

Legislative Council,*Thursday, 19th November, 1925.*

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

QUESTION—FARM PRODUCE, TO LEGISLATE.

Hon. H. STEWART asked the Chief Secretary: 1, Will the Government introduce a stock foods Bill—(a) to regulate the sale of chaff, hay, by-product of grain, and other foods; (b) to provide against adulteration of such stock foods? 2, Will the Government introduce a produce agents Bill to—(a) make it obligatory for a farm produce agent to disclose if he is directly or indirectly interested in the purchase; (b) provide that prompt account sales, giving the name and address of the purchaser and other particulars, shall be furnished to the vendor; (c) provide for payment of moneys resulting from sales into a trust account?

The CHIEF SECRETARY replied: 1, The Fertilisers and Feeding Stuffs Act, 1904, is on the statute-book, and therein it is provided that any person who sells for use of cattle (which means any animal) any article which contains any ingredient deleterious to cattle or to which has been added any ingredient worthless for feeding purposes, and not disclosed at the time of the sale, commits an offence against that Act. It is also provided that proceedings may be instituted by the person aggrieved against the vendor. 2, The matter will receive consideration.

MOTION—RAILWAY DINING CARS.

Debate resumed from the 12th November on the following motion by Hon. A. Lovelock—

That the present system of leasing the dining cars on the railways, especially on the goldfields line, is detrimental to the best interests of the State, and should be immediately altered or revised.

HON. V. HAMERSLEY (East) [4.38]: I am not in a position to speak from personal experience of the catering on the Trans-continental railway, not having had the pleasure of making a trip over that line; and therefore it is not possible for me to institute a comparison. Still, I feel that there must be a great deal to justify Mr. Lovelock's remarks, or he would not have moved the motion. I agree that fruit, in particular, should be featured on the State railways. The suggestion is an excellent one, and I hope the Commissioner of Railways will arrange with the present caterer for an improvement of the service in that direction. The Commissioner, to whom Parliament has granted the control of the Railway Department, in his wisdom has decided to try the system of leasing rather than running the catering departmentally. I consider that that system should work out better than the old system of catering by the department. At all times I support private enterprise of this nature. If it can be shown by travellers that the catering on our section is not of advantage to the State, and is not advertising the State as we should wish, the Commissioner of Railways should take action to improve the service. I take it for granted that he has that power under the contract with the present caterer.

Hon. E. H. Harris: But he does not use the power.

Hon. V. HAMERSLEY: The Commissioner is the person to decide whether the old system should be reverted to. I personally should not like the House to give a direction to that effect.

Hon. T. Moore: Is all this on the question of fruit on the table?

Hon. V. HAMERSLEY: No. I understand the question is as to the catering generally. Travellers complain that the service rendered, contrasts unfavourably with the Federal service.

Hon. J. R. Brown: That is wrong.

Hon. V. HAMERSLEY: As regards the difference in prices—

Hon. E. H. Harris: The price was altered a week ago.

Hon. V. HAMERSLEY: Travellers on our train say they are charged too much for the service rendered. Many people would no doubt get their meals as cheaply as possible. In our own Chamber, when it was suggested that prices in the Parliamentary dining room should be raised so that we could have more fruit on the table—

Hon. T. Moore: We get no fruit now.

Hon. V. HAMERSLEY: Many members objected to the proposed increase.

Hon. T. Moore: And so we get no fruit.

Hon. V. HAMERSLEY: The general public feel that they should get a much better class of fruit and a better class of food for the money they pay.

Hon. T. Moore: We do not object here, and yet we get no fruit at all.

Hon. V. HAMERSLEY: If the hon. member likes to pay for fruit, he can get it. I consider that the prices charged for meals here do not warrant the supply of fruit. The charge on the railways, I understand, is much higher than that in the Parliamentary dining room. There should be a sufficient margin to enable the railway caterer to supply better fruit and better food. The people who travel on our goldfields train are frequently getting their first or their last impression of Western Australia from the attention they receive on that train. It is advisable that not only the catering, but also the handling of luggage and various other services, should be improved. Those matters might have been included in the motion.

