have this afternoon a repetition of the whipping done yesterday.

Mr. Layman : Who did the whipping ?

Mr. TAYLOR : The four Fremantle members, two in Opposition and two on the Government side, whipped from the Refreshment Room into this Chamber, back and forward all the evening, and he believed they succeeded in influencing members.

The Minister for Works : Did the hon. member refer to improper influence ?

Mr. TAYLOR would not say ; but the whipping was positively indecent. He accused the four Fremantle members of whipping. Last night the member for East Fremantle (*Mr. Angwin*) said the people of Fremantle should be congratulated on the unanimity of their representatives. Even at this moment the flagellator was "scooting" round the Chamber. Members were not blind. Let them use their eyes to behold the whipping now going on. He was pleased to have an opportunity of voting against this measure, on the ground indicated in his speech of yesterday.

The Treasurer : Why did not the hon. member vote in Committee ?

Mr. TAYLOR : In Committee he had voted to give the Government power to build a dock on a site outside Fremantle, if necessary. Four or five years hence, when the revenue would be charged with £20,000 per annum for interest and sinking fund on this unwarranted expenditure, to-night's division list would show who had voted in favour of the Bill.

Mr. WALKER : Not having been in the House at last night's division, he had not been whipped. This great public undertaking was not a party question. Both at Fremantle and East Fremantle as well as in this House, he had advocated a dock. As the work was necessary, he would not be influenced by the fact that the Minister for Works was in charge of the Bill, nor even by the fact that his (*Mr. Walker's*) own constituents could not obtain absolute necessities from the Government. He had no right to be revengful when we voted on public measures. The only question was whether the dock was necessary.

Mr. Butcher : There was the question of finance.

Mr. WALKER : Surely that was settled. The Treasurer must pay the piper. He would have the land tax and the income tax. He would not proceed with the work if the money were not available. If the work advertised helped to develop the State, as it must be required at all, we should pass the Bill. We must not act like the dog in the manger.

Mr. STUART had been accidentally prevented from speaking on the second reading, and would have objected to an important measure, involving so large an expenditure, being discussed in the presence of less than one-third of the members. If we had, or could, on reasonable terms borrow, the money proposed to be spent on the dock, the money would be far better spent in part of the State now being neglected and starved. Agricultural members should not be silent on such a question, knowing the slight consideration their requirements would receive. It was admitted that even if the Federal Government or the Admiralty shared the expense, the work would show a heavy loss. No doubt the dock would be necessary some day, but its present necessity had not yet been proved. If a few months such propositions were adopted, it would be difficult for the Government to borrow anywhere. We passed £50,000 the other night for the Denmark railway and lands, and from a quarter to three quarters of a million last night on the Works Estimates; yet when votes for roads and bridges, and items affecting the State as a whole, were discussed, there was an immediate whine about financial stringency. Some special arguments were used in favour of the Bill. We were told of other docks that had been cheaply constructed, and that those docks had a certain amount of work to do. We were farther told that vessels had to be towed to other ports to effect necessary repairs. He was sceptical as to many disabled vessels having been towed out of this harbour for such purpose. Fremantle being a wayside port, few vessels would be docked even for inspection. The vessels were usually docked only at the

minal ports where they arrived in ballast. [The Minister for Works: Was Colombo a terminal port?] Had he been in the House when the Labour Government introduced a proposition to build a dock, he might have supported it because the finances of the State were not then in such a disastrous condition. It was time a note of warning was sounded against the expenditure of millions of money without a prospect of return.

Mr. BOLTON called attention to the positively indecent "whipping" being done at that moment by the member for Mt. Margaret (Mr. Taylor), who earlier in the evening had condemned the members for Fremantle for lobbying. One could not understand the opposition to this Bill, as almost every member who spoke had admitted the necessity for a dock at Fremantle, yet some of them were now opposing the third reading.

Mr. UNDERWOOD intended voting for the Bill, having in his election campaign and since then advocated the construction of a dock at Fremantle. It mattered little whether the dock would pay during the first ten or even fifty years; for it should be the aim of this State to make Fremantle the front door of Australia, and to do this we must have a properly equipped harbour and dock. The increase of exports in the next decade would be much larger than during the past ten years. He objected to the parochialism displayed during the consideration of this question, for it appeared some members had no ideas beyond their own particular constituency or backyard. Members representing Perth and suburban constituencies opposed the Bill; yet compared with out-back centres, the metropolitan district had received generous treatment in regard to public works. As to the proposal that shipping should be brought up the river to Perth, those advocating that course would spoil one of the finest stretches of water in Australia with dust, dirt, slime, and smoke caused by shipping. As to getting a subsidy in aid of the dock, some said that if the work were not begun a subsidy could not be expected, while if it were put in hand no

subsidy would be needed from the Imperial Government or the Commonwealth. Farming constituencies would benefit more than others by a dock, because this was destined to become a great wheat-exporting country. This State warranted a progressive public works policy, and he would support the Government proposal for a dock, without regard to what might or might not be spent in any particular backyard.

Mr. VERYARD desired to exonerate, so far as he was concerned, those members charged with lobbying. No whipping would influence his vote. The time had arrived when a dock should be built at Fremantle.

Amendment (six months) put, and a division taken with the following result:—

Ayes	..	..	..	8
Noes	..	..	..	28

Majority against .. 20

AYES.	NOES.
Mr. Brebber	Mr. Angwin
Mr. H. Brown	Mr. Barnett
Mr. Butcher	Mr. Bath
Mr. Collier	Mr. Bolton
Mr. Draper	Mr. Cowcher
Mr. Scaddan	Mr. Davies
Mr. Taylor	Mr. Eddy
Mr. Stuart (Teller).	Mr. Gull
	Mr. Hayward
	Mr. Hicks
	Mr. Johnson
	Mr. Layman
	Mr. McLarty
	Mr. Male
	Mr. Mitchell
	Mr. Monger
	Mr. S. F. Moore.
	Mr. Piesse
	Mr. Price
	Mr. Smith
	Mr. Troy
	Mr. Underwood
	Mr. Veryard
	Mr. Walker
	Mr. Ware
	Mr. A. J. Wilson
	Mr. F. Wilson
	Mr. Gordon (Teller).

Amendment thus negatived.

Question put and passed.

Bill read a third time, and transmitted to the Legislative Council.

ANNUAL ESTIMATES, 1907-8.

In Committee of Supply.

Resumed from the previous day, Mr. Daglish in the Chair.

PUBLIC WORKS DEPARTMENT (Hon. J. Price, Minister), discussion resumed.

Subdivision 3—Roads and Bridges,
£70,252—

Item—Main road Maintenance, Claremont-Subiaco, £200:

Mr. TROY had moved an amendment that the item be struck out.

Mr. SCADDAN: Last night the Minister for Works stated he (Mr. Scaddan) did not understand the principle of votes of this nature, and pointed out that the road from Perth to Fremantle passed through several local districts, therefore it was impossible to ask each of the local authorities to maintain the road. There were many roads of a similar description passing through roads board districts.

The Minister for Works: Not used to the extent that this road was.

Mr. SCADDAN: Was that any reason why the farmer carting grain to the railway should have to clear his own track, while a person who had a dunlop-tired motor car could have roads made for him through the King's Park and in other places? The maintaining of roads and the making of roads were different matters. Last year when an amount was placed on the Estimates for the maintenance of the Kalgoorlie-Boulder road he (Mr. Scaddan) protested against it, because when the Government voted a sum of money for the making of a road the Government should not at once be called upon to vote a sum for the maintenance of that road. There appeared to be a desire on the part of the Government to remove the opposition on the part of country members by increasing the vote for several country roads, but the main roads could only be found, apparently, in and around Perth, for out of £3,911 for the maintenance of main roads no less a sum than £3,411 was to be expended on roads leading into, and out of, Perth. If the policy were made general one's protest might be removed. Sufficient money could be found to make roads in Perth for the purpose of running rubber-tired motor cars along, while in out back districts members could not even get a track cut. A couple of years ago an application was made for a grant of £500 for a road from Boorara to Kalgoorlie, and only £150 was received. At the time he told the Minister that it

was no good granting a small sum for such a road to patch it up and to do the road was as bad as ever.

Mr. UNDERWOOD: Once roads were made the local authority should maintain them. The Minister had said there was a difference between the Hedland-Marble Bar road and the Perth-Fremantle road. There was a difference. The Minister should travel on the Hedland-Marble Bar road and he would see. Along main roads was to be found the most valuable property and the expenditure of money improved the value of all property along a main road. No bodies were entitled to pay for the maintenance of their roads more than people living in the suburbs around Perth. The farmer had to make his own road through the bush if he wished to carry his wheat to the railway. People in out back parts of the State had to cart their material over bad roads or pay for the maintenance of the roads themselves, while in Perth the roads were maintained by the Government, because there were many mayors and councillors handy to the Works Department who could bring influence to bear on the Minister.

Mr. JOHNSON supported the amendment. The continuance of the system of granting subsidies for the maintenance of main roads was unsound and wrong. The Minister for Works failed to realise the size and magnitude of Western Australia, and the small amount of money, comparatively speaking, he had to distribute to the various roads board districts of the State. We knew the amount of money the Minister had and we all knew the large amount which it was proposed to expend on roads which had already been made by the Government. Why was this so?

The Minister: For the same reason that the amounts were placed on the Estimates when the hon. member was Minister.

Mr. JOHNSON: The reason was that the amounts had been promised. When he (Mr. Johnson) became Minister for Works, the Estimates for the year had been framed.

The Minister: Why was it continued the next year?

Mr. JOHNSON : The Government that year had arranged to discontinue the system of giving grants towards the maintenance of main roads. He (Mr. Johnson) went through the country and everywhere he spoke he told the roads boards that he would not continue the practice in the future, and after successfully breaking this system down, and after the roads boards realised the position, we now found the system again continued. When Minister he had received requests for grants to maintain the Kalgoorlie-Boulder road, and he agreed to provide £5,000 to construct the road on the distinct understanding that the local governing bodies should ask for no farther grants for the maintenance of the road, and Parliament passed the money on that distinct understanding. Now to-day the Attorney General was able to influence the Government to get this special grant for maintenance.

The Attorney General : It was not in the Kalgoorlie electorate.

Mr. JOHNSON : While we gave these special grants we were reducing the grants for clearing roads in agricultural districts, and road boards subsidies. The member for Irwin should oppose these grants. The roads in the Moora district were absolutely disgraceful except one that led out to the property of an ex-Minister of the Crown. The Minister for Works knew that the Popanyinning-Pingelly main road was in a disgraceful state.

The Minister : It was a fair country road and ran alongside the railway line.

Mr. JOHNSON : It was in a bad condition. It was a main road. The main roads did not begin at Fremantle and end at Perth, or at Midland Junction.

The Minister : The hon. member introduced a deputation asking for a grant for the main road from Perth to Midland Junction.

Mr. JOHNSON : True; but the main road through Midland Junction continued towards Gingin, Mundaring, and Beverley. It was one of the most important roads of the State. The sum of £550 was granted last year for the Perth-Midland Junction road, but all the municipality of Midland Junction

received of that sum was £26; and the municipality, having spent £250 in making portion of the road, considered they should get a little more consideration from the Government. Therefore they asked him to head the deputation. They were well aware that he was opposed to this practice of granting assistance to main roads, but they pointed out that the practice was continued, and that they wanted a fair distribution. With this object he had sympathy. That was why he had headed the deputation though he was opposed to the general practice. Country members at least should support the amendment. In striking out this item they would assist the Government financially, and would show the Minister that the House would not tolerate the practice of giving grants for the maintenance of roads already made by the Government. Another matter not to be lost sight of was that by the Government expenditure on these roads the rating value of the property was higher, and the municipalities collected higher rates, and then the Government based the distribution of the municipal subsidy on the higher rate. The position was unsound. The Minister could not have gone into the files of the department. These local authorities gained higher subsidies through the increased values brought about by these special grants.

The Minister : The subsidy was given on the mileage.

Mr. JOHNSON : At Cue the Minister contended that the distribution of the subsidy was to be based on the amount of rating; now the Minister claimed it was to be on the mileage. This was a reversal of policy which one could not follow.

The MINISTER : There was no reversal of policy. The hon. member was misleading the House, though perhaps not wilfully. Apparently the hon. member could not grasp the simplest proposition. The hon. member was aware that there was a bunch of items dealing with specific roads for which specific grants were made and the hon. member knew these grants depended absolutely on the question as to whether

they were urgent public works. These grants so bunched were supposed to be the most urgent public works. Then there was the other system of having a general grant, this year of £35,000, which was allocated, as stated at Cue, in accordance with the manner in which the roads boards were rated. The hon. member, when Minister, had done exactly the same thing. When the hon. member was in office these special grants appeared on Estimates prepared by him, and submitted by the succeeding Government. It was idle for the hon. member to say that he had only brought down these special grants on Estimates prepared by a preceding Government.

Mr. JOHNSON: Those grants were granted on the distinct understanding that they were to be final grants. The roads boards were informed that they would receive no more money for maintenance of main roads. He had fought the question for months, and had successfully educated the roads boards in that direction, but now we found the old system re-introduced. No wonder one got annoyed. These roads were paid for originally out of Government money, and now the State was being called upon to maintain them. The roads boards should be made to realise that the Government grant must be distributed in country districts for the purpose of opening up new country, and not for maintaining roads in the vicinity of the metropolis which had already had too much money spent on them.

Mr. FOULKES: With regard to the road between Perth and Fremantle, the residents of Claremont and Cottesloe hardly used that portion which ran through their districts. The road was originally made by the Government, but the people who used it were the residents of Perth and Fremantle. One had only to watch the traffic to realise that it was the carriers who did most harm in cutting up this road. Certainly they paid a wheel tax but that was a very small contribution. At present the road was in a very bad state of repair, but it was impossible to expect the many local authorities along the track between Perth and Fremantle to pay for repairing it,

especially as they did not use it to an extent.

Mr. JOHNSON: The Perth-Fremantle road was different from many others for which grants were suggested, as it was the only Government road in the State.

Mr. FOULKES: That road had never been put into proper condition. Certainly a great deal of money had been spent on it, but it had not been properly constructed. One year the Government spent £20,000 in order that it might be put in really good order, but it only lasted for two or three years. The work should be taken in hand properly. A enormous amount of money was required for roads in the agricultural district, and he hoped the demand would increase because it would show there was increasing settlement in the country.

Mr. HOLMAN: It was his intention to oppose every vote on the Estimate for the purpose of maintaining roads, and he would continue to do that so long as places were starving for Government assistance. The Government were going to spend £200 in the maintenance of this road between Claremont and Subiaco while at the same time they were refusing to grant a few hundred pounds to open up the road between Meekatharra and Peak Hill. By the opening up of a road the distance would be decreased by 2 miles.

The Minister for Works: An inspector had reported adversely on the work.

Mr. HOLMAN: Inspectors too often made reports to suit Ministers, and if we could shift some of those tools the country would be better off. Mr. Anketa had never been over the road at all.

The Minister: The surveyor had been over that very road.

Mr. HOLMAN: Had the Minister received the report of Mr. Oldham and Mr. Morgans, the surveyor?

The Minister: had offered to go over the road with the member himself, but he would not go.

Mr. HOLMAN: At that time the Minister was helping the Combine to issue summons against him (Mr. Holman) and he was therefore prevented from going. Perhaps the Minister wanted him to go to gaol and work in a road gang.

The Minister wanted to save the hon. member from going to gaol.

Mr. HOLMAN: The expenditure of £800 or £1,000 on the road between Meekatharra and Peak Hill would lessen the difference between the former place and Nannine by 25 miles. As no grants were made for opening up new country the sooner we did away with the expenditure for maintenance of roads the better. The district he represented, which had turned out over two million pounds' worth of gold, had 1,400 miles of roads, and where every ton of stuff had to be carted over the roads, there was not so much to be spent as was proposed for this small portion of the road between Claremont and Subiaco. At Mount Magnet there were four roads boards, and they could not get more than £200 for the upkeep and construction of the roads there. The whole of the money available was being utilised to sweeten up the people in this part of the State.

[Mr. Foulkes took the Chair.]

