

that kindled a flame throughout the State, and so aroused public indignation that on the Sunday after the Premier was quite pleased to back down and withdraw the very iniquitous instructions which he had given. In connection with that matter I say we realise, although we are Government servants the moment we are elected, we first of all represent the State, and our constituencies next. As to doing justice to the public servants we should not allow that to interfere with our duties as representatives first of all of the State and then of the constituencies we represent. It is not a right policy to adopt to try coercion. If one political party cannot educate the people to their ways of thinking then it is not right to attempt coercion, for if that is done rebellion takes place and it reacts on those who instituted it. There is another matter I would like to see considered by the Government, and that is in connection with main roads. Some scheme should be devised to overcome the difficulty that affects many municipalities and roads boards at the present time. In many scattered districts of Western Australia the roads board or municipality has to carry out great development work and to maintain main roads from which no revenue is received. It is a great tax on these bodies, and some scheme should be evolved to overcome this difficulty. It would create a benefit to many of the scattered parts of the State. I will not take up the time further as far as the Address-in-reply is concerned. Most of the items in the comprehensive programme to be introduced this session have been thoroughly dealt with. I thank members for the patient hearing they have extended to me.

Mr. LANDER (East Perth): It gives me great pleasure to congratulate you, Mr. Speaker, on the high and honourable position which you now occupy, and I trust your career will be as lengthy and as honourable as that of Sir Jenkin Coles of South Australia. I also congratulate the Government upon the able manner in which they tackled the serious question of the wages of the railway men of Western Australia. I consider it reflects

great credit on the Minister for Railways and the Premier for the action they took in reference to raising the wages of the lower paid men in the Railway Department. I think it was a scandal that men were asked to work for a mere pittance in the railway service. I trust the Government will also take the case of other lower paid public servants in hand and bring their wages up to a living amount. There is not an elector in Western Australia at the present time who will not say that there are some public servants who are not receiving a fair wage. There are some police officers in receipt of a pittance of 6s. 6d. a day, which is a scandal to Western Australia, and while we are paying such low wages living is very high. Take the difference of the wages in South Australia, where the Government pay junior constables 8s. a day and 1s. a day allowance; here we pay 6s. 6d. a day. It is a scandal to pay men such low wages when we have to put them on the streets and place property under their control. I am sure this is a question that will be taken into consideration. In reference to station-masters, as the member for Murray stated some were receiving a pittance of 10½d. per hour. It is a wrong thing to allow such a state of thing to continue. If we make a comparison, which has been quoted often, between the Commonwealth Government and this Government, it will at once be seen that it is time the House took action to rectify the matter. There is another subject I wish to speak on. I regret to say that in some agricultural areas some of the farmers are meeting with hard times. I am pleased the Government have taken steps to try and relieve the farmers of their trouble in the way of water cartage. I trust that not only will the Government cart water for them, but that they will go a little further, if necessary—perhaps it is warranted—and provide seed wheat and other necessities required to keep the people on the land. I am sure it is very hard for the people in the back dry areas having to suffer such hardships. There is another matter. If I am informed rightly the produce carried on agricultural lines to and from the



farmers is charged 1s. per ton more than is charged on the older railway lines. If this information is correct I hope the Minister for Railways will take the matter into his consideration and bring the cost of transit on the agricultural railways to the same level as that on older railways. There is another matter to be seriously considered, the extension of telephone communication to our sidings. Many country centres are isolated, and if we can induce the Federal Government to spend a few hundred pounds, or perhaps £1,000, in giving these people telephone communication it would be a great concession to small places. In many places a man may require a truck for produce. He may have to ride eight miles to order the truck and eight miles back again, and then he often has to wait at the siding to see that the truck comes along. If there was telephonic communication with the siding and a toll system introduced it would be of great benefit to the outback centres along the agricultural lines. I would also like to see extended to the farmers further educational facilities, more schools established, and in country schools I would like to see more agricultural subjects taught. I do not think sufficient interest is taken in agricultural subjects in country schools, therefore I would like the Minister for Education to take into consideration the necessity of introducing more agricultural subjects into these schools. I would also like to see it arranged for hawkers to hawk amongst the settlers. The Hawkers' Act might be amended to allow Britishers to hawk amongst the settlers. This would be a great benefit to persons living in outback places. It would not only enable people to buy but it would enable the hawkers also to purchase from the farmers. In all the other States British hawkers are allowed to hawk goods amongst the settlers. I do not mean that we should allow coloured hawkers, but whether we allow them or not we know that coloured hawkers carry on business very extensively in the country. We have only to go to the South-West district near at hand to find the Hawkers'