Hon. J. R. Brown: You get your luggage handled if you pay the tip.

Hon. V. HAMERSLEY: Various services on our railways are not carried out to the advantage of the system. I come across people who complain that they are almost afraid to put their luggage into the van, because it is so difficult to obtain it upon their arrival.

Hon. J. M. Macfarlane: Do you think people should be charged for meals if they do not have them?

Hon. V. HAMERSLEY: Certainly not. There are those who claim that is not a fact. I have not had to pay for any meal on the train that I have not had, nor have I heard the complaint made by anybody travelling on that train. If something can be done to improve the impression that oversea travellers take from the journey on the train, it would be worth doing. I am not inclined to support the motion, for I feel sure we have only to draw the attention of the Minister to the matter, when he will bring it under the notice of the Commissioner of Railways with the result that an improvement will be effected.

Hon. J. M. Macfarlane: An improvement has been made already.

Hon. V. HAMERSLEY: I understand there is room for still further improvement.

I do not regret that the motion has been moved.

HON. J. R. BROWN (North-East) [4.47]: Members who have never travelled on the train under discussion are putting up the argument that the conditions could be improved upon. I have travelled regularly on that train during the past 18 months, and I have travelled also on the Transcontinental train. The difference between the conditions on that train and on the State train is very little indeed. Mr. Lovekin must have struck a bad day, when the fruit was of indifferent quality. I have seen splendid fruit on the table in the State train. The authorities of the Transcontinental train have this advantage over those of the State train, that they know two days beforehand exactly how many passengers they have to cater for, and so they lay in their provisions accordingly; whereas on the State train nobody knows whether there will be a big complement of passengers or a small one, and so there is a danger of food being either under-supplied or over-supplied. Mr. Macfarlane pointed out that it was compulsory to have meals on the State train. But that is only for passengers coming from the Eastern States; those travelling only from Kalgoorlie to Perth need not have their meals in the dining car. If there is anything at all wrong with the dining car on the State train, it is that the tariff is possibly a little high for the quality of the meals supplied. Again, some people do not care to pay half a crown for breakfast if they can do without breakfast, as I often do. My experience is that the State train compares very favourably with the Transcontinental train.

HON. G. POTTER (West) [4.50]: Outside the Chamber there is an impression that this motion represents an attack on the Commissioner of Railways and the caterer. While I have no authority to speak on behalf of the mover, I am certain that it was not his intention to attack either the Commissioner of Railways or the caterer. It is within our memory when, not only public opinion, but even Parliamentary opinion was centred on the then Commissioner of Railways, who was faced with a deficit in respect of the departmental catering on the trains. The Commissioner had to convert that deficit into a profit, if possible. In order to do so he called for tenders for the supply of refreshments on certain trains.

Naturally the menu submitted by the successful contractor is restricted by the price he has to pay for his privilege. I really think the mover of the motion would be in favour of suggesting to the Commissioner that it might be better not to stick too strictly to the principle of giving the contract to the lowest tenderer, but rather that the contract should be left to the tenderer who will give the best service for the price charged.

Hon. E. H. Harris: Do you suggest that the lowest tenderer gets the contract now?

Hon. G. POTTER: I do not know whether or not it is so. Considering the disabilities that the contractor has to put up with, I do not think the price of the meals is too high. If the contractor were remitted some portion of the amount he has to pay to the Commissioner for the privilege of catering, he would be in a position to improve the quality of the meals, and so satisfy the mover of the motion and, I believe, hon. members generally.

On motion by Hon. J. Duffell, debate adjourned.

BILL—RACING RESTRICTION ACT AMENDMENT.

Second Reading.

Debate resumed from 28th October.

