

have accomplished, and I offer them my very best wishes that they may occupy the Treasury bench for many years to come.

**MR. LAMBERT** (Coolgardie) [3.53]: I formally second the motion moved by the member for Forrest.

(On motion by Hon. Sir James Mitchell, debate adjourned.)

### ADJOURNMENT—SPECIAL.

**THE PREMIER** (Hon. P. Collier—Boulder) [3.54]: I move—

That the House at its rising adjourn until Tuesday next, at 4.30 p.m.

Question put and passed.

*House adjourned at 3.55 p.m.*

## Legislative Council.

*Tuesday, 30th July, 1929.*

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

### QUESTION—RAILWAY, LAKE GRACE-KARLGARIN.

Hon. J. CORNELL asked the Chief Secretary: 1, Has any definite date been fixed for commencing the construction of the Lake Grace-Karlgarin railway? 2, Pending completion of this railway, will facilities for stacking wheat along the proposed route be provided for the coming harvest?

The **CHIEF SECRETARY** replied: 1, No, for the reason that the route has not been surveyed. This will be commenced within the next two or three weeks. 2, The matter will receive consideration.

### QUESTION—STOCK TRANSPORT. BRUCE ROCK TO MIDLAND JUNCTION.

Hon. H. J. YELLAND asked the Chief Secretary: 1, What is the scheduled time of transit of stock from Bruce Rock to Midland Junction abattoirs? 2, How long are the stock in the trucks before leaving Bruce Rock? 3, What are the reported losses of stock on these trains during this half-year? 4, Is he aware that motor transit of sheep to the abattoirs has been successfully carried out, and is likely to prove a serious competitor to the railways? 5, Will the Government take steps to shorten the period occupied in transit?

The **CHIEF SECRETARY** replied: 1, 22 hours 17 minutes. 2, Approximately 10 hours. 3, No information is available in this connection. 4, Yes, but so far only in isolated instances. The matter is being watched by the Department. 5, Provided the growers along the line combine to send their stock to Midland once a month or at other suitable periods, a special train can be arranged at a convenient time.

### ADDRESS-IN-REPLY.

*Second Day.*

Debate resumed from the 25th July.

**HON. C. F. BAXTER** (East) [4.40]: Before dealing with the Governor's Speech, may I add a few words to those already spoken by Mr. Fraser as to how pleased we are to have you, Sir, back again, and how very proud we were of you and your speeches and your attitude generally in the Old Country, where you endeavoured to further the interests of Western Australia. We certainly missed you while you were away, but we now feel that the absence has been well repaid in the splendid way in which you furthered the interests of the State. Many people leaving Western Australia to visit the Old Country do what they can to favourably advertise our State. There are many ways of doing that, and you, Sir, took the correct line in letting the people of the Old World know exactly what they had to face on coming here, and also the many inducements offered to them to migrate to our shores. I am sure that members generally appreciated the very able and concise speech made by a young member,

Mr. Fraser. In this regard it is to be regretted that the hon. member should be connected with the party he supports; for the scope there offered is not very wide for one who, so far, has proved very promising. He is behind the Government who, no doubt, are very anxious to do what they can to further the interests of the State they are controlling: but unfortunately they represent the wage-earning section, a section always on the lookout for increased wages and better conditions for the workers. I am sure no member of the Chamber would deny increased wages and better conditions to the workers, if the workers offered a return for those advantages. But they do not. Every time an increase in wages is granted, the output by the labour for which that increase is given, is reduced. If we take the Australian worker generally, we find he is far superior to most other workers and artisans on the face of the globe. He could carry a much higher wage if he would use the individual effort of which he is possessed to earn that wage.

Hon. W. T. Glasheen: How would payment by results do?

Hon. C. F. BAXTER: The hon. member has put his finger on the crux of the whole situation. Payment by results is, really, contract work. We have that in the shearing industry, and it is very satisfactory. Notwithstanding that the shearers are paid a very high rate for their labour, nobody begrudges the money they are earning, because it is the individual effort on the part of the shearers that returns those wages to them. If we could extend the piece-work system to all our industries, the Commonwealth would be in a far better position than it is to-day. That is the unfortunate part of it. Mr. Fraser is behind the party that stand out in opposition to the contract system. Their object is to secure higher wages for the workers. Unfortunately high wages are working to the detriment of the State, which must live by what it produces and its exportable surplus.