Act is being thoroughly prostituted and no notice is taken of it. If you refer to any of the small storekeepers they will tell you that this is going on. I would therefore like to see the Hawkers' Act amended so that the settlers might be benefited thereby. I am glad to see in the Speech that the coal mining industry is increasing. I would like to see more interest taken in the production of coal and also in the search for coal. If judicious boring were carried on in different parts of the State the discovery of good coal measures might result. The member for Geraldton referred to Irwin. For many years we have heard of coal seams existing there, but I do not think that they have been judiciously tested. If the Ministry could see their way clear to take action in regard to testing these deposits we might get good results, and if we did get good results I think that the Government should retain the coal mines and work them as State mines in the same way as is done in New Zealand and Victoria. This would be of great benefit to the railways of the State generally. I am sorry to see that the Speech contains no reference to forestry. Steps should be taken to protect our jarrah forests, and one direction in which we could do that is by preventing the export of piles and telephone poles. In travelling through the timber districts it is surprising to see the number of telephone poles and piles that are cut and sent from the State, and I think we might take action to protect the jarrah industry against what I might call an abuse, because such things as telephone poles can be produced in iron. If we do not take some action we will have our forests depleted before we know where we are, and it will be a serious thing to have to go outside the State in order to buy our timber supplies. It is pleasing to see also that the Government are going in for an extensive public works policy, and when providing for that policy I sincerely trust they will not forget the metropolitan area, because there are many things in that area which we are justly entitled to ask the Government to spend a few pounds on. If the large amount of property



which the Government have in the metropolitan area, and which the municipal councils are unable to rate, is taken into consideration, I think it will be admitted that we have a call upon them for a few things which would be beneficial to the people in and around the city. One of the most important is the opening up of the river north of the causeway towards Guildford. If a dredge were to be put into the river north of the causeway it would confer a great benefit, not only by opening up the river but also by reclaiming a lot of the low-lying ground and thus doing away with the mosquito nuisance which is so detrimental to East Perth. I hope that the Government will provide in their Estimates for a dredge to work north of the causeway and continue the reclamation works. I think the Government might also take more interest in the causeway. For years past it has been a standing disgrace to all concerned and a menace to the people using it. I believe that under the Roads Act the Government have power to put this road in proper order and charge up the cost to the municipal councils of Perth and Victoria Park, and, sooner than allow it to continue in the disgraceful state it has been in for twelve months or more, the Government should take drastic steps to see that it is made safe for vehicular and other traffic. I note with pleasure that the Government are about to erect workers' homes, and there is not the least doubt that they will be of great benefit to the poorer residents of the metropolis. I hope that they will also take into consideration the advisability of establishing State brick works, because the price of bricks at the present time is very high indeed. The results which followed the establishment of State brickworks in New South Wales furnish a very strong argument in favour of the Government in this State establishing such works in conjunction with the system of providing workers' homes. I would like to support the member for Canning in his contention that the Government should assume control of the Perth tramways. In my opinion the Government should cause a valuation to be made and make an offer to the company, and if a

satisfactory arrangement cannot be made between the Government and the company, then the Government should substitute another service and run it in opposition to the present system, because the company at the present time are not giving the City a fair service. Instead of the City getting a proper tramway service, it is practically getting the leavings of Subiaco and other suburbs, because it is almost impossible at times to get a seat in a car after a tram leaves Thomas-street. The same may be said in regard to the Mount Lawley and North Perth routes, and it is a disgrace to the City council and the Government to allow a foreign company to come here and monopolise the rights of the roads in the manner this company have been doing for a number of years. They appear to take no notice whatever of what the City council says; in fact I do not think the City council has many rights over them because its rights were forfeited when the Council gave this concession. I should like to see the Minister for Works instruct his officers to go into the matter and see if there is not a chance of compelling the establishment of better conditions in connection with our tramways. Another matter in regard to which I should like to see the Government exercising its rights is the block of land on which the town hall now stands. I understand that the Government have a right to resume this land for public purposes if they require it, and undoubtedly they do require it for the purpose of building additional public offices. This town hall question has been discussed in the City council for the past sixteen or seventeen years, and the discussion will continue as long as this matter remains in the hands of the City council. I suggest that the Government should claim that site and erect offices for the public service; by so doing they would be settling this vexed question and putting the City council on its metal. Many people have tried from time to time to settle this issue but a settlement seems to be practically impossible, therefore I ask that the Government should assert their rights and resume the property. It is desirable also that the Government should take steps, as one hon.



member suggested, in reference to the metropolitan water supply. I believe that means could be adopted by which we could get an extra supply from Mundaring without putting any great strain on that scheme, and if the metropolitan area were to draw a portion of its supply from that scheme it would be a means of reducing the cost of water on the goldfields and in the agricultural areas along the pipe line. I have been informed on good authority that the experts who have visited the Mundaring catchment area are of opinion that by damming up the overflow below the present weir a lot more water could be impounded and that after the lower reservoir had been filled, the sluices could be closed and the upper one filled. When we get a fair number of sanitary connections completed we shall be in a difficulty for water, and I maintain that the provision of additional water supply should have gone hand in hand with the carrying out of the sewerage connections. Next summer we shall be dependent on bore water, and that is a commodity which the people of Perth do not appreciate. I desire to congratulate the Government on the bringing in of the long promised Veterinary Bill. I have appealed to many Governments to introduce this Bill in order to protect the settlers against the unscrupulous quacks who are travelling throughout the State, often brutally operating upon and mutilating very valuable horses. I could quote instances of glaring ignorance on the part of these quacks, both in the country districts and in the metropolitan area, and it is very pleasing to see that the Government have at last taken steps to bring this Bill before Parliament. I sincerely trust that it will be carried.