HON. H. A. STEPHENSON (Metropolitan-Suburban) [4.54]: I am opposed to the Bill. I want to refer to an incident that occurred within the precincts of the House when, about 12 months ago, we had before us a Bill practically the same as this one. Between 10 and 11 o'clock one night a person sent in a message to me asking if I would come out and see him. I went into the Clerk's room and there met that visitor. He said, "I understand you are going to oppose this racing Bill." I informed him that his impression was a correct one. He had the impudence and audacity to try to intimidate me, and then he offered me insults because I would not support the Bill.

Hon. H. Stewart: You had your remedy.

Hon. H. A. STEPHENSON: Yes, but we do not always take our remedies. That gentleman was not a ratepayer of East Fremantle; neither was he a member of the newly formed Fremantle Trotting Club. He was no other than the president of the Western Australian Trotting Association. A

straw will show how the wind blows. I resent that sort of thing, and I hope it will never occur again so long as I am a member of the House. Let me tell members why I am strongly opposed to the Bill. I was one of those who worked very hard to bring about the present Act. Although not then in the limelight I worked very hard indeed for several years prior to the Act coming into force, at the request of the public and the business people of the metropolitan area. The Western Australian Turf Club, of which I am a committeeman, was at nearly every meeting for a period of two years asked by deputations, by letters, or by representatives of butchers, bakers, and grocers to see if it were not possible for the committee to use its influence in an endeavour to bring about a reduction of racing. It was felt that there was altogether too much racing in the metropolitan area, far more than the people could stand. It was impossible for the tradesmen to collect their money for goods supplied, because the money that their customers ought to have been paying for their necessaries of life was going to racing, and in particular to trotting. After many discussion by the committee, the matter was left in the hands of the then chairman, the late Charles Baxter Cox, than whom no truer sportsman ever lived. It was left in his hands to endeavour to bring the parties together. We were then racing on an average three days a week, sometimes four: Wednesdays and Saturdays, with trotting on Saturdays as well, and sometimes another meeting on the Monday. There were lots of vested interests at that time, and the position was very difficult indeed. After many meetings a basis was arrived at with the outside parties concerned, and it became possible to approach the Government and put a statement before them in the hope of something being done. The outcome was the Racing Restriction Act now on the statute-book. Since then nothing has happened to bring about an increase in the racing dates. There are, however, many indications to suggest that there is too much racing in the metropolitan area to-day. Racing and trotting at the present time are different propositions from what they were 20 or 25 years ago when the majority of the people who were connected with the sport raced solely for the sport, in the true sense of the word. To-day racing is a business and it is a very precarious business at that. Not

more than 10 men in the State to-day, controlling gallopers or trotters race for the sport.

Hon. J. Duffell: That is a strong indictment.

Hon. H. A. STEPHENSON: Yes, but it is perfectly true. Many of those connected with the sport to-day do not understand the meaning of the word in its proper application. Nowadays it is money, money, money, and how that money is made does not come into the picture. Over 80 per cent. of the owners and trainers, and others connected with racing, are not solvent at the present time, and I say that without fear of contradiction, because I know it to be true.

Hon. E. H. Gray: You are in the game, are you not?

Hon. H. A. STEPHENSON: And they find it most difficult to carry on. Consequently, in order to keep the game going, they are obliged to resort to all sorts of schemes and tricks to delude the public. Are members prepared to increase and perpetuate that sort of thing? I hope not. What would be the result to-day if members were told that the majority of business people in the metropolitan area were not solvent. They would hardly credit it, and they would know that something was wrong, and would endeavour to bring about an improvement. At the time of the passing of the existing Act, in consequence of the surfeit of racing. Western Australia contained the greatest number of thieves, vagabonds and undesirables that had ever congregated in the State, and it took the Criminal Investigation Department a year or so clean them out.

Hon. W. H. Kitson: And then did not get them all.

Hon. H. A. STEPHENSON: They did not, I admit. Wherever racing is conducted we find these undesirables, tick-tackers, tale-tellers, and racing guns.

Hon. C. F. Baxter: What are they?