Hon. Sir Edward Wittenoom: He belongs to the wrong party.

Hon. C. F. BAXTER: That is what I have said.

Hon. J. R. Brown: We do not want nigger driving.

Hon. C. F. BAXTER: I was interested to note his ability and far-seeing mind when he said this was the last session of the present Government. I do not usually interject

when a member is speaking, but I was so elated to note the hon. member's remarks that I could not help interjecting on that occasion.

Hon. Sir Edward Wittenoom: I hope it will prove a correct premonition.

Hon. C. F. BAXTER: The first reference in the Speech is to finance. It is a reference and nothing more. All it says is that the finances are satisfactory.

Hon. J. Nicholson: You do not agree with that.

Hon. C. F. BAXTER: They are in an unhappy position. Either the Government do not realise their position or are trying to mislead us. We were told last session that the ledger would be squared this session, but unfortunately we are another £275,000 odd to the bad. There is a reference in the Speech to the saving brought about through the Financial Agreement.

Hon. W. T. Glasheen: We had a rotten season you know.

Hon. C. F. BAXTER: It was not so very bad, or as bad as to justify that result. What excuse will the Government have to offer this time for the altered position, especially with regard to the Budget forecast? We shall have an opportunity later of dealing with that question. We note from the Speech that the railways are blamed to a large extent for the shortage of revenue. Insufficient haulage is referred to as another factor. It is not only a question of insufficient haulage for the railways, but of road transport competition. The latter is one of the most vital factors. We are building up a road transport at a tremendous cost. The railway system extends to many parts of the State, but side by side with the expenditure upon that we are laying out hundreds of thousands of pounds in building and maintaining roads for traffic that is in competition with the railways. The railways must carry some of the blame, but the position is becoming involved and very worrying. The tremendous expenditure in the upkeep of roads must end in increased taxation. Twenty years ago not one-eighth of the amount was required for road maintenance as is required to-day, and most of the road traffic is in opposition to the railways. Are the railways doing all they can to encourage transport over the system and to compete with motor vehicles? I know of many cases where they are not doing so—in the Bruce Rock district, for instance. Mr. Yelland

put up a series of questions on Thursday, which were answered by the Chief Secretary this afternoon. Some light was thrown on the question by the answers. The case has been in the hands of the representative of the district for some time. The settlers feel that they are suffering under great disabilities. What they are trying to organise now is road transport for their fat stock to the Midland Junction markets. I should like members to know why these people are moving in that direction. We cannot say they have a grudge against the railways, but the railways are not meeting the service as they should. Stock owners at Bruce Rock, or stations to the west, that is at places such as Eujimyn, Yarding, Erikin, Shackleton, and Kwollyn, who desire to forward fat stock to Midland Junction, are compelled to load the animals before dark on Monday. The stock is picked up at Bruce Rock at 3.53 a.m. on Tuesday. In the first place it is left to stand in the trucks at Bruce Rock for ten hours before it is picked up. Members will understand it would be rather difficult to load stock when daylight has vanished. The stock trucks are then hauled to York, where they arrive at 2.10 p.m. on Tuesday. The animals are then kept there for another 8 hours, making 18 hours in all. It is then either picked up by the 9.10 or the 10.30 p.m. train, arriving at Midland Junction on Wednesday morning. It, therefore, takes 40 hours to cover the journey. Members may think this is a matter of 400 miles, but the train mileage between Midland Junction and Bruce Rock is only 160 miles, and it takes 40 hours to traverse.

Hon. Sir Edward Wittenoom: A shocking business.

Hon. C. F. BAXTER: Such delays must cause heavy mortality. It is not unusual to find dead stock in the trucks. The animals certainly all lose condition. This kind of thing must affect the revenue of the State, and does constitute a big handicap to stock owners.

Hon. G. W. Miles: You cannot get prime beef under those conditions.

Hon. C. F. BAXTER: That beef is never prime. It is wasting all the way.

Hon. H. J. Yelland: Animals taken by motor truck have realised 5s. a head more than those brought by train.