Mr. HOLMAN: Let the Government spend the money they had in opening up roads in agricultural and goldfields areas. Between Nannine and Wiluna, a distance of 150 miles, there was a road for which no money was granted year after year for the upkeep, and along this road was one particular sandy stretch through which teams had to travel with difficulty. The Government had refused to grant a sum of money to sink a well in this sandy patch. Why was it that year after year money was granted for the maintenance of the Claremont-Subiaco road when applications were made from out back places to make new roads and not a solitary "stiver" was granted? He intended to oppose every item in the Roads and Bridges Vote. It had been said that other main roads were receiving grants, but the whole of the main roads apparently led into Perth. The only other road receiving consideration was the Kalgoorlie-Boulder road, and every member who came from that part of the State said that the money was not required.

Mr. Bath: The deputation asking for this grant was introduced by him.

Mr. HOLMAN: The members for Boulder and Ivanhoe had said so.

Mr. Collier: This road was not in his district.

Mr. HOLMAN: The member for Ivanhoe in speaking on the question said the reason the amount appeared on the Estimates was because he had opposed it year after year. He (Mr. Holman) had made applications for grants for roads in his district but received nothing. Next year he would send in a notice to the Minister saying he was opposed to any grants being made in his district and then perhaps money would be granted. The Nannine to Peak Hill road was in such a bad condition that the cartage charge was from 30s. to £2 per ton. The road from Nannine to Meekatharra, a distance of 24 miles, was in a very bad condition after a shower of rain, and the cartage rates at those times were raised 4s. per ton per mile. Money could not be obtained to put that road in order. Why were there grants for the maintenance of two roads between Claremont and Subiaco when other roads required to be opened up and could not get assistance?

Mr. DAGLISH understood the position taken up by the member for Guildford who opposed all votes for maintenance. But if votes for maintenance were allowed, this road offered the strongest case for a maintenance vote from the Government. It was no part of the ordinary Perth-Fremantle road. The Perth-Fremantle road ran along outside the Perth Park by the side of the river, the Mount's Bay road, and did not touch Subiaco at any part of its course. It was a road connecting, it was true, Perth and Fremantle by way of Claremont, but did not touch Subiaco. Therefore that municipality was not interested. Whether the Perth-Fremantle road was maintained or not by the Government or any municipal body, or whether it was allowed to fall into disrepair, did not concern Subiaco. But the Claremont-Subiaco road was very exceptional for the reason that between Claremont and Subiaco there was a distance of about three miles covered on one side solely by railway property. There was not a single piece of private property on one side of the road, and on the other

at least one mile was covered by the length of the Karrakatta Cemetery, which again was a piece of public land that did not contribute a penny in the shape of rates. In addition to that there was a fair length of reserved land as well vested in the Government. It would be seen that there were about four or five miles of public lands on this one road which was only about three miles in length. With this long stretch of Government land on both sides there was a very strong case for maintenance, if maintenance was allowed. This road was more used as the road between Perth and Fremantle and it was used principally by carriers who paid taxes to Perth or Fremantle, but did not take out licenses in Perth or Claremont. All the cemetery traffic—and it was a large proportion of the traffic on that road from the Perth side of Claremont—went over that road. The municipalities of Claremont and Subiaco were not interested in the funeral traffic from outside their boundaries, and funeral traffic should be carried over roads as perfect as possible. One felt the desire that funerals should have the minimum of discomfort. The interjection made by the member as to what amount Colonel Bruce paid for this land showed there was a misapprehension that this road and the Perth-Fremantle road were identical. They were over a mile apart, but they junctioned at Claremont and was the Perth-Fremantle road from there.

At 6.15, the Chairman left the Chair.

At 7.30, Chair resumed.

Mr. GORDON : It was not true that roads in the Victoria Park municipality were maintained by the Government. Last year the council spent on the Perth-Guildford road, the Perth-Albany road, and Suburban Road, £1,300, of which the Government provided only £148. [Mr. Staddon : What about the subsidy ?] Other municipalities received like subsidies. The member for Brown Hill (Mr. Bath) stated that the roads around Perth, and especially in Victoria Park, were all maintained by the Government. The Belmont Roads Board, twelve years in existence, had never received a shilling

from the Government for road-making ; yet it maintained and much improved the Belmont section of the Perth-Guildford road. [Mr. Holman : Who received all this money ?] Search the Estimates. It did not come to the Canning electorate. The main road through Victoria Park was an old block road, and every year ten or fifteen chains were pulled up and good metal substituted. Next year he would look to the Opposition to support his request for assistance towards maintaining the main roads in the Canning electorate.

[Mr. Hudson took the Chair.]

Mr. COLLIER : Each year the discussion on these items to maintain main roads terminated with the defeat of the amendment to strike them out ; but last year some Government supporters said that though they voted for the items, they would not vote for them again. The battle should not be left to the Opposition. Only two days ago the Colonial Secretary pointed out in another place the urgent need for increased taxation, and the Minister for Works recently stated at a social function that the Government must beg, borrow or steal money from somewhere. The Claremont-Subiaco road did not need anything like £200 for its maintenance. It was well constructed, and was used by few heavy vehicles. The Kalgoorlie-Boulder road, to the Boulder Block, was set down for £500 in addition to £160 last year, while the other road, from Kalgoorlie to Boulder proper, was entitled to a like amount, yet had received nothing since it was constructed.

The Attorney General : For half the distance the two roads were blended in one.

Mr. COLLIER : Yes ; but the large percentage of the item would be spent on the Boulder Block road, and the expenditure was unnecessary ; for the road, constructed within the last two years at a cost of about £5,000, was in fairly good condition, and would be for years to come. Why was nothing set down for the other road ? When the Minister visited Boulder some months ago he said, in reply to the council's requests for es-

sistance, that he could not grant money for the maintenance of roads unless they were *bona fide* main roads connecting one town with another. Then why not provide something for the Kalgoorlie-Boulder road, known as Federal Road, which carried infinitely more traffic than the Boulder Block road? Last winter he (Mr. Collier) found some country roads in a deplorable condition. About a mile from Cunderdin he had almost to swim to catch the train. Driving from Davyhurst to Goongarrie he found a stretch of about five miles of sand where the wagon wheels sunk up to the naves. All the money was squandered in and around Perth, on roads which the adjoining property-owners could well afford to maintain. Let agricultural members help to compel the people who used these roads to pay for them.

The ATTORNEY GENERAL: The discussion might be divided into two parts: one dealing with the principle of subsidising local bodies to maintain main roads, and the other with the distribution of the moneys available for that purpose. Opposition members attacked the general principle, and then somewhat inconsistently complained because the money was not spent in their districts. The principle of subsidising local governing bodies for maintaining main roads was open to challenge on the part of members, and was one that led to local governing bodies neglecting their duty and casting a burden on the State that the State might well ask them to bear themselves, but the practice had been in vogue and had been maintained by successive Governments, so that it was inadvisable to abolish it in one day, otherwise we should leave these local bodies stranded. The best way was to abolish these grants by degrees. That course would confer no hardship. [Mr. Scaddan: Make a start now.] However, a case might be made out under certain circumstances for these grants. Take the Kalgoorlie-Boulder road. For a number of years it was impossible for any local governing body to raise enough rates from the area through which this road passed, because from the boundary of Kalgoorlie to the Boulder Block there

was no rateable property, and it would be grossly unfair to ask any local governing body to maintain that road in such circumstances. We were therefore bound to make exceptions to the general principle that local governing bodies should maintain main roads. The question was where these exceptions were to begin and where to end. Each case must be considered on its merits. The main street of North Fremantle was largely maintained from Government grants, because a great portion of the land abutting on the road was Government land, and most of the traffic which wore out the street was traffic which originated from and was destined to beyond the boundaries of the municipality.

Mr. TROY opposed the principle of the Government maintaining any road. No members on the Opposition side had asked for these grants.

The Minister: The hon. member was granted a sum for the maintenance of the road from Mount Magnet to Black Range.

Mr. TROY had not asked for any sum for maintaining that road. If he did, no assistance had been given; there was certainly no provision on the Estimates.

The Minister: The hon. member asked for and was granted assistance 12 months ago when the road was damaged by floods. That was maintenance.

Mr. TROY: The road was opened by teamsters, and if it became boggy the roads board might ask for a little assistance from the Government but he would be the last to ask the Government for a grant for the maintenance of a road in his district. He was satisfied if he received assistance towards getting new roads and making them where required, but he objected to the Government maintaining roads made in the first place by the State. One heard everywhere throughout the country of the need for new roads to assist the farmers, but very little assistance could be given, because most of the money was spent around the metropolitan area. There were four roads-boards in his electorate. The only application made by the Mount Magnet Roads Board was to put the road between Black Range and Mount Magnet in order

in the bad spots, and on this road there was more traffic than on any other country road. The Murchison Roads Board, which was partly in the Gascoyne electorate, had asked for a grant to repair damage through floods. That was the only assistance given unless the member for Gascoyne had got farther money. The Black Range Roads Board had also received some assistance ; but outside these there were no grants on the Estimates for the Mount Magnet electorate during the past two or three years. It was a bad principle to give money for the maintenance of a road, seeing that the money could be better spent in opening up new roads.

Mr. BOLTON : While it was bad in principle to maintain main roads, one recognised that a main road to and from districts was different to a main road passing through a district with no benefit to that district. The main road in the North Fremantle municipality was of no use to the district. It was hardly used by the district, and hardly any revenue was gained by the municipality from the land adjoining the Perth-Fremantle road.

Mr. Underwood : Who owned the land along that road ?

Mr. BOLTON : The Government owned the land on both sides of the road. The municipality could collect no revenue from it, but the Government insisted that the road must be kept in good repair or else they would deduct from the subsidy for the municipality enough money with which to do the work. If the road were of use to the people of the municipality the council would gladly do the work themselves, but it was the merchants of the State who carted their goods to Perth who cut up the road to such an extent. At present the Government did not give the local bodies anything like enough to keep that road in proper order. Last year the share of the North Fremantle council of the £1,650 voted for the maintenance of the road was £195. In addition to expending that money the council spent £500 or £600 in remaking a portion of the road. If the Government would put the road in thoroughly good order and then hand it over to the local

governing body, the latter would maintain it.

Mr. TAYLOR : Very little money in the way of rates was obtained by the local bodies who controlled the area through which the road ran, and in those circumstances it was hardly fair that they should be called upon to contribute all the money for maintenance. There was force in the argument advanced, however, that it was only reasonable that the local bodies should be notified that the maintenance of the road should in the future be undertaken by them without assistance from the Government. There was a large number of roads in the district he represented, notably those from Laverton to Burtville, Morgans and Lancefield, which had been cleared and cut by the residents in the early days. These were now under the control of the new Mount Margaret Roads Board, and it would only be a fair thing if the Government gave some assistance to this board. In the past very little assistance had been granted by the Government for the construction or upkeep of roads in that locality.

Mr. HEITMANN : There was not one item on the Estimates for his district, but that was owing to the fact that the people of Cue and district were prepared to assist themselves. Although they were asked to send in a list of their requirements he had not heard from them. The present system of granting Government assistance for the maintenance of roads was entirely wrong, especially when the roads were in well populated districts. Perth and suburbs had the benefit of this road ; therefore the local authorities should pay for the upkeep. Why the Government carried out a policy of greasing the fat pig in this way he could not understand. The Government and many members of the House appeared to look on Perth and suburbs as the chief places for consideration. The Government should assist in every possible way districts containing industries on which Perth and its suburbs lived. If we had not farming and mining industries he would like to know what Perth would be like. It was useless to say that this road ran through many municipalities, for that was no reason why the Government should

maintain it. The road running out of Midland Junction went to Cue; therefore why should not the Government pay for the upkeep of that road right through? The country was badly in need of money for well sinking and road making in outback places; therefore money should not be granted for the upkeep of roads where the population was great. A stranger looking at the Estimates would come to the conclusion that there were no goldfields in the State at all. It seemed to him that the policy was, and had been for some time past, spoils to the victors. The Government were in power now, but a time would come when the Labour Party would have something to say. The Labour Government when in power decided to increase all the subsidies to municipalities and abolish special grants. It was a bad policy to decrease the subsidies and then give special grants. It meant that those who could get into the greatest favour with the Minister would receive the largest share. One had only to look at the Estimates to see that policy carried out. There was column after column of grants and hardly a penny for the goldfields. The natural industries of the State should be supported, but the Government only granted money to districts depending on those industries.

Mr. ANGWIN: There was a greater population in the metropolitan district; therefore a larger amount was required for the upkeep of roads there. If members calculated the amount paid in rates and taxes by the people living in the populous areas they would see it far exceeded that paid in any other portion of the State. While people had the privilege of living in the metropolitan area they also had the privilege of paying to live in that area. As far as the Perth-Fremantle road was concerned the traffic warranted the sum granted by the Government for its upkeep. Take a municipality like North Fremantle. That district for years had charged the highest rate possible under the Municipalities Act to keep the district roads in order. If the North Fremantle municipality had to keep the main road running through their district

in repair they would not be able to raise sufficient money to do so. The people of North Fremantle would have to pay for the upkeep of a road which was provided principally for the use of other people who would not pay a penny towards the upkeep. For years on the south side of the river the upkeep of the main road had been very expensive, but it was nothing to be compared with the cost of upkeep of the road mentioned in the item. If members realised the traffic that went over the road they would see the justice of the grant. If he could by his vote strike out every grant and place every district on an equal footing he would do so; but that was impossible. Fremantle received a benefit from the road running from Perth to Fremantle, but the intermediate districts got nothing. Even the lorries that used the road were licensed in either Perth or Fremantle. The portion of the Fremantle road from the bridge to the town was kept in repair by the municipality; and the amount of money required for this purpose was greater than many other municipalities could bear. There were votes on the Estimates for the goldfields; there was the Kalgoorlie-Boulder road, and later on Kalgoorlie was mentioned again, Cue and other places. He regretted that so small an amount was on the Estimates for the district he represented, but he recognised it was impossible to have all the money he would wish for his district.

Mr. JOHNSON: The Minister for Works had twitted him (Mr. Johnson) with a reversal of opinion on this question of main roads. He had turned up *Hansard*, and in speaking on the Estimates he had the honour of introducing when Minister for Works, he stated he was opposed to the granting of sums of money for the maintenance of roads already constructed; but if we gave grants for maintenance we could not limit them to roads in the metropolitan area. He (Mr. Johnson) cut down the grants by 50 per cent. Most agricultural members were then in Opposition, and many of them agreed with him that the maintenance of main roads by the Government was absolutely unsound in

principle. He had subsequently pointed out to local bodies that if the Labour Government remained in office there would be no more assistance for maintaining main roads. The Perth-Fremantle road, however, was recognised as a Government road.

Mr. Bolton: Last year it was handed over to the local bodies, who were required to keep it in repair.

Mr. JOHNSON: If so, all main roads were now in the same position. Let us settle this question once for all, instead of repeating this discussion every year. Why should these moneys be voted to municipalities in the metropolitan area? He appealed to agricultural members to strike out this item. Such action would not harass the Government, but would assist the new areas to which it was the duty of the House to pay special attention.

Mr. BUTCHER would vote to strike out the item as a protest against the enormous sums spent on such roads, while so little was granted for roads in outlying districts. Every year this item was attacked for the same reason. For the Perth-Midland Junction road £500 was provided, altogether unnecessarily, for the road was to his knowledge as good as any in the State. Some roads in farming districts were impassable bogs, over which it was almost impossible for a settler to take his produce to market. On the 1903 Estimates *Mr. Pigott* drew attention to the average expenditure of £8,000 a year on the Perth-Fremantle road, which went through four of the wealthiest municipalities in the State.

The Minister for Works: It did not go through four municipalities.

• *Mr. BUTCHER*: In reply, the then Minister said with some truth that the road was used more by visitors and casual travellers than by residents; and that an attempt to have it maintained by local bodies supported by subsidies had resulted in getting the road into a dreadful state. In the same discussion *Mr. Thomas* showed that in three years £50,000 had been spent by the Government on this road twelve miles long, and *Mr. Hastie* said we must have

spent £150,000 on metropolitan roads, to assist land-owners.

The MINISTER FOR WORKS: Those figures did not apply to these Estimates.

Mr. Butcher: They showed what had been spent on the roads.