Hon. H. A. STEPHENSON: If the hon. member goes often enough to the racecourse he will soon find out. They are parasites and the racecourse is their feeding ground. They grow fat on the unsophisticated public that attend race meetings. I do not think hon. members are desirous of again creating a position similar to that which existed years ago. But if the racing dates are increased there is sure to be a tendency in that direc-

tion, because the granting of the additional number of meetings will be merely the thin end of the wedge. There will be applications for racing dates from Midland Junction and various other parts of the metropolitan area, including Claremont. At Claremont we have the Royal Agricultural Society's show grounds. That society is a highly educational body and is under great expense. To-day it has a very large overdraft and is experiencing difficulty in finding money to pay the interest on that overdraft, because the public do not support it in the way they should do. At the show ground there is one of the best trotting tracks to be found in the State. All the necessary appointments are there and at very little cost the society could form a trotting club and apply for racing dates, to which they would be entitled, if the Bill became law. I venture to say that if they were allotted six or seven nights in the year for trotting purposes they would get more than sufficient money with which to pay the interest on their overdraft, and also make further improvements.

Hon. J. M. Macfarlane: They are doing that now without trotting.

Hon. H. A. STEPHENSON: I am only instancing what would happen if they were allotted some racing dates. Since the Racing Restriction Act has been in force the general public have been fairly satisfied with the conditions and the way in which racing and trotting have been conducted, and they have not made any effort to bring about an increase in the racing dates. If the Fremantle people want to carry on trotting, the Trotting Association should give them some of the dates that were originally allotted to them under the Act. That Act provides for the conduct of 35 race meetings plus five for charity in the metropolitan area, and the Act also stipulates that those meetings shall be carried out within a prescribed area of 30 miles from the Town Hall, Perth. The Trotting Association of Western Australia conducts more race meetings on its own course—the only course in Perth—than any other galloping or trotting association in the Commonwealth, and I believe I would not be wrong in saying, in any part of the British Empire. And they are not satisfied! It was never intended by Parliament that the Trotting Association should have the whole of those dates any more than it was intended that the Western

Australian Turf Club should monopolise the whole of the dates allotted to them to control. Just fancy the howl of indignation there would be if the W.A.T.C. attempted to do such a thing! When introducing the Bill to this Chamber, Mr. Kitson stated that owing to the restrictions imposed by the Act it was impossible for Fremantle to hold a race meeting. Section 2 of the Act provides that no race meeting and no horse or pony race for any stake or prize shall be held without the license in writing of the W.A. Turf Club. Subsection 2 sets out—

Subject as hereinafter provided, the number of race meetings to be held in the metropolitan area, inclusive of the race meetings of the W.A.T.C., shall not exceed 76 in any year, and no license shall be issued by the W.A.T.C. in contravention of this section: Provided that the Treasurer may, at the request of the W.A.T.C., authorise race meetings to be held on not exceeding five additional days in any year in aid of any public hospital or other charitable or patriotic purpose.

The next subsection sets out that the section shall not apply to trotting racing. Section 3 provides that no trotting racing shall be held without the license of the W.A. Trotting Association, and that the number of trotting meetings shall not exceed 35 in any year, provided that the Treasurer may authorise the holding of trotting meetings on not exceeding five additional days in the year, in aid of any public hospital or other charitable or patriotic purpose. Now let us go to the interpretation clause. There we find that "Metropolitan area" means and includes all land within a radius of 30 miles from the Town Hall in Perth.

Hon. H. Stewart: That almost takes you to Rottneest.

Hon. H. A. STEPHENSON: Yes. It certainly goes as far as Rockingham which is 28 miles by road from Perth. Parliament intended, when that Act was passed, that any recognised club should be permitted to race and should be given some of those 40 days set out in Section 3. It was never intended that one club or association should monopolise the whole of the dates. I doubt if there are any four men in this House who would contend otherwise. It is as plain as A.B.C.

Hon. W. H. Kitson: We know what the measure means all right.

Hon. H. A. STEPHENSON: If increased dates are allowed to Fremantle, there may be other requests from racing clubs for ad-

ditional dates as well. It will not be easy to refuse such applications once the Act is amended and we commence to extend the dates. Some of the racing clubs that have only nine racing days in a year may seek further dates in view of one body having 40 days for its meetings. If that were put to those concerned, it would be hard to refuse such a reasonable request.