Hon. C. F. BAXTER: On Tuesday morning a train leaves Pantapin, 32 miles nearer to Perth than Bruce Rock, but not on the

same line. It leaves at 10.15 on Tuesday morning and arrives at York at 5.30 p.m. The stock holders at Pantapin have an advantage of 32 miles over those who are further east. Why the railways cannot connect up the train leaving Bruce Rock on Tuesday morning with the train leaving 32 miles away is beyond me, more especially when they know of the road transport competition. The railway authorities should be able to avoid a situation of that sort. The stock train should run as an express. When travelling through the State I often see stock trains held up at different centres for several hours. The unfortunate animals in the trucks suffer considerably at times. There must be something wrong with the system when that sort of thing is allowed to go on.

Hon. Sir Edward Wittenoom: They should be express trains.

Hon. C. F. BAXTER: Let me now go outside the East Province and refer to the South-West. At Brunswick, 99 miles from Perth, stock is received at 7.30 p.m. on Tuesday. The Harvey stock owners, 13 miles nearer to Perth, have to load up at 11 o'clock on Tuesday morning. They, therefore, have to load up hours before the Brunswick people, although the latter are further away from the metropolitan market. This applies to other centres except Pinjarra. The stock owners are obliged to load up at 11 o'clock on Tuesday morning, and are therefore at a disadvantage of 8½ hours. When a train is passing through it should pick up stock at the same time. The railways were built by the people for the advantage of the people. If they were run by commercial companies no doubt the competition would prevent this sort of thing from going on. The people who have to foot the bill for the railways should receive consideration. More important still is the question of the preservation of revenue. This can be brought about by providing good facilities for the landing of stock in good order and in reasonable time at the nearest local market. This would tend to avoid loss through competition. In different centres the settlers are working in the direction of securing road transport for their stock. A good deal of this has already been brought about.

Hon. J. R. Brown: What about bringing stock down by aeroplane?

Hon. C. F. BAXTER: No doubt aeroplanes will soon be monopolised by members of the Labour Party to scour the constituencies. I hope

the Chief Secretary will have these points inquired into. Surely the railways can devise a means of bringing stock over say, 160 miles of line in not more than 20 hours. A period of 40 hours is altogether ridiculous. The Speech then refers to wheat production. It is the very worst Speech I have listened to since I have represented the East Province. There is nothing in it except a few statistical figures. I am surprised at the Government allowing one particular reference to find a place in the document. One might almost call the Speech a speech of despair. It savours of that to me. I thought we had passed the experimental stage in wheat growing many years ago. This, however, is what the Speech says—

The estimated wheat yield for the 1928-29 season was not realised. In view, however, of the lack of sufficient rain in many districts throughout the growing period, the actual result was most encouraging, proving beyond all possible doubt the suitability of our lands for wheat growing even in years when the rainfall is much below the average.

We are telling the people of the State as well as those outside the State that we have only just now proved that we are capable of growing wheat. Who on earth was responsible for such a statement in the Governor's Speech? Surely the year 1914 was quite sufficient proof that it was possible to grow wheat with success in the older settled areas in dry periods. In 1914 we were supposed to have had a drought in the agricultural districts, but the old farm lands gave reasonably good results. Certainly we got poor results from the newer lands, but it was proved beyond doubt that our areas could withstand dry seasons. It makes one wonder what on earth was in the minds of those who framed such a Speech. We know that everything it contains is published broadcast. It seems to me that the Government realise, as Mr. Fraser said, that the last session was before them and they thought it was no use hammering on or putting anything of importance in the Speech. As a matter of fact, the Speech contains nothing at all. The position of the wheat-growing industry has certainly improved during the last few weeks, due to the fact that the value of wheat has increased, but I do hope that the position as it was up to three or four weeks ago will be remembered by the taxpayers of the State, and that they will also bear in mind how very important the industry is, not only to Western Australia, but to Australia generally. We should do

our utmost to place the industry on a solid foundation; we cannot afford to do anything that will have the effect of crushing it. The main difficulty we are faced with is the very high cost of production. There are many facts governing that high cost and we do not appear to be making any advance in the direction of reducing it. One fact, of course, is beyond our reach—I refer to the iniquitous tariff imposed by the Federal Government. That tariff is having the effect of crushing industries generally and more particularly the wheat industry. Probably what is happening will prove a warning to the Commonwealth Government and notice may be taken of the report recently issued by the Federal Royal Commission that we should go further into the matter with a view to bringing about substantial reductions in the tariff, so that the primary industries may have the opportunity of exporting, and in that way assist the revenue of the State. The State Government claim that they have reduced taxation. While directly they may have done so to a certain extent, indirectly taxation has been increased.