The MINISTER FOR WORKS: One would imagine that the Government paid the whole cost of maintaining those roads, whereas they paid practically one-third of the cost of maintenance, according to the estimate of the departmental engineer, on whose certificates the municipalities concerned received fixed sums. Consider the disparity between the assistance received by local authorities in the metropolitan area, and by some of the outback local bodies of which we heard to-night. We had heard of the horrible treatment meted out by the Government to the Mt. Magnet Roads Board. Last year that board collected £138 in rates, and received from the Government £450. Ten times more traffic went over the Perth-Fremantle road than over the road at Mt. Magnet. The member for Mt. Margaret (*Mr. Taylor*) spoke of his model roads board; but last year it collected £187 out of £496 for rates due, and received £471 from the Government; and the administrative expenses of the board for the year 1905-6, the latest for which returns were available were £447. The municipality of East Fremantle, which collected £1,800 or £1,900 in the year, received only 13s. 6d. in the pound by way of subsidy, while country roads boards received £3 or £4 from the Government for every pound raised locally. Was it not hypocritical for country members to object to grants for main roads? If members opposite advocated wiping out all assistance to local authorities there might be something in it; but while roads districts were assisted as they were, surely we had a right to consider centres of population where there was a considerable amount of traffic over the roads. The Popan-yinning-Pingelly road, referred to by the member for Guildford, was not a main road, it was simply a local road. The main roads in that neighbourhood were from Pingelly to Narrogin, passing

through Mourambine and Wickepin, and from Beverley to Williams, passing by the Dale River and Staunton Springs. A main road was a road with through traffic between two districts, passing through intermediate districts not interested in it.

Hon. F. H. PIESSE : In the Great Southern Railway district the main roads were those that ran out from the railway and acted as feeders to the railway. Other roads running parallel with the railway such as the Popanyinning-Pingelly road were merely for the convenience of the people in the two districts.

The MINISTER : The member for Mount Magnet had received assistance for the main road to Black Range. He (the Minister) could not pledge himself that if he were in office next year he would cut down these grants. Members should recognise that on the amounts raised more assistance was given to outback local authorities than to those in the metropolitan area. He had put these grants on a logical and sound basis. The grant for the Perth-Fremantle road was £1,650 last year, but was reduced to £1,061 this year, a fair and reasonable sum. The arrangement was not a matter of caprice.

Mr. JOHNSON : It was time there was some reduction on this road. The Minister was getting credit for the labour of others, because some years ago arrangements were made for stationing water carts along the road to considerably reduce the cost of maintenance.

Mr. Bolton : There were no water carts supplied by the Government for North Fremantle.

Mr. JOHNSON : The Minister was wrong in claiming that they were justified in giving special consideration to municipalities because they raised more rates. It must not be forgotten that the municipalities depended on outlying districts. If there was development in the outlying districts, it meant greater valuations in the populous centres and consequently higher rating. He would rather vote to strike out items for his own electorate if he could guarantee that by so doing he would give more assistance to country districts where the roads boards were do-

ing great development work for the State. It was time members made a special appeal for a little encouragement to roads boards, and it was time those roads immediately under the notice of the Minister in the metropolitan area received less attention.

Mr. BUTCHER : The Minister was unfair in making a comparison between the municipalities and the roads boards without giving consideration to the amount of mileage the roads boards had to control. A grant of £500 went nowhere when there was 500 miles of road to keep in order. To show how the Minister treated the outlying districts, the Lower Gascoyne Roads Board had applied for assistance to sink two wells. The work was estimated to cost £150 for each well, but the Minister offered a grant of £50 towards the two. It was impossible to develop these districts without some proper assistance. Members should oppose these grants for the metropolitan area.

Mr. HOLMAN : In the Murchison district there were great lengths of road to be maintained. In the Peak Hill roads district there was hundreds of miles of roads, and not a soul along them between the centres of population.

The Minister : The Peak Hill Roads Board collected £25 in rates and spent £126 in administration.

Mr. HOLMAN : The Peak Hill Roads Board had to maintain the road from Peak Hill to Meekatharra.

The MINISTER : The rest of the State maintained it.

Mr. Butcher : And the State got the benefit.

Mr. HOLMAN : An expenditure of £1,000 would enable the roads board to make a direct track between Meekatharra and Peak Hill, thus saving 25 miles, and which would avoid that part of the country where, by the floodwaters of the Murchison and Ord Rivers, the present track was at times covered with 20 miles of water. These floods time after time washed away the work the roads board did in maintaining the present track, but the Government could give no assistance towards this direct track. The Gov-

ernment engineer's report on the matter was balderdash.

The MINISTER: Were there no people in the different centres who would pay something? Surely Peak Hill could raise more than £25. How many public houses were there in Peak Hill?

Mr. HOLMAN could not say. People in the back country had to pay through the nose all the time, and yet they received no consideration. It was these people who found most of the revenue for the State. The member for Canning (Mr. Gordon) had said that no portion of the district he represented got any money at all from the Government. It was marvellous that no member would admit that his district received anything out of this vote for maintenance. It was impossible to get even a few pounds for sinking wells in the back country.

The Minister for Works: Was the hon. member in order in referring to wells in the back country when speaking to the item?

The CHAIRMAN: It was not altogether in order, but the discussion was a broad one, on the maintainance of main roads generally.

Mr. HOLMAN: The reference was made as an argument that the money proposed to be spent in the maintenance of the road in question could much better be expended in sinking wells in the back country where they were very badly needed. Statements had been made about the state of the Perth-Fremantle road, but in his opinion it was in very good order. Members had been twitted with opposing the present item because there were no votes down for their particular district. He, personally, would be perfectly satisfied if no money were spent on his district if other districts were treated in a like way. When, however, so much money was voted to certain districts, and so much spent in such a way that it was sure to be wasted, whereas in other districts not a penny could be obtained, although it was very badly needed, he was compelled to oppose the item. The local bodies along the road in question could not be spending their quota in maintenance. At all events whatever might be said with regard to the

heavy traffic along the Perth-Fremantle road, that which went over the Subiaco-Claremont road was very light, consisting chiefly of light carriages and vehicles going to the cemetery.

Hon. F. H. PIESE: As one responsible for the construction of the road in the early days he had listened with interest to the debate. There was a good deal in what members had said on the question of maintenance; he had hoped that by this time the item would have disappeared from the Estimates. It was one of those items which should be reduced gradually, and disappear ultimately. There was an indication that, as regards the Perth-Fremantle road, a decrease was occurring, for the vote last year was greater than that for this year by £500. A certain sum should be spent on the Subiaco-Claremont road for maintenance, otherwise in the future a large outlay would be necessitated. The conditions which ruled 10 years ago with regard to these roads did not exist to-day, for now the population was very much larger and the rating of residents should be heavy enough to enable local authorities to keep up the maintenance. If the suggestion he had made years ago had been carried out this item would not have occurred. A great deal of the heavy traffic was now carried by the carriers between Perth and Fremantle, and the vehicles had wheels which were only 1½ inches in width, and the vans were much too heavily loaded. More discretion should be exercised by the local bodies in regard to controlling the traffic. There were already provisions in the statute book for the limitation of loads and fixing the width of tyres, but it seemed that those in authority were afraid to exercise their statutory rights. If a limitation were placed on the loads taken from Perth to Fremantle, or *vice versa*, the result would be good. These vans were now running in opposition to the railways, and were cutting into the railway traffic. The railways carried the goods at 2s. 10d. a ton, and probably the carriers charged about the same. The State should not be called upon to pay so much for the maintenance of the road. However, the road was constructed at such an

expense by the State that it should not be allowed to get into disrepair, as it would mean a very much larger expense in the future if the road had to be reconstructed. Surely the Minister must be convinced that the vote should be reduced, and ultimately cease to exist.

Mr. Collier: It was the same thing every year.

Hon. F. H. PIESSE: There had been sufficient indication of the desire of members. It must not be forgotten that this was the principal thoroughfare from Perth to Fremantle and the road concerned Perth and Fremantle more than the intermediate districts. Therefore it would not be right to make the intermediate districts pay for the upkeep. It was to be hoped that the amounts for maintenance would be reduced except for what were really Government roads, and the Perth-Fremantle was more a Government road than any other thoroughfare. The Minister would no doubt take notice of what had been said, and impress on local authorities the necessity for providing more funds and looking after the traffic, preventing it from cutting up the roads by means of narrow tyres.

Mr. BREBBER: The argument adduced to-night was that because there was a densely populated district and that the people there were highly rated, no assistance should be received from the State for the maintenance of the roads in that densely populated district. There could not be any more unreasonable argument put forward, for the traffic on the road was not produced wholly by the district through which the road ran. The tendency had been to wet-nurse the outside constituencies, helping them to maintain roads over which practically there was no traffic. Many country roads were also easily maintained especially where the soil was of gravel. The roads in the districts of Kalgoorlie and Coolgardie required very little making and upkeep. They could not be compared with the roads around the city of Perth, which were very expensive to make and maintain.

Mr. WARE moved (closure)—

That the Committee do now divide.

Motion put, and a division taken with the following result:—

Ayes	..	..	..	22
Noes	..	..	..	13

Majority for .. 9

AYES.	NOES.
Mr. Barnett	Mr. Angwin
Mr. Brebber	Mr. Bath
Mr. Cowcher	Mr. Bolton
Mr. Davies	Mr. Butcher
Mr. Draper	Mr. Collier
Mr. Eddy	Mr. Heitmann
Mr. Gull	Mr. Holman
Mr. Hayward	Mr. Johnson
Mr. Keenan	Mr. Scaddan
Mr. Layman	Mr. Stuart
Mr. McLarty	Mr. Taylor
Mr. Mitchell	Mr. Walker
Mr. Monger	Mr. Troy (Teller).
Mr. S. F. Moore	
Mr. Piesse	
Mr. Price	
Mr. Smith	
Mr. Veryard	
Mr. Ware	
Mr. A. J. Wilson	
Mr. F. Wilson	
Mr. Gordon (Teller).	

Closure motion thus passed.

Amendment (that the item be omitted) put, and a division taken with the following result:—

Ayes	..	..	..	11
Noes	..	..	..	24

Majority against .. 13

AYES.	NOES.
Mr. Bath	Mr. Angwin
Mr. Butcher	Mr. Barnett
Mr. Collier	Mr. Bolton
Mr. Heitmann	Mr. Brebber
Mr. Holman	Mr. Cowcher
Mr. Johnson	Mr. Davies
Mr. Scaddan	Mr. Draper
Mr. Stuart	Mr. Eddy
Mr. Taylor	Mr. Gordon
Mr. Walker	Mr. Gull
Mr. Troy (Teller).	Mr. Hayward
	Mr. Keenan
	Mr. McLarty
	Mr. Mitchell
	Mr. Monger
	Mr. S. F. Moore
	Mr. Piesse
	Mr. Price
	Mr. Smith
	Mr. Veryard
	Mr. Ware
	Mr. A. J. Wilson
	Mr. F. Wilson
	Mr. Layman (Teller).

Amendment thus negatived.

Item—Main road maintenance, Perth-Midland Junction, £550:

Mr. TROY moved an amendment—

That the item be struck out.

Mr. HOLMAN supported the amendment. According to the member for Gascoyne (*Mr. Butcher*), an experienced

man, the road was in splendid order. The Perth Roads Board struck very low rates, though among the ratepayers were wealthy people like the owners of the Peninsula Estate. Such local bodies should be compelled to contribute to road maintenance.

Amendment put and negatived.

Item—Main road Maintenance, Perth-Armadale road, £780 :

Mr. HOLMAN moved as an amendment—

That the item be reduced by £280.

These local bodies should understand that they must not expect to receive from the Government large sums every year. Ten days ago he had cycled over this road to Kelmscott, and it was not in bad condition. He wished he had as good roads in his own district.

The Minister for Works : The road was in a very bad condition.

Mr. HOLMAN : As he travelled two or three thousand miles by road every year, he was a better judge of roads than the Minister.

Mr. GULL : The item was increased because the district had been subdivided, and the Gosnells Roads Board created. In the Gosnells district the road was in places practically impassable during wet weather, for drays and even for buggies. The bulk of the money had hitherto been spent at the ends of the road, and the intermediate portion neglected.

Mr. GORDON : On the three miles of the road passing through Victoria Park the Government spent last year £106 and the municipality £672.

Mr. HEITMANN : Government supporters complained of the bad treatment they received ; but was it not remarkable that the bulk of these moneys were spent in their districts ? The member for Swan (Mr. Gull) spoke of a new roads board. It was a grave mistake to allow so many roads boards to be formed.

The Minister for Works : This was not a new roads board. A municipality having been created in an old roads board district, the Maylands Roads Board was re-named.

Mr. HEITMANN : By such subdivisions the expenses of management were

sometimes increased almost to the amount of rates collected, as in the recently-created Queen's Park municipality.

Mr. STUART : The Minister's attitude was too arrogant and oracular, for he assumed he knew more than country members about remote roads in districts where the Minister would soon be lost if he attempted to travel. Too many small local bodies were created.

The DEPUTY-CHAIRMAN : The hon. member must deal with the item. There had been a general discussion.

Mr. STUART : In the Leonora electorate hundreds of miles must be travelled—

The DEPUTY-CHAIRMAN : Discussion must now be confined to this item.

Mr. STUART was surely in order in objecting to the item because of the manner in which other roads were neglected. After leaving the House to reach home, he must pass through five municipalities and one roads district, each receiving its share of this vote ; whereas the whole of his electorate did not receive the amount of this item. The Minister for Works should not complain of the amounts which country roads boards raised, and the cost of their administration.

The Minister : Did the hon. member suppose he could say what he liked without reply ?

Mr. STUART would support a sensible proposition to diminish the number of small local authorities, and to penalise those who made bad use of Government subsidies.

Mr. SCADDAN : Last year £670 was voted for the Perth-Cannington road and £180 for the Cannington-Armadale road. It would appear that the vote had not been decreased this year.

The MINISTER : That was so. It was necessary that assistance should be given for this main road because one of the local authorities had paid too much attention to the Perth end of the road to the detriment of the other end.

Item—Maintenance of Kalgoorlie-Boulder main road, £500 :

Mr. JOHNSON : This item was an absolute disgrace. A few years back

£5,000 was spent on macadamising this road on the distinct understanding that the roads board would maintain the road without farther assistance. Whoever had got the Minister to put this sum on the Estimates had broken an honourable undertaking.

Mr. SCADDAN : The agreement was that the local authority would maintain the road, once the Government made it properly.

Mr. WARE : The hon. member should give some proof. We had only the hon. member's word for that.

Mr. SCADDAN : All these grants for maintenance should be struck out ; but seeing that we had decided to give grants for the maintenance of roads in other places he would not oppose this grant.

Mr. HOLMAN : Why was there an increase of £340 this year. The arrangement was that the local governing bodies would maintain this road.

The MINISTER : This increase was to make a certain portion of the road not yet macadamised. The money would be spent on the road before the junction of the Boulder Block road and the Federal road, and the balance would be spent on the Boulder Block road.

Mr. HOLMAN moved an amendment—

That the words "and construction" be inserted after "maintenance."

The CHAIRMAN could not accept the amendment. It might alter the destination of the vote, and that had no effect at all and was not in order. If the amendment did not affect the destination of the vote, it had no meaning.

Mr. HOLMAN : If we did not increase the amount we should be able to alter the allocation. It was apparent that if some of the money was to be spent on construction it would be spent illegally.

Mr. COLLIER : There was no reason why all this money should be spent on the Block road. The roads board should have no objection to spending portion of it between the junction and Boulder.

The Minister : Inquiry would be made.

Mr. WARE : The opposition to this item, which it was hardly necessary to defend, was to be regretted. Opposition

came from members who should do something towards getting the item through because it would greatly affect their own constituencies. These members complained their constituencies were neglected and blamed the Caves and other places for that neglect. Yet they put up a stonewall against this item.

Mr. Scaddan asked for withdrawal.

Mr. WARE : At any rate members obstructed the passage of the item. It was common sense when an hon. member said that it was hardly to be expected that municipalities would go outside their own districts to construct and maintain roads. At one end of this Kalgoorlie-Boulder road was the Kalgoorlie municipality and at the other end was the Boulder municipality, and those municipalities collected fees on the vehicles that traded along this road and spent the wheel tax that should properly go towards the maintenance of this road. Another point was that there were few tenements along this road, so that it was impossible to get anything but a small revenue. In such circumstances as this it was only right that the Government should assist in maintaining these main roads. The Government were to be commended for placing on the Estimates such items as the Claremont-Subiaco road and others that had been attacked to-night.