Hon. J. Duffell: But look how trotting has progressed compared with galloping.

Hon. H. A. STEPHENSON: Mr. Kitson stated that before the Act had been passed Fremantle had had its racing club and that racing had been carried on there for many years. I hope that Mr. Kitson was not there in those days. The less said about that racing club the better. It was the worst conducted and most mismanaged racing concern in the Commonwealth. It was notorious all through Australia. I know men who raced with the club, and had been racing for anything from six to 12 months but had not won a race. Then came a change of luck, and they won a race or two. When, however, they went to collect the stake, they were given a credit note and were informed that they owed more than the amount of the stake on account of nominations and acceptances.

Hon. W. H. Kitson: Was that trotting, or galloping?

Hon. H. A. STEPHENSON: At that time the secretary was also the handicapper. If there were not sufficient nominations received to satisfy him, he put some in himself. He would handicap the entries and if they were satisfactory an owner would probably take his horse to the course and race him.

Hon. G. Potter: Do you suggest the trotting association did that?

Hon. H. A. STEPHENSON: I am saying what took place in connection with the racing club to which Mr. Kitson referred.

Hon. W. H. Kitson: But was it galloping or trotting?

Hon. H. A. STEPHENSON: You should know; you introduced the Bill. Some of those who were responsible for the condition of the racing in those days are now the prime movers in this agitation to get a trotting club at Fremantle.

Hon. J. R. Brown: There is no agitation; there is merely a protest.

Hon. H. A. STEPHENSON: I know what I am talking about regarding this business. Mr. Brown may know something about underground mining but if he wishes

to talk to me about trotting and racing, he will have to put up a better showing than he has yet done in this House. I know a large number of the people who reside in the Fremantle area. I lived there for many years within a few hundred yards of where the trotting races were to be held. I know that a great many of the men in that locality have been working for years on the Fremantle wharf. The majority of them are good sound solid men, with their own homes. They have saved up a little money and I trust that hon. members will not agree to place this temptation in their way. After all, it is only a delusion and a snare to the uninitiated.

Hon. H. Stewart: Which is the worst delusion, trotting or galloping?

Hon. H. A. STEPHENSON: Mr. Stewart is only wasting time in chipping in like that; I am going on with the business. I will give an illustration that came under my notice. A sleeper-cutter, who had saved some money, bought a yearling at the blood stock auction sale. He explained to an acquaintance of mine that he had always made his living by means of hard toil but in future he intended to take things easy. He intended to live on the colt's earnings as that was a much better game than working.

Hon. J. R. Brown: You cannot blame him for that!

Hon. H. A. STEPHENSON: That was about two years ago. The colt is still racing but has not won a race yet.

Hon. J. Duffell: He must have been keeping him for the cup.

Hon. H. A. STEPHENSON: The owner is back in the bush hard at work, a sadder and wiser man.

Hon. J. Nicholson: The yearling could not have been a good utility horse.

Hon. H. A. STEPHENSON: This has been the experience of hundreds of others. This racing business is a delusion. A young chap may go along and put 5s. on the tote and win £2 or so. He gains the impression that it is easy and asks how much it costs to purchase a trotter. Some of the tale-tellers and tick-tackers catch hold of him and tell him how he can manage it. The result is disaster to him, his family and many others. I can speak from experience regarding this subject. I can, from my own experience, say how difficult a proposition it is to buy a yearling and make one's fortune. As racing people know, I have always en-

deavoured to assist local breeders and I have bought a lot of the youngsters. Some have been successful but the majority have not. I bought one of the nicest thoroughbred yearlings ever prepared for a sale in this State. She was well enough bred to win a Melbourne Cup. I gave 310 guineas for her, and after racing her for nearly three years, during which she did not win a race, I let the breeder have her back again at what was practically a gift.

The PRESIDENT: Was that a trotter?