Mr. Nanson: I do not think there is any such Bill mentioned.

Mr. LANDER: Yes, there is a Bill promised to regulate the practice of veterinary surgery. I congratulate the Government, and I hope that the measure will be put through and that justice will be done to any veterinary surgeon who may be practising at the present time in Western Australia. The way that can be done is to ask him to pass half the examination

that a fully qualified man has to pass. Any man who takes up the veterinary profession should know something about anatomy, pathology, physiology, and parasitology, and be able to diagnose a disease when he is called upon at any time to inspect horses. I am sorry to say that many times I have seen veterinary surgeons called in to diagnose the ailment of an animal, and the diagnosis has been simply ridiculous. I have seen one of these quacks watch for hours a mare in the pains of foaling and not be able to tell what was the matter with her. Again I have known jarrah jerkers in the timber country to pay £23 for an operation for a malignant growth on the nasal bone, and what happened? In operating the man removed the eye, and a valuable horse was mutilated. When practices like that are going on it is time that legislation was introduced on the subject. The Victorian Government are, I understand, paying £8,000 a year towards the upkeep of a veterinary research department and they have some of the ablest men this side of the line. We might be able to derive some benefits from this department in Melbourne if we could induce the Government to provide a small sum of, say £250 per annum, for scholarships, so as to allow young men from the high schools to go to Melbourne with just sufficient money provided by the State to pay for the bare cost of their food. I think if we were to put by that pound a week we would have plenty of fathers who would pay the fees and other incidental expenses which might occur by sending their sons to these institutions. Veterinary surgery is one of the best callings in Australia when properly established. I hope this Bill will be put through, and also that scholarships will be approved of. Another thing I would like to speak upon is the export department. Some of the members opposite have referred to this, but have not referred to it in very encouraging terms. I think if we take up the results of the South Australian Export Department we can come to no other conclusion than that the settlers of Western Australia would be greatly benefited if an export depart-



ment were established here. In South Australia the department has been established for 16 years. When first established, lambs were selling in South Australia for 3s. 6d. per head ; at the present time they are fetching 16s. This department sent to London in the first year of their existence 69 lambs, so that it will be seen that it started in a small way. Last year they sent away 341,036 lambs. This will give an idea of the growth of the department. They also despatched 1,760 tons of butter in one year and they paid, in bonuses, £1,510, while the profit last year was £5,600. I certainly think that the establishment of such a department is worthy of consideration in Western Australia, and it might well be given a trial. One way in which it would be beneficial to the settler would be that instead of allowing the shark to buy the produce from the settler at a considerably reduced price, the Government could send an export agent to make a valuation and allow the settler, say, 5s. off the market value and allow him to have the interest to himself. I visited a place on the eastern railway line recently, and the man there told me that he had sold his produce, as he was compelled to do, for £3 a ton, while at the same time he was paying £5 per ton back again to the chaff sharks. I trust the export department will be established and that the settlers will derive benefit from it. Another thing I would like to see established here is a market for the produce of the settler. At the present time the settlers are practically without any market in the City of Perth. I hope the Government will take into consideration the necessity for establishing an open market where any person can, for a nominal fee, take his produce and stop there until he disposes of it. By doing that I am certain that the settler, and also the residents of the metropolitan area, will benefit very much. Another thing I would like to see taken in hand is the milk supply, and I would like to see the Government make preparations for the analysis of the milk supply. There is not sufficient milk in January and February to supply the metropolitan area, and it is time some steps were taken to place it

under Government control, when the public could be guaranteed pure milk. I would also like to see a Government analyst appointed, who could devote the whole of his time to analysing the milk, and also make an analysis of the soils; there is any amount of work for an analyst to do in Western Australia. When we look at the horses which we see at our shows and compare them with the imported horses, we must conclude that there is something deficient in the Western Australian soil, which makes so much difference in the size of the bones. If we had a Government analyst he could take an interest in these things. Another matter I would like to refer to is that while Parliament is in recess, and during that time I have no doubt a Premier's Conference will be held, I would like to see the Premier attend it, and discuss with the Premiers of the other States the advisability of the whole of the Australian States taking some action in the direction of having a State-owned steamship service. This should be not only an interstate service, but a service which would run between Australian shores and the old country. When we take into consideration the fact that we have spent 150 million pounds upon our railways, surely we can raise about four millions between the whole of the States to provide a number of steamships. If one goes into the question it will be found that for about three million pounds it would be possible to construct eight vessels larger than any of those engaged in the trade at the present time. By adding one million to that sum it would be possible to have not only a fine interstate service, but also an international service. I trust that in the recess the Premier will cause this question to receive serious consideration. I do not intend to say anything further. I thank hon. members for the attentive hearing they have given me.

On motion by Mr. McDowall debate adjourned.

*House adjourned at 8.10 p.m.*