Mr. SCADDAN : The hon. member was wrong in saying that the Boulder municipality was at one end of this road. The road ran between Kalgoorlie municipality and the Boulder Block.

Mr. Ware : The hon. member was splitting straws.

Mr. SCADDAN : There was no obstruction towards this item. The member for Boulder merely asked that some assistance should be given for the road branching off towards Boulder. The Government should not maintain roads on which they had spent large sums for construction.

Mr. HEITMANN opposed the item. If the local bodies on the fields spent on their roads the money they wasted in sending deputations to the city they would not require assistance from the

Government for maintenance. He moved an amendment—

That the item be struck out.

Amendment put and negatived.

Mr. HOLMAN : Considering the amount of money voted for certain roads it was clear that portion of the sum must be spent not in maintenance but in construction. He would like the Chairman to inform him the reasons which induced him to rule that his amendment, to alter the wording of the item and allocate the money in a different direction, was out of order.

The CHAIRMAN (Mr. Hudson) : The decision was on the authority of "Manual of Procedure of the House of Commons," wherein it was stated:—

"In Committee of Supply, a motion cannot be made to increase a grant asked for or to alter the destination of a grant."

If the amendment were accepted and carried, it would alter the destination, for the money would go in a different direction. He had therefore ruled it out of order.

Mr. HOLMAN : That being so, none of the money voted for maintenance could be utilised in construction.

The MINISTER FOR WORKS : As to the amount spent on the road, the record showed that the sum spent in 1903-4 was £3,870, and in 1904-5, £1,150. It seemed apparent that, including the current year, the amount spent on the road during the past four years had not been more than between £8,000 and £9,000; this included reconstruction. It was apparent that some of the money voted would be spent in reconstruction, and with the object of putting the road in proper order. If it were legitimate to grant assistance for the maintenance of the Perth-Fremantle road it would be a great injustice if the Government did not do something similar for the Kalgoorlie-Boulder road. As to the former, the municipalities of Perth and Fremantle did not share in the amount on the Estimates, for that only went to the intermediate bodies. The terminal municipalities paid for the maintenance of the portion of the road that was within

their boundaries. He had driven over the Kalgoorlie-Boulder road and thought it only fair that they should receive a grain for maintenance. It was not proposed to give anything for the maintenance of those portions of the road in the Kalgoorlie and Boulder municipalities; but it was for the maintenance of that portion which came within the roads board supervision. The state of the road was not due to the ratepayers of the roads board, for all the traffic was done by teams located either in Kalgoorlie or Boulder. His desire in placing the sum on the Estimates was to do justice to the district.

Item—Sussex Coast Road, Busselton-Yallingup, £1,200 :

Mr. HOLMAN moved an amendment—

That the item be reduced by £200.

Last year the sum of £1,000 was placed on the Estimates for this work, but only £300 was spent. In the past there had been altogether too much money spent in that part of the State, and the total amount allocated to the caves was about £60,000. There were other sums on the Estimates for the caves besides the one under discussion, and the total amount on the Estimates this year amounted to several thousand pounds. Such an expenditure should be held over until the finances of the State were in a better condition. The back country at the present time was being starved. We were spending almost all the money on what was practically useless work. Let us open up the country first, and if we had a little money left then we could spend it on pleasure resorts for the people. We had the assurance of the Minister for Works when voting £1,000 last year that that amount would be the last, but the expenditure had gone on. We might be told, unless we granted the money to maintain the road the money which had already been spent on this road would be practically thrown away. It appeared that the more money we spent on roads each year the more money we would have to vote in the future. We should cut off all grants to the caves, and let them get along as best

they could. If the caves were not revenue producing now, the chances were they never would be. We had spent £60,000 on the caves; if that money had been spent in the development of the natural resources of the country and in opening up agricultural areas the direct benefit to the people would have been great.

THE MINISTER FOR WORKS : Last year £1,090 was voted for this particular road, and the expenditure during the year was only £303. The criticism levelled while that vote was under discussion last year to some extent had a certain amount of justification. A great deal of money had been spent in this direction, and the department should exercise every economy. If the member would look down the columns of expenditure he would agree that every endeavour had been made to keep within bounds. There was one portion of this road on which it would have been better to have spent £300 or £400 last year, and that road was just outside Busselton. It was now in a bad state of repair, and must be put in order this year or allowed to go to rack and ruin. Seeing the prospects there were for this State and the prospects in the agricultural districts, in the course of a few years the caves would be patronised by a large number of people in the State; therefore we should not allow the £20,000 already spent on the road to the caves to be utterly lost. He was asking for £1,200, and with the amount spent last year that would total £1,500, making £750 per annum for the two years for keeping 30 miles of road in repair. It might be possible to do with less than £1,200, but it was impossible to ask the roads board which had a total unimproved valuation of £31,000, and the limited rate on that at 2½d. in the pound would not yield the sum which it would cost to put the road in repair this year. It was a road almost exclusively used for the traffic between Busselton and the caves. The department would keep the expenditure within the limits. We should curtail as far as possible, but it was desirable that the road should be kept in repair, for in a few years it would be a fairly valuable asset to the State.

Mr. HOLMAN : The year before last there was an amount of £500 placed on the Estimates for this road, and only £100 was spent. Last year £1,090 was on the Estimates but only £303 spent; now £1,200 was proposed. Year after year hundreds of pounds were voted but not spent. Why were we called on time after time to pass these large amounts when the money was not required. Let the Minister put money on the Estimates for roads that would open up the country and he would receive his (Mr. Holman's) support. The caves were costing too much money, and the sooner the expenditure was stopped the better.

Mr. WALKER : This was one of those expenditures that came under the classification of luxuries. It was for a purpose that by-and-by might be necessary, but at the present time it was not necessary. While the State was languishing for the want of money, and whilst he could not get any money for roads in the Kanowna district we should not spend money on this luxury. This was one of the extravagances of the State, which in times of impecuniosity we could not afford.

The Minister : This money was expended by the Government not by the boards.

Mr. WALKER : There should not be the temptation to spend the money by placing it on the Estimates. It seemed extraordinary that every Minister's electorate received an enormous share of these votes.

The Minister : What had his constituency received?

Mr. WALKER : The Fremantle dock authorisation.

The Minister : Stick to the Revenue Estimates.

Mr. WALKER : The Treasury would pay for the dock. He was complaining of an enormous expenditure on roads to pleasure resorts in the Treasurer's electorate, when Opposition members could not get a penny for necessary roads used for business purposes. Last year more money than was necessary was provided for this road. While the item showed an increase of £897, Opposition members'

roads items were blank, except one which showed a decrease of £5,192.

The Minister: Turn to page 65, where the new works started. The items on pages 63 and 64 were simply old works.

Mr. WALKER: That he understood. It was an unfair allocation to give this enormous grant for one constituency, and utterly to neglect other constituencies.

The MINISTER: The hon. member did not understand what he was talking about, when he referred to page 64 as showing a decrease of £5,192 on a road item, and said that Opposition members' constituencies would receive nothing. On pages 63 and 64 the new works were not mentioned.

Mr. Walker: That he thoroughly understood.

The MINISTER: The hon. member did not understand it.

The DEPUTY CHAIRMAN: The Minister must address the Chair, and the hon. member must not interrupt.

The MINISTER FOR WORKS: The hon. member did not understand how the Estimates were framed. He complained that only £303 was spent on this road though £1,090 was voted. A liability of £742 was brought forward from last year; and though the £1,090 was not all expended in the financial year, £1,045 was spent during last winter. In 1906-7 £303 was actually spent, and the balance was spent at the beginning of this year. If we passed the item the bulk of the money would probably be spent next winter. We had spent £20,000 on this road. Was it to be abandoned? Several thousand people visited the caves every year. If the hon. member were a Minister, would he allow the road to go to ruin, even if he thought its construction an act of extravagance?

Mr. WALKER: If a Minister, he would put this on the same footing as other roads; he would do no more to it than was absolutely necessary. The road was of no more value to the State than were business roads or thoroughfares. Was there outside the metropolitan area any road that received the same subsidies as this road, or that had cost so much to construct?

The Minister: Probably there was not.

Mr. WALKER: That was the cause of complaint. It was a scandal to continue the annual expenditure on this road, considering the heavy initial outlay.

Amendment (to reduce by £200) put, and a division taken with the following result:—

Ayes	..	..	..	10
Noes	..	..	..	15

Majority against .. 5

AYES.	NOES.
Mr. Angwin	Mr. Barnett
Mr. Bath	Mr. Brebber
Mr. Collier	Mr. Cowcher
Mr. Holman	Mr. Davies
Mr. Scaddan	Mr. Draper
Mr. Stuart	Mr. Hayward
Mr. Troy	Mr. Keenan
Mr. Walker	Mr. Layman
Mr. Ware	Mr. Mitchell
Mr. Heitmann (Teller).	Mr. Monger
	Mr. Price
	Mr. Smith
	Mr. A. J. Wilson
	Mr. F. Wilson
	Mr. Gordon (Teller).

Amendment thus negatived.

[*Mr. Daglish resumed the Chair.*]

Item—Sussex Coast Road, Yallingup, to Lake Cave, £350:

Mr. HOLMAN: The taxpayers should not pay such huge sums for these roads that were used by so few. He moved an amendment—

That the item be reduced by £50.

Mr. STUART: This item should be reduced as a protest against the spoon-feeding of these districts. Some of the money devoted to the making of these roads to pleasure resorts might be put to better use by clearing tracks in the back country. But it seemed that roads to pleasure resorts were to be kept as smooth as a billiard table, while tracks might continue impassable in districts where people were carrying on the development work of the State. But those people who were developing the State were the people for whom we should have regard. It appeared to be very much the same state of affairs as existed in France before the Revolution, when one section of the community lived in luxury and the other section were told to live on grass.

Amendment negatived.

New Works (Roads), £20,265:

Item—Roads to act as Feeders to Agricultural Railways £5,000:

Mr. HOLMAN: There was no objection to the item appearing on the Estimates, but information should be given as to where the money was to be spent. If it was to duplicate votes already granted for roads in agricultural districts it was not fair to other parts of the State.

The TREASURER: It was not intended to duplicate votes in agricultural districts. The Government had constructed agricultural railways through new country and this money was to construct roads to act as feeders to those railways to give the settlers facilities to carry their produce to the railways. Not only would it assist the settlers, but it would bring increased traffic to the railways, and consequently profit on the haulage of the produce. The matter could well be left in the hands of the responsible officers of the Works Department in consultation with the Lands Department to decide the proper places for the expenditure of the money.

Mr. COLLIER: The item was a good one, but it was a large sum to leave to the departmental officers to distribute. Could not the Minister give some indication as to which districts would benefit?

The MINISTER FOR WORKS: That would have been done if it were possible to do so, but the agricultural railways ran out at right angles to the main lines, while the roads running to the stations on the main lines ran more or less parallel with these spur lines. The consequence was that it was necessary to construct a certain amount of new roads to the sidings on the agricultural lines. It was not possible to say what roads would be benefitted and show them on the Estimates, especially as several lines had yet to be constructed. The matter could well be left in the hands of the department. The sum might be under or over the mark, but it was yet too soon to say. He had thought it would be fairer to the House to set out this sum in a special line rather than, as he might have done, include it in the main vote.

Mr. STUART supported the item.

Mr. SCADDAN commended the Minister for having placed the item on the Estimates separately from the rest. The amount was too small, for we should do everything possible to make roads and enable settlers to get their produce to the light railways. Many cases had arisen where settlers were compelled to take their produce a much farther distance to the main railway, as there were no roads to the spur lines. This would be remedied by the expenditure of the money in the way indicated.

Item—Bayswater, West Guildford, and Perth roads boards, Perth-Guildford road, £750:

Mr. ANGWIN asked whether the road upon which the money was to be spent still ran through private property.

The MINISTER FOR WORKS: It was the main road between Perth and Guildford.

Mr. Scaddan: It was an absolute scandal that the work was not constructed years ago.

The MINISTER: Owners having a frontage to the road had promised to find £500, and the roads board £250, provided the Government subsidised the total amount. It was only on this promise that the item had been placed on the Estimates. Living in the locality were a large number of people who worked at the Midland Junction workshops; but at present, owing to the state of the roads, it was impossible for them to get to their work on bicycles or other vehicles. The road would decrease the distance between the Perth Town Hall and Guildford by one mile.

Mr. Johnson: Two miles.

Mr. HOLMAN: How much revenue had the Bayswater roads board raised this year?

The MINISTER: The board had raised £930, and received by way of subsidy £1,437.

Item—Bayswater roads board, Bowden street, £30:

Mr. COLLIER: The item was followed by several others for the same district, the total amount of the items being £280. Could the roads upon which the

money was to be spent be described as main roads?

The MINISTER: There were exceptional circumstances in connection with this case. There was a considerable amount of settlement in the locality and roads were badly needed. The Bayswater board had promised to add pound for pound to the amount voted by the Government.

Item—Bunbury Council, Spencer Street, £200:

Mr. HOLMAN: The municipal vote was reduced 25 per cent., and evidently to make it good grants were being given to certain favoured districts. He had made applications for roads and streets for his district, which were more important than 95 per cent. on the Estimates, but no consideration had been paid to the requests. The rich and select municipalities such as Kalgoorlie and Bunbury alone received grants. It was unfair to pick out certain districts. It was not the custom to give grants to roads boards and municipalities, but on the present Estimates a large number of votes appeared. If it were not contrary to the Standing Orders he would say it was an underhand system of doing business. It was absolutely unfair to the whole of the State. He moved an amendment—

That the item be struck out.

The MINISTER: The road in question, which led into Bunbury, came from a district where there was a considerable amount of settlement. There was great traffic over it from the agricultural and horticultural settlements, but it was in such a bad state of disrepair that something had to be done. The hon. member was incorrect when he said it had not been the custom in the past to give grants to roads boards and municipalities. In 1905-6 the amount was £17,098; in 1906-7, £25,000, and this year £20,000. Amendment put and negatived.

Item—Collie Roads Board, Collie-Burn Road, £100:

Mr. HOLMAN: There were no fewer than nine items for this roads board, totalling £800 in all. It was significant

that these amounts were voted to the district of a blind supporter of the Government. There were quite 1,400 miles of road in his electorate and only £50 voted. The district returned 50,000 to 60,000 ounces of gold a year, and there were 1,500 to 2,000 people settled there, yet there was one solitary vote of £50 on the Estimates, while the Collie district received £900. He was not prepared to sell his support or close his mouth for any amount. He moved—

That the item be struck out.

Mr. COLLIER: There were six items for Collie roads district totalling £800, while other roads boards could only get £100 or £200. One item was £200 for the improvements of rights of way. Some explanation was required.

The MINISTER: One item was for the Collie Burn road. There was considerable settlement in the locality and not a scrap of road, so the Government had determined to give the people assistance. As to the rights of way, that was a portion of the town of Collie in the roads board area which ought to be in the town. He was endeavouring to get the town to hand over to the roads board the rights of way, which properly belonged to the roads board, in exchange for taking over certain other areas. The amount would not be paid unless the exchange was made.

Mr. Holman: What amount of Government grants had been given to the Collie roads board during the last year?

The MINISTER: In the Collie roads board the rates collected were £341 last year, and the total grants amounted to £700. The rate was 1s. 6d. in the pound on a valuation of £3,134.

Amendment put and negatived.

Item—Cottesloe Roads Board, Forrest Street, £300:

Mr. SCADDAN: Where was the street, and was there not rateable property on both sides of it?

The MINISTER: The road was faced on one side with rateable property for half the way. It was a road used by passengers visiting the beach from all stations between Perth and Fremantle. On some days the tickets collected exceeded 2,000, and on holidays the number

rose to 3,000 or 4,000. He had witnessed accidents in that street owing to the want of a footpath. The roads board approached him to give them a grant for the road, and he suggested that they should take into consideration the expending of the money in another street running parallel to it; but the roads board refused. The footpath was made in consequence of the revenue the Railway Department derived.

Mr. STUART supported the item not because he lived in the street, but because previously he had noticed there was a necessity for this footpath. Previously there was only a narrow track from the railway station to the jetty at Cottesloe, and it was reasonable that facilities should be granted to the people to get to the beach in safety. The property on one side was rateable, but on the other side the greater part was a reserve. Only the other night members were talking of granting a concession to run a tramway to another portion of the foreshore; if this road were made there would be no necessity to run a tramway to another portion of the foreshore.