Hon. H. A. STEPHENSON: It was not in connection with trotting, but I am showing what a delusion this racing game is, trotting and galloping alike.

Hon. A. J. H. Saw: This shows the evils of racing.

Hon. H. A. STEPHENSON: Mr. Kitson said that racing had been described as a sport of kings and he contended that trotting was the sport of the working man. It costs practically the same to train a trotter as to train a galloper.

Hon. H. Stewart: What has that to do with the Bill?

Hon. H. A. STEPHENSON: A lot to do with it seeing that Mr. Kitson said trotting was the sport of the working man.

Hon. J. R. Brown: No, whippets.

Hon. H. A. STEPHENSON: When in full training it costs about £4 or £5 a week. How can a working man who gets £5 a week, afford to keep a trotter, more especially as the majority of the animals do not win a race once in a year, some not once in two years. During all that period the expense goes on just the same.

Hon. J. R. Brown: How many workmen own trotters?

Hon. H. A. STEPHENSON: Even should the man win a race occasionally, the stake would not be a big one, and there would be all the expense to be covered.

Hon. E. H. Harris: Can you not make money without winning a race?

Hon. H. A. STEPHENSON: Let the hon. member have a try. I maintain that we have far too many young men in and around the city and suburbs to-day. Those young men should be in the country hard at work helping to develop our great and wonderful State. There are great possibilities and opportunities ahead of them there. We are bringing migrants out from the Old Country at great cost, despite the fact that we have hundreds of able-bodied young men endeavouring to live on the racing game. They

have to resort to all sorts of dishonest tactics to keep themselves out of gaol. This is a canker in our midst which, once established, is very difficult to remove. If the Bill be agreed to, the effect will be to greatly increase the number of those who live on the game. I have known many young men who have been absolutely ruined owing to what is known as the racing fever. Some have lost upwards of £3,000 and quite a number have lost anything up to £20,000. To-day those people are absolutely penniless. I do not think that hon. members want to intensify that position. Rather should they protect those people against themselves. Mr. Kitson was asked, during the course of his second reading speech, if a referendum had been taken on this question.

Hon. J. R. Brown: Or a secret ballot?

Hon. H. A. STEPHENSON: I have always had a high regard for Mr. Kitson's sincerity, but owing to the way he has handled this Bill, my faith in him has been somewhat shaken. In future I intend to keep my weather eye lifting where he is concerned.

Hon. J. R. Brown: You have never had a chat with him.

Hon. H. A. STEPHENSON: Mr. Kitson was asked whether a referendum had been taken. He replied that a referendum had been taken, and that a majority of the people were in favour of trotting. Let me tell members how that referendum was taken. It was taken six years ago on the Mayoral roll for the Fremantle municipality. The rate-payers were asked whether they were in favour of trotting on the Fremantle oval, not at East Fremantle and within the municipality of East Fremantle where the people have never been given an opportunity to say whether they want trotting.

Hon. W. H. Kitson: Was my statement true or not?

Hon. H. A. STEPHENSON: The hon. member may call it true if he wishes, but I shall keep my eye on him in future. Mr. Kitson said it was a shame and a crime that 50,000 people within the Fremantle area should be denied trotting or should have to go to Perth for it. At the referendum 820 voted in favour of trotting on the Fremantle oval, and 570 against it. That was a shade under 1,400 people who expressed an opinion out of 50,000 people. I ask any member whether he would call that a referendum of the people of Fremantle. Now it is proposed

to have trotting at East Fremantle, and the East Fremantle people have not been asked whether they favour trotting. Under the Act the W.A. Turf Club are granted 81 dates in all.

Member: That is too many.

Hon. H. A. STEPHENSON: Whether too many or not, the Legislature granted that number. Realising that the population could not stand so much racing, it was decided that not more than 59 dates should be granted in the metropolitan area, that number to include five charity meetings. Those dates were allotted to seven different clubs. Let me compare what is being done in Western Australia and in the Eastern States. The total number of trotting dates in the metropolitan areas of Melbourne and Sydney is 46 per year, or six more than the W.A. Trotting Association have on their own ground. The population of those two cities combined is approximately 2,000,000 people, while the population of our metropolitan area is about 176,000.

Hon. W. H. Kitson: Give us both sides of the question.

Hon. H. A. STEPHENSON: Thus the 176,000 people here would have within six of the total number of dates allowed to those two big centres in the East.

Hon. H. Stewart: If you are an authority on galloping, you might give us particulars of that also.

Hon. H. A. STEPHENSON: The Australian Jockey Club, the biggest club in New South Wales, races on 15 days in the year, and the population of that State is two and a quarter millions. Taking Victoria, at Flemington where the Melbourne Cup and other big races are run and where there are thousands of wealthy men, meetings are held on 16 days in the year. At Caulfield, where the Caulfield Cup and other big races are run, there are only 12 meetings. Moonee Valley is the only other club within the metropolitan area of Victoria, and there races are held on nine or ten days in the year.

Hon. J. R. Brown: What about Williamstown?

Hon. H. A. STEPHENSON: That is farther out. The Western Australian Trotting Association trot on their own grounds on 40 dates, whereas the big clubs I have mentioned race on only 43 days and cater for a population of 4,000,000 people. Yet we are asked to increase the dates in this State.

Hon. H. Stewart: What about Randwick?

Hon. H. A. STEPHENSON: I have already stated that races are held there on 16 days in the year. The total number of racing dates in the metropolitan area of Adelaide is 44, or four more than the Trotting Association have here. The population there is 600,000. Those 44 dates are divided amongst nine clubs. In Brisbane races are held on 62 days in the year and the population there is 820,000. In Hobart there are 18 race days. The principal clubs race on 10 days, and on seven out of those 10 days, one trotting race is included in the programme. In a six-event programme the trotting people are allowed to have one trotting race. There are two minor clubs within the Hobart metropolitan area who race on eight days; that is, four days each, and on each of those eight days two trotting races are included in the programme. Thus, one-third of the programme is allotted to trotters on the eight race days granted to those two clubs. The population there is something over 220,000. The Western Australian Trotting Association have twice as many dates as have the Hobart gallopers and trotters combined. In New South Wales trotting is not permitted at night. Only recently the Labour Government of New South Wales turned down a proposal for night trotting. That, no doubt, was done in the interests of the workers, who contribute more to the upkeep of trotting clubs than do any other section of the community.

Hon. J. R. Brown: A shame on the capitalists! They should contribute more.

Hon. H. A. STEPHENSON: There are 99 racing dates allotted to our metropolitan area each year, which number is too great. The Western Australian Turf Club and the other clubs acting with them can claim that they have fully observed the spirit of the Act. When the Act came into operation, 26 trotting meetings were held at Midland Junction, and it is not unreasonable to suppose that Parliament intended that Midland Junction should still have a proportion of the dates allotted under the present Act. Gradually, however, meetings were taken away from Midland Junction, and for several years there has been no trotting at that centre. The whole of the 40 dates granted have been utilised for meetings of the Trotting Association on the one course in Perth, and apparently it is the object of the Trotting Association to ask Parliament permanently to allot that number of dates to them. That was never intended when Parliament

passed the measure. Mr. Kitson told us that he had attended galloping meetings and had observed more young people there than at trotting meetings. That statement is quite wide of the mark, and there is nothing to justify it. It is simply the statement of a casual observer. I have seen the hon. member at various galloping meetings, but he has always appeared to me to devote far more attention to trying to pick winners than to noting the people present at the meetings. So far as I am aware he has never made any attempt to ascertain from the racecourse detectives or race club officials whether his surmise was correct. So much for that statement. So far as the 18-year old admission by-law is concerned, it is not more strictly observed at the trots than at the gallops. I would not have made a comparison between trotting and galloping if Mr. Kitson had not introduced the subject in his second reading speech. He also referred to two charity meetings, and to the fact that so much money had been given to charities by the Trotting Association. We all know that they are very liberal. We can all afford to be liberal with other people's money. Most of this money comes out of the pockets of the wage-earners, because they attend trotting meetings in larger numbers than they do other race meetings. The wage-earner is indirectly giving this money, not the Trotting Association. Members of the executive do not dole out £50 or £100 from their pockets. They give a proportion of the money they receive from the working people, who follow their sport. It is only another way of getting the money instead of going round cap in hand for it. Mr. Kitson was asked how many members were in the Trotting Association. He gave an evasive answer and, I think, indicated that there were 2,000 members. The actual membership of the Trotting Association is somewhere in the vicinity of 600.