Item—Cue and Murchison road boards, Nannine-Berrigrin road, £150:

Mr. HOLMAN: There was no such roads board as the Cue and Murchison roads board.

The MINISTER desired to move that the words "Cue and Murchison" be struck out, and "Murchison" inserted in lieu.

The CHAIRMAN: There was no need to make the amendment, for the purpose of the item was clear.

Item—Fremantle, Amherst Street £250:

Mr. SCADDAN: Why was this money granted? There were two items here, one Fremantle cemetery road £150. Was this not the same road on which £1,040 was voted in another place?

The MINISTER: The Fremantle cemetery road was outside the municipal boundary. It was a road used jointly by all the people of Fremantle to get to the cemetery. There was £104 for an extension of Riverside road to which the municipality of East Fremantle were prepared to contribute. It was making up

the embankment to the river towards the beach reserve. This was an excellent place for picnic parties in the constituency of East Fremantle. As far as Hamilton Street was concerned, it was a road in two municipalities, and was faced with a great number of Government blocks. A large proportion of the land in that road was owned by the Government and would ultimately be sold.

Mr. ANGWIN: The Riverside Road was a road around Government property. The East Fremantle Council, recognising the dangerous condition of the road, had offered to contribute for its maintenance pound for pound with the Government.

Item—Kalgoorlie Council, Forrest Street £300:

Mr. SCADDAN: The files showed a distinct Ministerial statement to the Kalgoorlie Council that no more money would be granted for this road. Previously the Government subsidised the council for making that side of the road which adjoined Government property from which the council derived no rates; but now some influence was inducing the Government to subsidise the council in respect of the other side, where the adjoining properties had been rated for years. The Government had done enough in granting money for making half the road; and the item was unfair in view of the departmental decision not to grant money in respect of streets in which ratable property was situated. Mr. Johnson, when Minister for Works, declined to make similar grants, yet Kalgoorlie could obtain this amount when represented by the Attorney General. It would seem as if the item were the result of the Attorney General's influence on the Minister for Works. No reflection was intended on the Attorney General.

The MINISTER FOR WORKS: The hon. member had a nice manner of making insinuations without being called to order. The present position was totally different from the position when the member for Guildford (Mr. Johnson) was Minister for Works. Subsidies to municipalities had now been reduced by forty per cent.

Mr. Holman : The other municipalities could not get such votes.

The MINISTER had a long list of special requests from the hon. member, and a fair number had been granted.

Mr. Holman : To the extent of £50.

The MINISTER: The requests were for £1,500, and £750 had been provided.

The CHAIRMAN: This was foreign to the discussion.

The MINISTER FOR WORKS would not endure the constant mis-statements of the hon. member, in whose constituency the Peak Hill Roads Board raised only £35 in the course of a year. As to Forrest Street, Kalgoorlie, representations were made that the street was directly opposite the railway property; that one side of it was ratable; that traffic from all over the district passed through the street; and it was therefore thought fair to give a subsidy. If Kalgoorlie were represented by anyone but a Minister, the item would have passed unchallenged.

Mr. HOLMAN : Ministers' municipalities had received special consideration such as £500 for Bunbury drainage and £250 or £300 for storm water drainage in Kalgoorlie. The Minister complained of his (*Mr. Holman's*) requests, but took care that they were not granted. In the Murchison district were 1,400 miles of roads on which not a penny had been spent, though they opened up new country and new goldfields; but on Forrest street, Kalgoorlie, the Government had already spent hundreds. He moved an amendment—

That the item be struck out.

The ATTORNEY GENERAL: It was surprising to find the members for Ivanhoe (*Mr. Seaddan*) and Murchison (*Mr. Holman*) criticising him because of this item, while their sympathisers in Kalgoorlie held him up to opprobrium because he had secured nothing at all for that town. There was no more justifiable item than this. Year after year the municipality spent money to maintain the street, without benefiting the rate-payers. The street was used by teams going to the surrounding districts from the Government railway. Not only did all the property on one side of the street

belong to the Government, but on the other side the railway institute, the principal building, was free from rating, and from few of the other buildings could rates be obtained.

Mr. ANGWIN : What would be the total cost of completing this street, and how much would be paid by the council? The item was under the heading of "New Works."

The Minister for Works : Many of the roads classified as new works were already in existence.

Mr. ANGWIN : The Minister had said that for such works the municipality must contribute 30s. or £2 for every pound of special grant.

The Minister : Kalgoorlie would contribute far more than the required amount.

The Attorney General : It would be well if East Fremantle did as much as Kalgoorlie.

Mr. GORDON called attention to the state of the House

[Bells rung and quorum formed.]

Mr. ANGWIN hoped it would be long before East Fremantle acquired so bad a reputation as Kalgoorlie. We should know the cost of the work, to see if the council were contributing a proper share. Some councils had to contribute largely, while others had grants almost thrown at them.

Mr. STUART : The item was not justified. It was said the street led to the bonded store. Forty-eight hours ago he had passed the store, and found it turned into a wine shop. Some years back farther expenditure might have been reasonable, but it was not justified now.

The Attorney General : What about the traffic with the railway goods shed?

Mr. STUART : The traffic was all from the Wilson Street end of Kalgoorlie. There was none from the lower end, where this money would be spent. The Kalgoorlie municipality had been fairly well treated of late, and it was creditable to a former Minister of Works (*Mr. Johnson*) that he, when representing Kalgoorlie, had set his face against such

expenditure. Possibly this action cost him his seat.

Mr. SCADDAN had protested against this item so as to be fair to all concerned. Kalgoorlie was noted for wanting everything centralised within the municipal boundary. All the traffic in Forrest Street meant trade to the town, where teamsters and others spent money. As the Government had provided funds for making that half of the street which faced the railway yards, the council should find the money for the other half. Not far from Kalgoorlie were other roads, absolutely neglected.

Mr. WARE supported the item, which was objectionable only because it was not in the electorate of the last speaker. He (Mr. Ware) was more highly interested in the item than was the Attorney General. A considerable portion of the street was in the Hannans electorate.

Amendment put and negatived.

Item—Perth, Footpath from Thomas Street to May Drive £200 :

Mr. SCADDAN : What was the justification for this work ?

The ATTORNEY GENERAL : Thomas Street was the boundary between Perth and Subiaco, and the road was needed to give residents at the east end of Subiaco and the west end of Perth access to Mount Eliza and the King's Park. It was really a grant to the King's Park Board.

Mr. GORDON moved—

That the Committee do now divide.

The CHAIRMAN : Another member had also risen to speak. In such instances the member wishing to speak would always be allowed to proceed.

Mr. SCADDAN objected to the form in which the item appeared. It was apparently for the Perth municipality, but in reality for the King's Park board. It was a footpath in the King's Park, from Thomas Street to the May Drive, and was a necessary work ; but the fact that it was a grant to the board was concealed.

The Attorney General : Was not the description sufficient ?

Mr. SCADDAN : No. Many members did not know that the footpath was in the King's Park.

Mr. ANGWIN : The King's Park board had received a fair grant, and should construct such works out of that grant. Throughout the Estimates we found more than item for one work. It would appear that allocations for a particular work were split up on different parts of the Estimates in order to delude members. He moved an amendment—

That the item be reduced by £50.

Amendment negatived.

[12 o'clock midnight.]

[Mr. Hudson took the Chair.]

Item—Perth Roads Board, North Beach Road £350 :

Mr. ANGWIN : A deputation which waited on the Minister for Works some time back asked for a grant for this road but failed to get what they asked for. However, since then, so he was informed, a certain gentleman had interested himself in the matter. [Mr. Gordon : Name?] It was sufficient to say this gentleman was no longer a member of this House. It was said this gentleman influenced the Government to such an extent that he was able to get the Minister to increase the grant for this road, and that this gentleman boasted in the city about the influence he had with the Minister. People had said it was a scandal that any man should be able to go behind the back of the member for the district and get grants for a particular road. Was this true ? Apparently the first promise made in connection with the road was that £150 should be granted. That was before this influence was brought to bear to increase the amount. Evidently the Minister had proper estimates before him when deciding to give £150, so that amount should be sufficient. In order to reduce the item to £150, he moved as an amendment—

That the item be reduced by £200.

Mr. DAGLISH : It was surprising that a member should repeat a number of hearsay statements, and ask if they were true. The report of the deputation

that waited on the Minister was in the daily papers and showed that the hon. member was absolutely wrong. The Minister had given no promise to the deputation except a promise of consideration and a promise to inspect the locality, which the Minister did subsequently in company with him (Mr. Daglish), finding as a result that the request put forward was reasonable. But it was not until the Estimates were prepared that any mention was made of the sum that was to be granted. There was no desire on the part of anyone to go behind the member for the district, nor was there any ground for the assumption that anyone had attempted to use influence behind any member of the House. Certainly there was a conflict of opinion between North Beach road and Curtis street, which conflict had been referred to in discussing the Works Estimates last year. The Perth Roads Board and its officers were more favourable towards Curtis street. There was a promise given to the Minister that half of the cost of the work on North Beach road would be paid by the owners of the land along the road, but the work might well be constructed as a Government work. The roads board had allocated £150 towards the construction of a wooden road. It would be a mistake to lay down a wooden road. The Government might lay down a principle that this grant should only be made on condition that a macadamised road was built.

The ATTORNEY GENERAL : The member for East Fremantle was to be congratulated on the role assumed by him of repeating the tittle-tattle of street corners with a view to aspersing the characters of hon. members. The hon. member was always ready to believe what was foul and nasty.

Mr. Scaddan : What was the amount requested for this road ?

The MINISTER FOR WORKS : The amount asked for would be sufficient to construct the road, which would cost about £700. Before deciding on this matter he had visited the locality.

Mr. HOLMAN : Did this road pass through the Osborne Park Estate ?

The MINISTER : A portion of it. The settlers had difficulty in getting their

produce into the market. He had no hesitation in recommending this work. The first person who had brought the necessity for the work under his notice was Mr. Hall, of Osborne Park. He (the Minister) was not in the Chamber when reference was made to this gentleman, but it was not a fair thing to put an ungenerous construction on anything that could be said about a work of this description.

Mr. Angwin : Nothing was said to induce the Attorney General to speak as he did.

The MINISTER : The construction of this road was perfectly justified.

Mr. HOLMAN : The system of rating carried on by the Perth Roads Board in the Osborne Park Estate was unfair. If a block was sold at £60 an acre it was rated at £60 an acre, but an adjoining block unsold, and still the property of the Osborne Park Estate, was rated at £10 an acre. If the valuations were put on an equitable basis all round the roads board would get a fair revenue from that neighbourhood.

The Minister : Some of the estate was not worth more than £1 an acre.

Mr. HOLMAN : Land leased by the company to Chinamen was rated at £10 an acre, while land on the opposite side of the road and purchased by white men was rated at £100 an acre. The Minister should make some inquiries to see whether something could not be done to compel the Osborne Park Company to pay as high rates on their land as the white owners of land in that district were compelled to pay.

Mr. A. J. WILSON : The strictures passed by the Attorney General on the member for East Fremantle were not justified. If any member had grounds for believing that undue pressure had been brought to bear by certain people as to the allocation of the vote, he was right in giving expression to his doubts in this Chamber. There was a good deal of contention as to whether Curtis Street or North Beach Road should be constructed.

The Minister : This amount was not put down with a view to any extension towards the beach. The settlement al-

ready in the neighbourhood justified the work.

Mr. A. J. WILSON: Where there was contention, the opinion of the local authority should have consideration. The Perth Roads Board held the opinion that Curtis Street should be extended in preference to North Beach Road. Certainly the land on both sides of Curtis Street was available for rating, whereas on one side of North Beach Road the land was held by the Glendalough Estate, which was neither available for settlement nor rateable. Probably that fact actuated the roads board in their attitude towards the North Beach road. However, the Curtis Street route was the most advantageous for settlers, and we should not by expenditure on the North Beach road curtail the amount that might be made available for the extension of Curtis Street.

[Mr. Darglish resumed the Chair.]

The MINISTER: About 37 settlers would be served by the North Beach Road, but while this work was to be done, there was no intention of penalising Curtis Street. In view of his visit to the district he felt justified in placing this sum on the Estimates. There was no influence brought to bear on him other than the representations made first of all by Mr. Hall, whom he had no cause to conciliate, and afterwards by the member for Subiaco and the deputation.

Mr. BREBBER: The oldest established dairy in the State would be found along this road, and numbers of settlers would have facilities should the road be constructed. No doubt if either street was completed to the beach, the North Beach Road would better serve the citizens of Perth, as it went straight west to the coast, while the other went north towards the Osborne Park Hotel. The North Beach Road would serve equally as many gardeners as would Curtis Street if extended.

Mr. SCADDAN: There seemed to be so much disagreement between hon. members interested in the districts concerned, that it would be better to delete the item altogether.

Mr. VERYARD: There was no disagreement as to this vote. He supported

the vote, and would do so if it were two or three times more. The money would be much appreciated by the people in the neighbourhood of the road, but on the other hand the Perth Roads Board, and particularly the Osborne Park representatives on that board, were not altogether pleased with the item. They preferred the money to be spent on Curtis Street. Their request, which he had forwarded to the Minister, was for £150 to be placed on the Estimates for North Beach Road. They were also prepared to spend £300 on the road; but a member of the roads board had said since the amount had been noted, that the board did not intend to spend any farther sum in this direction. The board in that locality spent £2 for every £1 provided by the Government, and it was unlikely that there was any other board in the State where such a percentage of expenditure was provided by the local body. In the circumstances the Government might have given the district farther consideration. Several requests had been made to the Government for roads in the locality but none had been granted.

Mr. ANGWIN: Had the Attorney General remained in the Chamber he would have ascertained that the statements were not heard at street corners, as he had alleged, and were not incorrect, as he had said. He (Mr. Angwin) had said nothing which should cause the Attorney General to lose his temper. At present the Minister was out of the House, and it was to be hoped he would remain there until he learnt better manners. In the present case the local authority had only asked for £150, and they had received a grant of £350.

The Minister for Works: There was no request in the Works Department office for a grant of £150.

Mr. ANGWIN: It was about the first time on record, when after a request for £150 had been made, a reply was given in the shape of a grant of £350. It appeared as if some influence had been exercised.

The MINISTER: Let the member say straight out who was exercising the influence. When he made a statement of that kind he should say what he meant.

What was the name of the man who exercised influence.

Mr. Angwin refused to state the name.

The MINISTER: If a member were not prepared to give his authority for the statements and insinuations he made in the House, he should refrain from making them. In the case in question, the grant was made for a road through very sandy country, and no one could suggest that, for the construction of over a mile of road through country like that, the sum of £350 was too much.

Mr. VERYARD: The application he had made was for a grant of £150, and that could be ascertained by referring to the report of a deputation which waited on the Minister with regard to the matter.

Amendment by leave withdrawn.

Bridges, £9,576—Revotes, £6,571—

Item—Fremantle high level bridge, alterations £1,600:

Mr. SCADDAN: In what manner was it prepared to spend this money?

The MINISTER: The item appeared on the Estimates last year, but was not spent. It was needed in order to alter the bridge so as to make it suitable for the North Fremantle tramways to run over it.

New Works, £3,005—

Item—Fremantle, North and East municipalities, repairs to low level bridge, £790.

Mr. SCADDAN asked for an explanation.

The MINISTER: This bridge was put up some years ago to carry the heavy traffic on the Perth-Fremantle road. In view of the fact that the bridge was in a state of disrepair it was thought the present would be a good opportunity to strengthen it. Immediately the high level bridge was repaired it was the intention of the Government to divert the vehicular and passenger traffic there, and in the meantime to repair the low level bridge; by this means the cost would be much less.

Item—Fremantle railway bridge, alterations £675:

Mr. SCADDAN: What was this for?

The MINISTER: For certain alterations to the railway bridge. Some time

ago Messrs McIlwraith & Co. asked for plans of the railway bridge as they desired to build a steamer to run between Fremantle and Perth. Plans were provided by the department, but after the vessel—the *Zephyr*—had been built, it was found that full plans had not been provided and that in consequence there was liable to be danger to the vessel owing to the fact that certain struts stood out from the railway bridge and made the passage under the bridge very difficult. In the circumstances, therefore, the Government were compelled to alter the bridge by removing the struts and so make the passage easy for the steamer.

Mr. SCADDAN: It appeared, therefore, that the Works Department were responsible for another huge blunder, as they had not given the company the right plans and now it was necessary for the Government to be put to large expense to remedy the defect.

The Minister: The Railway Department were responsible, it was not the Works Department.

Mr. ANGWIN: It had been rumoured that it was intended to alter the lower bridge considerably. Had the Minister taken into consideration the possibility of making the high level bridge wider so as to carry the tram, vehicular and passenger traffic? Possibly if this were done the work could be carried out at less cost.

The MINISTER: That could not be done.

Harbours and Rivers, £11,074—Revotes £6,724—

Item—Northam, River improvements £1,008:

Mr. SCADDAN: Over £3,000 had been provided during the last three years for the river improvements at Northam. What was intended to be done with the river there? Last session, when speaking to this particular item, one member of the House had said that since the time he had been in Parliament he had met with no instance where Ministers had treated their constituents as well as the present one did.

The Minister: That hon. member did not speak the truth.

Mr. SCADDAN: That member was Mr. Daglish.

The MINISTER: Well, he would tell the member that the promise for the carrying out of the work was not made when the present Honorary Minister (Mr. Mitchell) was a member of the Government. The work was promised by Mr. Wilson, when he was Minister for Works in the Rason Government. He (the Minister) was not going to admit or agree to the statement that the Government had shown any undue preference to the constituencies of members of the Government. It was agreed by Mr. Wilson, when Minister for Works, to provide certain funds for this work on the understanding that the local authority paid pound for pound.

Mr. Scaddan: Were the local authority carrying out their promise?

The MINISTER: Yes; a dam had been built and the council now had an extensive lake right in the middle of their town. In three years the sum of £6,000 had been expended on the work, half of the money having been provided by the Government and the balance by the local body.

Mr. GULL: When the item was before the Committee last year it was said that the expenditure of that sum would complete the work; now it appeared that another thousand pounds was necessary to be provided by the Government before the end was reached, and it would be well to ask whether it was proposed that next year still another thousand pounds would be needed.

The MINISTER: The promise given by Mr. Wilson, when Minister, would be kept. He could not say if there would be any amount required next year or not; but he believed that the work was complete, and that the present item would govern the total cost.

Mr. GULL: The item would have been more warmly challenged last year if members had thought that the following year another thousand pounds would appear on the Estimates for the work.

Mr. COLLIER: This item might justify the accusation of the member for Murchison (Mr. Holman) that large sums were continually being granted to the

constituencies of members of the Ministry. It was nothing less than a scandal to give a thousand pounds each year in order to provide river improvements at Northam. The Committee should have a deal more information placed before them. They should know if the money granted by the Government had been spent in the past, and whether the municipality had contributed its pound for pound.

The MINISTER: The hon. member had been told that the municipality had contributed pound for pound, and the department had satisfied themselves from the municipal accounts that the amount had been provided.

Mr. COLLIER: Was the contract let by tender?

The Minister: Yes.

Mr. COLLIER: The House should have been given some details about the work, as to the amount of the tender, to whom it was let, how long it would take, etcetera.

Item—Wonnerup Estuary, opening £410:

Mr. COLLIER asked for an explanation.

The MINISTER: The vote had been put on the Estimates purely for the purpose of remedying the insanitary condition of the estuary. In the summer, when the water receded, fish were left behind and died on the bank in great quantities, thus creating insanitary conditions. To keep a clear flow of water it had been decided to deepen and open the estuary. The Stirling estate drainage would also partly connect with the estuary.

New Works, £4,350—

Item—Albany, dredging mouth King and Kalgan rivers, £600:

Mr. COLLIER: This was another case where an explanation was necessary. Immediately following the item under discussion were no fewer than three other votes, totalling £2,000 in all, for dredging work at Albany.

The MINISTER: On taking up office he found that there was a sum of £10,000 promised for the purpose of giving a water supply to Albany. To him, the expenditure of that sum on such a work

seemed totally unnecessary, but a definite promise had been given; consequently he went to Albany and saw the local people with regard to the matter, for he did not want to refuse a promise made by a predecessor, however much he might disagree with the necessity for the work. The question was threshed out with the people of Albany, who agreed that if the Government would put certain portions of the harbour into proper order they would absolve the department from the promise to spend £10,000 in a water supply for the town. It was provided that, in addition to the dredging, a better water supply should be given. He would not say that if the promise to spend £10,000 in a water supply had not been fulfilled, he would not have carried out the dredging work, for such a work would have to be undertaken some time or other; however, in the circumstances he had secured a release from the necessity to spend £6,000 or £7,000, and had agreed to undertake this work.

[1 o'clock a.m. Saturday.]

Mr. ANGWIN: The Minister as good as told the House that the work was not required, but, at the same time, that it was necessary to put it in hand. No doubt something had turned up since the Minister had promised to provide a water supply for Albany, by which a cheaper scheme could be provided for the town. This showed that the people of Albany saw that the Minister had a weak spot.

The MINISTER: These works were not matters of urgent necessity at the present moment. The dredging would have to be done, and might have to be carried out during the course of the present year. He recognised the people of Albany had some claim, but he did not agree to an unnecessary scheme to get out of greater expense.

Miscellaneous, £1,891—

Item—Testing W.A. timbers, £346 :

Mr. COLLIER: There should be a limit to expenditure in this direction.

The MINISTER: There were a series of tests carried out by the Railway Department. The publication which Mr. Julius compiled in regard to the timbers

of Western Australia had been noticed practically all over the world. A week or two ago he was lent a copy of the *Colonial Office Journal*, and he found in it a eulogistic reference to the tests carried out by Mr. Julius, and he had seen the tests referred to in other papers. The Government made this allocation as the proportion of the cost that each department should pay.

Buildings, £91,246—

Item—Public Library of Western Australia, additional book cases, £216 :

Mr. ANGWIN: Was it not possible for the board to pay for this work out of the amount they received from the Government?

The MINISTER: These cases would be used for records that no other State possessed; the whole of the patent records of Great Britain. One person had come from Queensland in order to consult these records at our library. It was a great advantage having records of this kind.

Item—Northam, Resident Magistrate's quarters £1,000 :

Mr. COLLIER: What sort of a building was it proposed to erect? This was a large amount to spend on quarters for a resident magistrate.

The MINISTER: Sketches of this building had not been made. This was an item put down at the request of the Crown Law Department for a residence for the magistrate.

Item—Fremantle prison boiler, etc., £300 :

Mr. SCADDAN: He had visited the Fremantle prison, and found on one occasion about 12 months ago that a boiler had been erected there in connection with a new steam cooking apparatus. It was discovered when they proceeded to put the apparatus into operation that the boiler would not supply sufficient steam; the result was they had to take the boiler out and put in another one. Someone had blundered. In the second place the plant was installed before it was ready to be used. No use had been made of the boiler since it was installed. There

was another point in connection with the charge of the boiler. Anyone recognised the danger of handing over the control of a boiler to a person who did not understand it. This was a vertical boiler, and if any explosion took place within 100 yards great damage would be done, and loss of life might ensue. It was unwise to leave a boiler of this nature, where there were so many prisoners, and so few attendants, in charge of a prisoner. He believed it was done on the score of economy, but the Government were taking a great risk and some day an accident might occur. He believed the attention of the Colonial Secretary had been called to the danger of allowing the boiler to be left in charge of a prisoner. It was unwise to expend money and then have it practically tied up, as was the case in connection with the cooking apparatus which had been ready for some time but not used.

Item—Rottnest, Warders' quarters, additions £240:

Mr. WARE: Some months ago he paid a visit to Rottnest Island and was informed that it was intended to do away with the prison there owing to the scheme entered upon by the Government; therefore what necessity was there for the item on the Estimates?

The MINISTER: Certain works were being carried out by the Government on this island by prison labour, therefore there was a necessity for more warders to be stationed on the island.

Item—West Perth Police Station, £1,009:

Mr. COLLIER: There was no necessity for such an expenditure so close to Perth; the police should be controlled from the head quarters. Last year it was stated that the West Perth police station was in a dilapidated condition, but the building had been sufficient for the department to carry on for 12 months.

The MINISTER: This was one of the votes on which there had been considerable correspondence with the department, and the Police Department insisted that as this was a muster station

it was necessary to have fresh accommodation. The provision was for a big brick building. When the head of the Police Department, who had the organisation of the police force throughout the State said that for the efficient working of the force it was necessary to have such accommodation, and insisted upon it, the Government must meet him.

Item—Meekatharra, Police quarters £400:

Mr. BATH: When at Meekatharra he saw that provision had been made to meet all requirements; what was the necessity for this expenditure?

The MINISTER: The Police Department stated that the building was absolutely necessary, and after considerable discussion it was agreed to put up a building for the police constable at the request of the department, and the work had been undertaken.

Item—Turkey Creek, Police station £1,000.

Mr. SCADDAN: Where was Turkey Creek?

The MINISTER: Between Wyndham and Hall's Creek. This was a wood and iron building.

Mr. SCADDAN: This was surely an exorbitant amount for a police station at Turkey Creek; there could not be a big population in the locality.

The MINISTER: It was described as a police station, but it included quarters. At a place like Turkey Creek buildings cost about double what they did in Perth.

Item—York, Police quarters, renovating building, etc., £350.

Mr. HOLMAN asked for information.

The MINISTER: This was one of the oldest police stations in the State, and the building had been condemned by the board of health.

Item—Rottnest, Conversion of Reformatory into accommodation-house £738:

Mr. COLLIER: What was the meaning of "accommodation-house"? Was it to be a public accommodation house for visitors to stay on the island if they liked?

The MINISTER: It was to be like the Yallingup Cave House.

Mr. TROY: Some time ago the members of the House visited the island, and the Colonial Secretary explained the intention of the Government was to build a number of accommodation houses and lease them out. Was this so, or did the Government intend to part with the land?

The MINISTER: The intention was to let a limited number of blocks on long leases. It was intended to improve an existing building and let it to someone who would take in to board persons visiting the island.

Mr. HEITMANN was sorry the Government intended to make this a place of pleasure resort instead of continuing to keep prisoners on the island. It would be wiser to shift the whole of the prisoners from Fremantle to the island.

Item — Perth Agricultural Bank, strong-room £95:

Mr. SCADDAN drew attention to the flimsy nature of the building used for the Agricultural Bank, and the valuable documents stored there. Was it the intention of the Government to construct a decent building for the Agricultural Bank? If a fire occurred in the building long before the fire brigade got near the premises the whole building would be destroyed.

The MINISTER: There was no intention at the present moment to construct a new building. This amount was for a safe for keeping the books belonging to the Bank.

Item—Parliament House, laying out grounds £135:

Mr. SCADDAN: If it was intended to make the grounds around Parliament House anything like pleasing to the eye such an amount as this would be useless; it would not pay the wages of a gardener.

The Minister: This was the capital cost of laying out the grounds.

Mr. SCADDAN: The Government should consider the advisability of increasing the item, for the grounds around Parliament House were an absolute disgrace. While he did not desire to lavish

a lot of money on Perth generally, it was the duty of Parliament to see the grounds around Parliament House were kept in decent order, something in keeping with the general standing of the community. At the present time the grounds were the greatest eyesore in the city of Perth, and to say that £135 would improve the grounds was ridiculous. The grounds should be laid out better than they were at present.

Item—Fremantle, Monument Hill improvements £100:

Mr. TROY: What necessity was there for improvements in connection with Monument Hill?

The MINISTER: It was land granted some time ago to the Fremantle municipality for a public park, and was of a particularly stony nature. It was proposed to carry out considerable improvements there, and the Government agreed to give them this amount towards the work.

Mr. TROY: Was it customary to give such grants?

The MINISTER: Sometimes.

Mr. TROY: In his electorate there was an important place where a park was being laid out, and the ground was very stony. He would bear this matter in mind and when the Minister was considering the next Estimates he would ask for a grant.

Item—Yallingup Caves accommodation-house, repairs, etc. £330:

Mr. TROY: It was time we recognised that sufficient money had been expended on this place. During the last six or seven years on the Estimates money had been provided for the Yallingup caves. What necessity was there for this expenditure, and who had recommended it?

Mr. SCADDAN: The votes on the Estimates for the caves were like a sponge, they sucked up the revenue but you could not squeeze it out again.

The MINISTER: The building was in disrepair, and the Government simply desired to keep it in going order.

Mr. HOLMAN: What return was there for this accommodation-house. He be-

lieved after the pioneering work had been done by the Government and the house run for some time it was let to a tenant; what rent was being paid for the building? If the lessee could not keep the house in fair repair it was time we had a change, and let it to a suitable person who would not allow it to get into disrepair. The building was only two or three years old, it was finished about 1903 at a cost of £1,200, and he did not see how it was possible that the building if it had had fair treatment should require £330 to be spent on it in repairs at the present time. If the house was to cost sums like this, we had better put a match to it on Guy Fawkes day, and burn it down.

Mr. ANGWIN : Who received the rent for the house ?

The Minister : The Caves Board.

Mr. ANGWIN : Then the board should keep the house in repair. He moved an amendment—

That the item be struck out.

What revenue was received from this house ? The expenditure on the caves seemed to be distributed through the Estimates.

Amendment put and negatived.

Item—Katanning Mechanics' Institute, special grant £500 :

Mr. TROY : Was not an agricultural hall already provided at Katanning ? If so, why this special consideration.

The MINISTER FOR WORKS : It would have been quite legal to make this payment out of the ordinary grant, but as the amount was somewhat large he had thought it well to show it separately on the Estimates. The hall had been rebuilt, and was now worthy of the town. The regulations governing the general vote enabled the Minister to make a grant not exceeding £500. This was a subsidy.

Mr. TROY : Members were doubtless grateful to the Minister, who, however, omitted to state that if he had paid the amount out of the general vote the municipality would have had to contribute either pound per pound or two pounds per pound. He (Mr. Troy) had asked for a hundred pounds special grant to the Mechanics' Institute at Maninga Mar-

ley, and another grant for Yuin, and the Minister replied that special grants were provided for by regulation.

Mr. COLLIER : What was the money for ?

The Minister : Over £2,000 had been spent on improvements to the building, and this was part of the expenditure. The hon. member had had his Boulder drainage vote anticipated.

Mr. COLLIER was not objecting to the anticipation of the vote, but wished to know whether any of this sum was for furniture or books.

The Minister : It was for the building pure and simple.

Mr. ANGWIN : For some years, he believed, it was usual not to allow any more to an institute that had received £500. Had not the Katanning institute previously received that sum ?

The MINISTER : The original building was erected many years ago, before the amending regulations referred to by the hon. member came into force.

Item—Leederville Mechanics' Institute, special grant £500 :

Mr. TROY congratulated the faithful member for Balcatta (Mr. Veryard) on remaining up all night to watch this item.

Mr. HOLMAN : Had provision been made to see that Leederville raised pound for pound ?

The Minister : Yes.

Other items agreed to ; vote put and passed.

This concluded the votes for the Works Department.

DEPARTMENT OF COLONIAL SECRETARY
(Hon. J. D. Connolly, Minister) ; *the Treasurer* now in charge of the votes.

Division 40—Vote, Office of Colonial Secretary £9,299 :

Mr. ANGWIN : Twelve months ago he had drawn attention to what was known as the monopoly in the baggage agency business at Fremantle, and the Attorney General had promised to draft a regulation to overcome the difficulty. The regulation had been drafted, and if it had been given effect to, the difficulty would have disappeared. Under the amending

Harbour Trust Act of last year the trust tried to work in conjunction with the Fremantle council to make regulations for controlling the baggage agents ; and the council inserted in the regulations one similar to that drafted by the Attorney General, with a view to preventing monopoly. But the regulation was not acceptable to the trust, and after one or two conferences the trust abandoned the idea of working with the council. During the last twelve months he (Mr. Angwin) had repeatedly brought the matter before the Colonial Secretary. In September last the trust drafted a new regulation. Section 62 of the Fremantle Harbour Trust Act provided that every regulation should, after being approved and gazetted, be laid before Parliament within fourteen days, if Parliament was in session, and if not, within fourteen days after the commencement of the next session. The regulations had been gazetted but never laid on the table, and it had therefore been impossible previously to bring this grievance before the House. Had the Colonial Secretary tabled the regulations, we should not have been discussing the subject at this early hour, and the substantial grievance of a large number of baggage agents might have long since been removed. One of the regulations objected to provided that no porter should, except with the consent of the master or agents of the vessel, board any vessel to ply for hire until called on board by some person wishing to engage him. The men asked that this exception should be struck out of the regulations ; because another regulation provided that when a newly-arrived vessel berthed with another vessel between her and the quay, the porters must range themselves in the middle of the inner vessel ; or if the new arrival berthed at the wharf the porters must range themselves on the wharf at least five feet from the edge thereof and at least six feet from the gangway, and no porter engaged to carry any luggage should transfer it to another, but should accompany his employer. Here was the injustice. These licensed porters must take up their position in line as prescribed, and await employment. But a privileged firm of baggage agents could

go down the river, board the incoming vessel, and secure all available baggage before the vessel reached the wharf. The other porters, who were waiting on the wharf, found there was no work for them when the vessel arrived. The driver of a cart from the Fremantle station to the wharf paid to the Fremantle council a license fee as a common carrier, another license fee to the Railway Department, a fee for a wheel license, and another for a harbour trust license. Some of these men, with large families, men who were a credit to the State, had been brought almost to the point of starvation by this baggage monopoly. He had visited the wharf to inquire into the grievance, and found that out of two lorry-loads of baggage landed in one morning from a mail steamer, only one portmanteau was given to any baggage agent outside the firm which held the monopoly.