Hon. E. H. Gray: Where is your authority for that?

Hon. H. A. STEPHENSON: The Trotting Association hold their meetings on the West Australian Cricket Association grounds. Before they were allowed to hold their meetings by electric light the Cricket Association had a membership of under 100. To-day that membership has reached 750.

Hon. J. R. Brown: Good luck to them.

Hon. H. A. STEPHENSON: Each of these 750 members has the right to attend trotting meetings and to take two ladies with

him. This means that 2,200 people have the right to attend these meetings free. Members can understand why the attendance is sometimes large.

Hon. J. Duffell: That is only half the average attendance at the meetings. What are you inferring?

Hon. H. A. STEPHENSON: Mr. Duffell is the last member who should interject with regard to racing or trotting, because he does not know the game from shinty.

Hon. J. Duffell: Quite true.

Hon. H. A. STEPHENSON: Of the attendance at the trotting meetings, from 60 to 65 per cent. is made up of girls and women, aged between 17 and 75. That is not much to be proud of.

Hon. E. H. Gray: What is your authority for that statement?

Hon. H. A. STEPHENSON: The majority of those are wage-earners. If Mr. Kitson, Mr. Gray, or Mr. Brown would go to a trotting meeting and go behind the bar between 9 and 10 o'clock, they would see more drunken women than at all the other day sports meetings in the State put together. I defy anyone to contradict that statement.

Hon. W. H. Kitson: What were you doing behind the bar?

Hon. H. A. STEPHENSON: What would the hon. member think I was doing? This is a fact.

The PRESIDENT: I take it the hon. member is connecting all this with the second reading.

Hon. H. A. STEPHENSON: Yes. Racing at Kalgoorlie is practically dead, and it is almost impossible to carry on there. Boulder and Kalgoorlie each have a beautiful racecourse, and they have had to get permission from the controlling body to allow them to reduce their meetings practically to picnic meetings.

Hon. J. R. Brown: These are galloping meetings.

Hon. H. A. STEPHENSON: The largest prize is now in the vicinity of £30. That is no good to anyone. People cannot afford to train horses and run them for such small prizes. Trotting there is in an even more precarious position. The old club had to go into liquidation because of its financial difficulties. I have given the Chamber sufficient to show members that it would be unwise to increase the racing dates in the metropolitan area. I appeal to them not to vote

for the Bill. I hope they will endeavour to protect Fremantle against itself. I am satisfied that the majority of people in the Fremantles, North, South and East, are not in favour of trotting, and I hope members will protect them from it. I say this in all sincerity after an experience of 35 years of the game.

Hon. W. H. Kitson: Which game?

Hon. H. A. STEPHENSON: Of the racing business.

Hon. E. H. Gray: And you still continue to go to races.

Hon. H. A. STEPHENSON: That is my concern. To-day there are men and women in Fremantle who are happy, contented, and satisfied with their lot, but if permission be given to hold trotting meetings there, they will live to curse the day when the Bill was passed. I intend to vote against the second reading.

On motion by Hon. J. R. Brown, debate adjourned.

House adjourned at 5.54 p.m.

Legislative Assembly,

Thursday, 19th November, 1925.

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

QUESTION—DOMESTIC SERVANTS.

Mr. STUBBS asked the Minister for Lands: 1, Is he aware that the domestic servant question is very acute in the country districts? 2, If so, would it not be possible to arrange for a number of girl migrants to be sent from England under the migration agreement?