Mr. Heitmann : The carters at the Fremantle station were robbers.

Mr. ANGWIN denied the statement. Their charges were reasonable ; as reasonable as those of the monopolistic firm. It was a crying shame that the Harbour Trust should be allowed to use its power to debar honest men from earning an honest livelihood. The unprivileged porters could not transfer luggage to one another, but the privileged firm could employ any number of men and send away lorry after lorry with luggage which ought to be distributed amongst all the baggage agents. The Premier said the matter was outside the jurisdiction of the Government, and under control of the trust. But the Harbour Works were Government property, and the Government should see that every man had fair play, even if the Harbour Trust Commissioners had to be removed from office. New regulations should be immediately laid on the table, as provided in the Act. Another matter : In August, 1906, the men and women employed in asylums and gaols as warders and attendants were taken out of the purview of the Public Service Act and deprived of their right to appeal against dismissal. Some warders had to undergo a three years' course of training before receiving certificates of competency, and it should not be in

the power of one man to dismiss them at a moment's notice without their having a right to appeal. Attention had already been called to the dismissal by a medical officer of a nurse at Kalgoorlie; and to-day the nurse was a matron of a Government hospital, while the medical officer himself had been dismissed. The officials in these branches of the service should be put under the Public Service Commissioner and given the right of appeal.

[2 o'clock a.m. Saturday.]

The TREASURER : The matters referred to by the hon. member would be brought under the notice of the Colonial Secretary. With regard to the porters at Fremantle, even if the words referred to by the hon. member were struck out of the regulations, the captain of the vessel could refuse admittance to the boat, and the object the hon. member sought would not be attained. Had the hon. member brought the matter before the Harbour Trust? It appeared that the Harbour Trust had the matter in their hands. Also with regard to the lunatic asylum staff, in no institution of this description throughout the Commonwealth was this class of employees placed under a Public Service Commissioner. In Tasmania a Royal Commission had dealt with this very subject and the conclusion came to was that people who should be absolutely under the control of the superintendent or medical officer in charge should not be placed under a Public Service Commissioner. It was absolutely necessary that the Inspector General of Insane should have complete power over his staff. The Inspector General and his assistant and the matron came under the Public Service Commissioner, but the others should be placed immediately under the Inspector General in order to maintain proper discipline.

Mr. BATH : The Minister should see the Harbour Trust did not give a monopoly to one firm. If that policy were continued it would be a sound argument for curtailing the powers of the Harbour Trust, because people who had expended their savings in purchasing a horse and cart had now to stand by and see this baggage

firm taking the bread out of their mouths. In regard to the lunatic asylum staff there was no difficulty in giving these people the opportunity of appealing if they considered an injustice had been done. To deny that opportunity was one of the most frequent causes of discontent. Our service in regard to the gaols and lunatic asylum would be more satisfactory if such power was given. We had recently a case in the Gaols Department by which the sole authority referred to by the Treasurer was exercised in such a manner as to be unjust.

Mr. ANGWIN : The Harbour Trust were approached by the carriers before the Government were approached. The Harbour Trust charged certain fees which under the old Act they had no power to do, but the men's request was continually put off because it was said that regulations were being framed. These regulations were framed during the absence of the chairman of the trust. The secretary of the trust had said that all the men had permission to go on the vessels, but that was not true in regard to the mail boats. If the words he suggested were struck out of the regulations it would settle the matter, because if this particular firm did not comply with the regulations their license could be cancelled.

[Votes and items discussed in detail.]

Item—Under Secretary, £600 :

Mr. COLLIER : Here was an increase of £50. Surely this was not a time to increase salaries, especially those of highly paid officers.

Mr. TROY : It was scandalous.

Mr. COLLIER : It was, and only last week the Government had endeavoured to tax men earning £150 a year. Now we were asked to give an extra £50 to a man already earning £550 a year. He moved as an amendment—

That the item be reduced by £50.

The TREASURER : Mr. North, the Under Secretary, was one of the best servants of the State. He had been 21 years in the service and had given excellent service. The salary of this officer was previously £600; but five years ago, in a thin House, it was cut down to £550. That was a great injustice to Mr. North,

because a previous occupier of the office had received £750, and Mr. North's immediate predecessor had received £600. It was a most responsible position, and Mr. North had given every satisfaction to each Minister who filled the position of Colonial Secretary. Under Secretaries of other departments were better paid. It was to be regretted the item was not larger. The scandal, if there was any, was in not giving Mr. North the salary he was entitled to the year after it was cut down.

Mr. Scaddan: The Under Secretary was only a figure-head.

The TREASURER: The hon. member should be ashamed to make that statement knowing it was incorrect. Mr. North was one of the most hard-worked officers in the service. If members knew the amount of work the department carried on, they would realise the responsibility of the position. Though perhaps he (the Treasurer) had underrated the officer some years ago, he had changed his opinion. He knew no more conscientious officer than Mr. North. The increase was fully justified.

Mr. TROY: Whatever justification there may have been in years past for an increase like this, there was no justification for it now; and if five years ago Parliament had seen fit to cut down the salary of the holder of this office, it must have been done for some good reason. [*The Treasurer:* By a majority of three.] Was this officer worked harder than the under secretaries of other departments? The position could not be compared with that of the Secretary for Mines. Comparing it with the position of Under Secretary for Agriculture, the latter position only carried a salary of £500. Surely the two salaries should be on the same footing. [*The Treasurer:* There was no comparison.] Mr. North might be a worthy man, but the Colonial Secretary's Department was the worst administered in the State. The way in which the Under Secretary carried out his work was simply to receive reports from heads of sub-departments, each report passing through the hands of three or four officers and each officer noting his opinion on it in transit. Another objection to

this increase was that the policy of this Government seemed to be a policy of greasing the fat hog. He was not speaking personally. [*The Treasurer:* That was vulgar.] The increase was not justified while we were retrenching in the lower branches of the service. However, officers in the Ministers' coterie of friends could get increases. Mrs. North was a shining light in the women's branch of the National Political League and was a special friend of the Government. Probably it was by her influence that Mr. North was able to receive this increase.

The Treasurer: Rubbish!

Mr. Scaddan: If the wife of a railway servant did the same thing the husband would get the sack.

Mr. TROY: It was a fact that officers were transferred because their wives acted in the same way. There was no objection to this lady taking part in elections, but she was a leading member in an organisation supporting the Government and had a "pull" on the Government. Probably Mr. North was a very useful officer and did a great deal for the State, but the State did a great deal more for him, and had kept him in a fat billet nearly all his life. This increase was an absolute scandal, no matter whether the Treasurer cared or not.

The Treasurer did not care twopence for the hon. member's opinion.

Mr. TROY: Yes; no doubt the Treasurer was not a friend of the poor man, and would not help the poor man.

The Treasurer had helped the poor man better than the hon. member ever did. He had paid the poor man. That was more than the hon. member had ever done.

Mr. TROY: The Treasurer should withdraw the statement that he (Mr. Troy) had not paid someone. It was a deliberate untruth. He owed no man a penny.

The CHAIRMAN had not heard the Treasurer say that the hon. member had not paid what he owed; but if the Treasurer had done so he must withdraw.

The Treasurer: No such thing was said.

Mr. TROY: One heard the hon. member say it. This increase would not have been put on the Estimates by any sane Government.

Mr. SCADDAN: This was one of the most outrageous items on the Estimates. Many of the clerks of the department could fill the position equally as well as the official in question. Lower paid servants of the State had been retrenched and then taken on again at a lower salary, whereas this official, who was a highly paid man already, was to get an increase. Surely there must be some reason for it. The Under Secretary might be a good officer when he was in his office, but he (Mr. Scaddan) was always doubtful of a man who was able, during office hours, to attend all the social functions in the city. Mr. North was not the only highly salaried officer who went to his office at any hour in the morning and left it early in the afternoon. Many of these officers did not get to their office until 10 or 11 o'clock in the morning, and he had seen Mr. North alighting at the Perth railway station after 10 o'clock in the morning. At the present juncture, when we were retrenching in other departments, it was unfair to give a high salaried man an increase.

[*Mr. Dalglish resumed the Chair.*]

The ATTORNEY GENERAL: Some time ago the member for Mount Margaret (Mr. Taylor), when speaking to him and other members, had said when he took up the position of Colonial Secretary he had almost an antipathy to the Under Secretary, and certainly that he had a great disbelief in his capacity as a worker; however, on taking charge of the department, and after being associated with the Under Secretary for twelve months, he had found that his previous impressions were quite wrong and that his opinion was not justified. Mr. Taylor's experience was that Mr. North never left his office until between 6 o'clock and 6.30 o'clock in the evening. Surely the member for Ivanhoe (Mr. Scaddan) would admit that a Minister under whom the Under Secretary had worked for 12 months was in a far better position to know what the value of that officer's work was than one who had never been associated with the officer at all. The present Colonial

Secretary held exactly the same opinion of the officer as his predecessor had done. The departmental vote showed how diverse were the duties of the Under Secretary, for the Colonial Secretary's Estimates covered more votes than those of any other Minister. It would only be fair that the increase should be granted to Mr. North, for at one time he was in receipt of that salary, but was deprived of £50 of it by a catch vote in the House.

Mr. COLLIER: What was meant by saying that the reduction was made on a catch vote?

The ATTORNEY GENERAL: It was a catch vote, for at the time the question was put there were but few members in the House.

Mr. COLLIER had no antipathy whatever to the officer, nor did he desire to underrate the services Mr. North gave to the State. The amendment was moved apart altogether from the ability of the officer, who really might be a most valuable man in the service; but if that officer were worth £5,000 a year the present was not the time when an increase should be made to his salary. Reference had been made to the time Mr. North devoted to his duties. Not very long ago that gentleman was anxious to become mayor of the new municipality of Cottesloe, but very properly he was prevented by the Minister from being a candidate for the position. If Mr. North could find time to be mayor of a municipality surely it could not be suggested that he was over-worked. It was significant that the only man to get an increase was already in receipt of a very high salary, and had considerable social influence in the State.

Mr. A. J. WILSON: Did Mr. North come under the classification of the Public Service Commissioner, and was the proposed increase suggested by the Commissioner?

The ATTORNEY GENERAL: The under secretaries had not been classified.

Mr. A. J. WILSON: The Under Secretary for Public Works only received a salary of £550, and he was one of the hardest worked men in the State. Although Mr. North might be a very good

and diligent officer, still the present was not the time to give such increases unless a strong recommendation was made by the Public Service Commissioner that such should be granted. The time was ill-chosen for making this increase.

Mr. TROY: Two of the Under Secretaries received a salary of £550 each, and one a salary of £500. The Under Secretary for Works, who held a most responsible position and probably more responsible than any other officer in the department, only received a salary of £550. If a fair comparison were made between the work done by Mr. North and that of the Under Secretary for Works, it would be found that the latter's was much more valuable. The Under Secretary for Law was receiving a salary of £550 a year, while the Under Secretary for Agriculture had his salary fixed at £500. In these circumstances, as three other Under Secretaries were receiving less than the amount proposed to be paid to Mr. North, who was the permanent head of the least important of any of the departments, the increase should not be made.

Mr. ANGWIN: the time was inopportune to increase the salary of any highly-paid official. Mention had been made of the opinion held by the member for Mount Margaret (Mr. Taylor) of the Under Secretary, at the time that member was a Minister of the Crown; but it was not right to suggest that the member had had 12 months' experience of the officer, for Mr. North was away on extended leave for a considerable portion of the time when Mr. Taylor was head of the Department.

Mr. HEITMANN: The State was not in a position to increase the salaries of highly paid officers. He would like to put the officer out of the department altogether, and with him a good many others, as in the Medical and other branches under this department there existed a very bad form of sweating. In one branch in particular the sweating which went on was awful.

The Attorney General: Where was that?

Mr. HEITMANN: He would give particulars later on. The Under Secre-

tary was in the same position as many more, in that had it not been for his social position and family connections, he would not be holding his present office. There were many others of the old crowd here who, if turned out of their billets, would not earn their salt.

[3 o'clock a.m., Saturday.]

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

Ayes	..	..	..	9
Noes	..	..	..	18

Majority against .. 9

AYES.		NOES.	
Mr. Angwin		Mr. Barnett	
Mr. Collier		Mr. Bath	
Mr. Holman		Mr. Knebber	
Mr. Hudson		Mr. Cowcher	
Mr. Scaddan		Mr. Davies	
Mr. Stuart		Mr. Eddy	
Mr. Troy		Mr. Gull	
Mr. A. J. Wilson		Mr. Hayward	
Mr. Heitmann (Teller).		Mr. Keenan	
		Mr. Layman	
		Mr. Male	
		Mr. Mitchell	
		Mr. Monger	
		Mr. Price	
		Mr. Smith	
		Mr. Veryard	
		Mr. F. Wilson	
		Mr. Gordon (Ts)	

Amendment thus negatived.

Item—Accountant, £400 :

Mr. TROY: There was an increase of £75 for this officer, and this increase was paid last year; why had it been paid previously?

The TREASURER: This officer had long been paid considerably less than similar officers in other departments, and he had been promised for some time recognition for very important work he did in inaugurating the central accountancy department, a work of great magnitude. This was the second largest accountancy in the public service and dealt with more vouchers than any other department except the railways. Members would readily grasp the amount of detailed work the officer had to undertake. He had been promoted to the maximum of his class in keeping with the accountants in the Mines and the Lands Departments. He received £50 less than the accountant in the Treasury, and some £20 more than the accountant in the Public Works Department. At the present time he was on leave on important business;

he was occupying his time in London in adjusting the accounts with the War Office. He was to receive £150 as a travelling allowance. This officer was able to go home and lay the position clearly before the authorities, and the State would be £2,000 or £3,000 in pocket by the visit. The officer was giving up a great portion of his holiday to attend to this work, and members ought to commend the officer for his zeal.

Mr. TROY : This was not a good officer. He intended to move that all increases in salaries over £300 be struck out, because the time was not ripe to give increases. Great distress had been caused in the State by retrenchment, and yet officers who received a fair living were given increases. This officer would not earn the same wage outside a Government department. He move an amendment—

That the item be reduced by £75.

Mr. SCADDAN protested against the increase. It was remarkable how officers going away on long leave could find something to do in order to pay their expenses while away. He knew one officer who never left this State on leave without making application to the Government to inquire into certain matters. Invariably the officer he referred to obtained sufficient money to pay his expenses. If we had a return prepared of the amounts paid to civil servants for expenses while away on leave of absence it would be astounding. It was a handy way of getting their expenses paid while on leave. This was an increase to an officer already receiving over £300 a year, therefore he supported the amendment.

Amendment negatived.

Item—Bookkeeper, £270 :

Mr. TROY : This was a new appointment. There was a bookkeeper who was now on leave, but the new officer was appointed at a salary of £45 more than the late bookkeeper.

The TREASURER : The bookkeeper on leave would resign at the expiration of his leave. The amount provided was the minimum of the class. The previous bookkeeper resigned because the Public Service Commissioner would not raise

his salary to the minimum of his class. He was a good officer. Directly the new officer was appointed under the public service classification he was given the lowest salary of his class, which was refused the late bookkeeper. The late bookkeeper filled the position to the satisfaction of the department ; he resigned because he could not get the minimum of his class.

Item—Immigration, £3,000 :

Mr. SCADDAN : It was his duty to enter a protest against the expenditure of money on a system of immigration which was not to the interests of Western Australia. He approved of a system of immigration by which we obtained from any British possession a suitable class of persons from a land settlement standpoint, but in many instances not sufficient precautions were taken as to whether the immigrants were likely to be suitable settlers on the land, and the result was a number of persons soon after their arrival drifted to the towns, and came in competition with our already over-taxed labour market. It might be better for the time to stop the importation of immigrants, and to spend the money in preventing persons emigrating from Western Australia to settle on the land. There were many persons in Western Australia at the present time anxious to take up land if there was a prospect of succeeding, but they recognised that with the small capital at their disposal they would have an uphill fight for the first few years, with the possibility that after labouring hard and making considerable improvements they would lose all they had been able to get. He was satisfied if the money was expended in the direction of ringbarking considerable areas of land in order that residents of Western Australia should be given an opportunity of selecting, a great many persons would take up land under these conditions. Many people left their employment and went on the land in its virgin state, and it took them about three years' hard labour before getting any return. They attempted to clear the land in its green state, and could only clear about 10 or a dozen acres the first year. If they had not a

substantial capital they were bound to fail three or four years after going on the land. The Government should take on themselves the ringbarking of land, and thus allow the timber to die before the land was settled on.

The Treasurer: That was done.

Mr. SCADDAN: It was only for immigrants. While it might be advisable to see that immigrants who arrived had every opportunity to get along, we should afford the same facilities to our own people. As to immigrants coming into competition with the already over-stocked labour market, it was a question which should not be overlooked, and the Immigration Commission reported on this matter to this effect:—

"The present population of the State contains an abnormal proportion of workers. This condition can remain healthy only so long as the mines, forests, cornfields, public works, and the building trade can keep these workers employed. Communications with other countries being frequent, any demand for more workers is rapidly supplied. Under such conditions it is clear that any State expenditure on the introduction of men needing employment would be of doubtful utility, if not a dangerous policy. To encourage the immigration of men without means, who would necessarily have to seek employment from others in order to save the necessary money with which to improve their selections, would be detrimental to the interests of the local workers, and tend to still farther delay the proper development of the land. For instance Mr. Hayter, of Dowerin, told the Commission he went on the land with £15, and nine days after taking possession had to seek work elsewhere. Had there been no employers he must have failed."

He knew of many persons who had taken up land who were previously resident on the goldfields. These persons had endeavoured to obtain work from their neighbours, and when they found their capital giving out they had to leave the land and go to the fields and engage in other employment with the object of obtaining a few more pounds to farther develop their property. These men instead of having

to find employment elsewhere should be assisted by the State by being found employment in other directions, or the Government should assist them to clear the land. We were told the Agricultural Bank was at the disposal of settlers, but it was well known that the first thing a person with very small means did was to clear a portion of his land so as to obtain a crop as soon as possible, but this clearing was not taken into consideration by the Agricultural Bank until the settler had a 6-wire fence around his property. That was unfair to early settlers. The persons who could obtain assistance from the Agricultural Bank were those who did not need employment elsewhere. The Agricultural Bank should assist the settlers in their initial stages.

The CHAIRMAN: This was very-wide of the item.

Mr. SCADDAN: While expending money in assisting immigrants we were overlooking the requirements of our own people who desired to settle on the land. The question of a proper class of immigrants was one that should receive every consideration at the hands of the Government. It was all very well for the Government to say that the class of persons we were receiving were principally persons desirous of settling on the soil, but it should not be "principally," but absolutely all the persons being brought to this country should be settlers, and the department should see that all the persons were settled on suitable pieces of land. We should lay it down that the persons who received assisted passages to Western Australia should be land settlers only. We should make them sign an agreement that in the event of not taking up land they would hold themselves liable to refund the amount of their passage. It was a very dangerous policy to pursue to encourage persons of small means to come to Western Australia with the hope of succeeding at once. Instead of assisting immigration, we should use this money to stop emigration.

The TREASURER: Last year 1,000 immigrants were introduced to the State—859 from oversea and 163 from the Eastern States. Of the 859, 272 were assisted immigrants from England, and

brought with them a total capital of £16,465. The capital qualification specified by the Government was £100 per family, recently reduced to £50. It was absurd to say we would not allow people with £16,465 to come to the State. True, some of these immigrants did not settle on the land. Some settled with insufficient capital. The hon. member spoke of a man with only £15 taking up land and within nine days being forced to seek employment. But such employment could readily be found by agricultural labourers. [Mr. Scaddan: No.] The night before last he (the Treasurer) had been told by a farmer in the South-West district, a man well known to the hon. member, that the development of his farm was in danger of ceasing because he could not get labour at the current rate of wages. He (the Treasurer) would give the hon. member the farmer's name. There was a dearth of domestic servants also; and these were the two classes of immigrants whom the Government were endeavouring to attract. The total number of immigrants, though it showed a considerable increase on the previous year, was only 1,000 persons in the twelvemonth. The hon. member could get full information at the office.

Other items agreed to; vote put and passed.

Vote, *Charities*—agreed to.

Vote, *Fisheries*—agreed to.

Vote, *Friendly Societies and Industrial Arbitration*—agreed to.

Vote, *Gaols*, £32,473 :

Mr. BATH : The Premier should ere this have dealt with the case of ex-Trade-Instructor Behan, formerly employed in the Fremantle prison and dismissed in consequence of a complaint by a prisoner's wife. The case arose some years ago, and had been ventilated more than once in the newspapers. In 1903, the member for Subiaco (Mr. Daglish) moved for the papers. Behan had been fighting all along for a re-hearing of his case, as he was smarting under a sense of injustice. Though originally a more serious complaint was laid by the wife of the

prisoner, yet the complaint when boiled down for submission to the gaol authorities amounted to a statement that Behan had offered to take letters from her to her husband in prison. As a matter of fact, Behan had not been employed in that part of the gaol where the prisoner was confined, did not come in contact with him, and had no opportunity of conveying letters to him even if willing. The lady complained that Behan had spoken to her in a railway train between Fremantle and Subiaco ; but even at the inquiry held by Mr. Lilly, J.P., it was found that for this interference to take place the lady must have waited for a train later than that by which she could have reached her destination. The evidence of two gentlemen whom he (Mr. Bath) knew well, and whose word he would accept—Mr. Snell and Mr. Phillips—was entirely in favour of Behan. In response to Behan's representations, a *Gazette* notice appeared on Friday, 22nd March, appointing Mr. Jull, the Public Service Commissioner, as a Royal Commissioner to inquire into the matter. At the informal inquiry before Mr. Lilly the lady was not put on oath, nor was Behan or anyone representing him permitted to cross examine her. Subsequently she went to New South Wales, and at the inquiry by Mr. Jull, Behan's solicitor agreed that the lady's evidence might be taken on commission. But she refused either to come here for cross-examination or to be examined on commission in New South Wales. Mr. Jull exonerated Behan ; Behan's solicitor requested that Mr. Jull's report should be published ; but nothing had been done. The Premier had promised to table the papers, but they had not been produced. He (Mr. Bath) had perused all the evidence, which satisfied him there was no justification for Behan's dismissal or compulsory resignation. Behan was entitled either to re-instatement or to compensation.

The ATTORNEY GENERAL : Of this matter he had no personal knowledge, as the case occurred before he took office. Mr. Sayer, Solicitor General, personally conducted the case for the Crown, and had, in a long minute submitted to the

Colonial Secretary, expressed his dissatisfaction with the result of Mr. Jull's inquiry. The minute would be found on the file, and should be read by the hon. member. Mr. Sayer felt himself justified in differing from the finding of the Commissioner.

Mr. Bath : Mr. Sayer was really in the position of Crown prosecutor.

The ATTORNEY GENERAL : No. Mr. Sayer was not an ordinary advocate retained for the Crown. The Crown Solicitor had no greater interest in one side than in the other.

Mr. ANGWIN : Judging by the Premier's reply to a question regarding prison warders' hours of duty, one would have expected some reduction or re-arrangement of these hours. An alteration might be difficult, but it was expected by the warders, as it had been foreshadowed in the Press. At the Fremantle gaol the warders worked three shifts which changed every week. In the first week certain men were on duty fourteen hours a day for seven days ; in the second week eleven hours a day for seven days ; in the third week they were on duty nine hours a day for seven days. An early alteration would be simply bare justice.

The TREASURER had noted the matter, which he would bring before the Colonial Secretary.

Item—Fremantle Prison, Religious Instructors, £300 :

Mr. COLLIER : There were two instructors, one at £175 and the other at £125. The value of such instruction was doubtful. If the State paid representatives of two denominations, why not pay all? And why the difference in the remuneration? Was one clergyman more diligent than the other?

Mr. A. J. Wilson : He had been there longer.

Mr. COLLIER : Surely one brand of Christianity was not superior to the others.

The Treasurer : Probably not ; but all denominations could not be represented.

Mr. COLLIER would not have any represented in this manner. Discharged prisoners told him that the religious instruction was regarded with ridicule.

The TREASURER : Some time ago, on visiting the prison, he had understood that the Church of England clergyman was the prison chaplain, and devoted all his time to the work. Religious instruction was just as necessary inside a prison as outside. If he remembered rightly, the other clergyman was a Roman Catholic priest.

Mr. ANGWIN supported the item. These clergymen did good work for inadequate salaries.

Mr. TROY : Clergymen should not be paid by the Government but by the people. It was the duty of clergymen to visit the gaols. It was surprising that members should deny the necessity for religious instruction in prisons. A condemned man often required the advice of a clergyman. Some members treated every religious topic with unbecoming levity.

Mr. SCADDAN : The last speaker's remarks showed that he needed religious instruction. We should be able to discuss the advisableness of the State paying for religious instruction in prisons, without our being accused of irreverence. For years he (*Mr. Scaddan*) had contended that other denominations than the two mentioned did as much good, and that the best reformatory work was done by those who tried to prevent the prisoner from resuming his old life after his release. [*The Treasurer* : That was also done.] Those who were instrumental in removing discharged criminals from old associations did more than those who gave instructions in prisons. The Government should arrange with the different denominations to hold services at the gaol and we could save this money.

Item—Warders (4), Hamel depot £669 :
Mr. A. J. Wilson : Had not this depot been abolished?

The TREASURER : Yes, recently. But the officers were transferred to some other part of the State.

Other items agreed to ; vote put and passed.

Vote—*Harbour and Light*, £22,839 :

Mr. ANGWIN : Frequently sailors were taken off ships and put in the hospital at Fremantle, but as they were signed

off the ship's articles the hospital authorities had no redress to obtain payment of the hospital fees. In one case the ship's officers, without the knowledge of the hospital authorities, got a man to sign off while in the hospital. The ship's agents would not accept the liability for the hospital fees because the man had been discharged. The Minister should instruct the Shipping Master not to permit these men to be signed off, thus allowing the ship to escape liability.

The TREASURER: One remedy would lie with the hospital authorities demanding a guarantee from the ship's captain or from the ship's agents.

Item—Clerk-in-charge and Secretary, Navigation Act £320:

Mr. TROY: Here was an increase of £52. As he was opposed to all these increases he moved as an amendment—

That the item be reduced by £20.

The TREASURER: This officer, Mr. Sinclair, had spent 30 years in the service. He had been for a good many years underpaid. Similar officers in the other States received double the salary.

Mr. Bath: But there was five times the population.

The TREASURER: There was not five times the amount of work. The £50 additional salary was given to Mr. Sinclair for acting as Secretary under the Navigation Act.

Amendment negatived.

Other items agreed to; vote put and passed.

Vote—Lunacy, £25,997:

Mr. BATH: When would all the patients be transferred to Claremont?

The MINISTER FOR WORKS: One contract for four wings would be completed early in the new year and another contract had been let. The administration block, seven wards, the machinery house, and the doctor's residence should all be ready in eight months' time, when it was anticipated all the patients would be housed at Claremont. A saving of £3,000 a year would probably be effected immediately all the patients were under one roof.

Item—Inspector General of the Insane, £750:

Mr. COLLIER: Here was an increase of £50. Though this was a highly qualified officer, who probably could earn a higher salary elsewhere, we should not make these increases while the lower grades of the service were being retrenched. He moved as an amendment—
That the item be decreased by £50.

The TREASURER: Six years ago Dr. Montgomery, the Inspector General, was engaged for a term of five years at £500 a year and quarters, and it was anticipated that if he proved satisfactory and did good work there would be an increase at the end of that term. The work was now double what it was five years ago; there were twice the number of patients in the asylum. Dr. Montgomery had a great deal to do with the preparation of the plans for the new asylum which would be second to none in Australasia. During his control of the asylum the cost per patient had been reduced from 16s. 5d. to 13s. 3d., notwithstanding the adverse conditions under which the asylums were conducted in the first place. We could not retain this doctor's services if we did not treat him fairly.

Mr. SCADDAN: That consideration was not taken into account when Dr. Blackburne's case was being dealt with.

Mr. BATH: While opposed to granting increases in the present financial position, he believed that if any public officer deserved an increase it was Dr. Montgomery, who was one doing his duty to the State and filling a very onerous position.

Mr. A. J. WILSON: Special skill and training were needed to fill the position occupied by Dr. Montgomery. It would be an unsound policy to sacrifice the doctor's services to save a paltry £50 a year. We had reason to congratulate ourselves on having secured the services of such an enthusiastic officer.

Mr. GORDON: It was a strenuous position to fill and it would be hard to get a professional man to fill it. What would Dr. Montgomery save after 12 years' service at the proposed increased salary? The man would be worn out and would have saved nothing.

Mr. ANGWIN supported the reduction of the item. Dr. Montgomery received quarters, water, fuel, and light in addition to the salary which was classified by the Public Service Commissioner at a maximum of £700. Even if the work had doubled, there were now two medical officers to deal with it. There was too great a discrepancy between the salary of the Inspector General and that of the Assistant Medical Officer, £450.

Mr. HEITMANN opposed the amendment. The salary did not reach the average earnings of the medical men in Western Australia.

Mr. TROY supported the amendment. This officer had one of the finest residences in the metropolitan area. In regard to the figures mentioned by the Treasurer, they had previously been used by the Treasurer to prove what reductions would be brought about by the installation of the electric lighting plant.

The Treasurer: Nothing of the sort.

Amendment put and negatived.

Item—Assistant Medical Officer, £450:

Mr. TROY: In this item there was an increase of £57 shown, so he intended to oppose it.

The TREASURER: The salary of the officer was always fixed at £450, and the reason why the expenditure last year was only £393 was that only a portion of the officer's pay was provided for.

Other items agreed to; vote put and passed.

Vote—Medical and Public Health, £87,592:

Mr. TROY: There was a compact to report progress at this stage.

The TREASURER: Certainly a compact was entered into but it was never expected that before the stage for adjournment was reached we should have been compelled to sit all night. It was to be hoped that the next time a compact was made it would be kept better than the present one had been.

Mr. HEITMANN: There had been no obstruction.

Progress reported, and leave given to sit again.

ADJOURNMENT.

The House adjourned at 4.34 o'clock a.m. Saturday, until the next Tuesday.

Legislative Council.

Tuesday, 10th December, 1907.

Question: Aborigines, as to Treatment.	Page 141f
Motion: Metropolitan Water Supply from Mundaring.	141f
Bill: Land and Income Tax Assessment, Amendment (six months) negatived, 2a, passed	141f

The PRESIDENT took the Chair at 4.30 o'clock p.m.

Prayers.

PAPERS PRESENTED.

By *the President*: Public Accounts for the Financial Year ended 30th June, 1907, accompanied by the Seventeenth Report of the Auditor General.

By *the Colonial Secretary*: Report of the Perth Public Hospital for the year ended 30th June, 1907.

QUESTION—ABORIGINES, AS TO TREATMENT.

Hon. J. W. LANGSFORD asked the Colonial Secretary (without notice): 1, Has the attention of the Government been drawn to a statement of the Special Reporter of the *West Australian* newspaper, appearing in that paper on Saturday, 7th December, under the heading "in the Nor' West," to the effect that—

"Natives are assigned to proprietors of hotels, and yet to have one of them intoxicated on the premises is a statutory offence. Personally, I have seen some of these native servants sampling the dregs put out from the bar-drain—