Hon. H. J. Yelland: They reduced taxation after having increased it.

Hon. C. F. BAXTER: They increased taxation on the land owners of the State and now it goes a long way beyond any reduction that may have been made. I have in mind the Taxation Department's increase in land values. In this connection it is high time that an appeal board was appointed. Look at the position as it exists to-day. The Taxation Department have full control of increased values. If any objection is raised, a person will be referred to the local governing body. But we must not overlook the fact that many of these bodies, for reasons of economy, have adopted the State Taxation Department's valuation of properties in their districts.

Hon. E. H. Gray: Then there cannot be very much wrong with the valuations.

Hon. C. F. BAXTER: Does the hon. member say that there cannot be much wrong with the values assessed by the department and handed over to the local bodies? If the hon. member will be patient for a moment I will endeavour to explain what is wrong. Take the case of a land owner who is not satisfied with the valuation made by the local governing body. He has to fight that body on the question of the value. Then we find that the Taxation Department advise the local body that they

are prepared to send a representative along to fight the case.

Hon. W. J. Mann: Caesar to Caesar.

Hon. C. F. BAXTER: Nothing less. Is that fair? Is it just? There should be an appeal board appointed. We have an appeal board appointed by the Federal Government, so why on earth should not the State also have an appeal board? Let us see what the methods of the Taxation Department are in connection with valuations. First of all they are guided by local sales of property, which I maintain is ridiculous because there are so many varying factors to render such a valuation unjust.

Hon. E. H. Gray: Would not the local valuator be guided in the same way?

Hon. C. F. BAXTER: Properties vary so much, and there are so many factors that alter the values of properties. In addition, someone may come along from, say, South Australia where in many instances the values are double and treble the values in Western Australia. That person may pay £7 or £8 an acre for a property. Does that put up the value of the land to that amount? That is the basis adopted by the department. They then take the visible improvements, such as clearing, fencing, buildings, etc. But the most important matter is not considered. I refer to the condition of the land. A good farmer will have his land in excellent order and it may be worth pounds per acre more than that of his neighbour which has been handled carelessly, perhaps not dressed scientifically and rotations of crops not considered. How, then, can values be assessed? I appeal to the Minister to place this matter before the Government. It is only reasonable to have an appeal board and if the Government are not prepared to appoint one, we in this House should take steps to make an investigation into the system as it exists and prove how far-reaching and unfair it is. It may become necessary to appoint either a Royal Commission or a select committee with full power to go into the matter. If such an inquiry were held, I am convinced that the outcome would be the appointment of an appeal board. There are other matters affecting the value of wheat, the production of which is one of the most important industries of the Commonwealth, and should be considered as such. But what do we find? With the tremendously high cost of production, the industry is threatened with serious setbacks.

No one in Australia wants anything like that to occur. Although I have always been strongly opposed to the granting of bounties, I take the attitude now that no harm can follow by granting a few more, when perhaps the system will break down of its own weight. I see no justification whatever for the granting of bounties to the sugar and butter industries, and not granting one to the wheat industry. Let us have one for the wheat industry as well, so that it shall not have a setback. The bounty on sugar costs the Commonwealth 18s. 4d. per capita, and it benefits only a small section of the community. The bounty on butter amounts to 11s. 8d. per capita and if we had one at 6d. for the wheat industry, which would be more justified than either of the other two bounties I have mentioned, it would cost 12s. 6d. per capita. This figure is based on a normal harvest of 180 million bushels, and allowing 33 millions for home consumption. This would mean the stabilisation of the industry and would encourage the investment of capital and a great advancement in wheat production. Of course, if we can reduce the cost of production, there will not be any need for a bounty, but while the present position exists, and we cannot reduce costs, there is no reason why there should not be a bounty for wheat production as well as for sugar and butter. In the Governor's Speech there is a scanty reference to forestry. I note that the total reservation for forestry amounts to 2,957,000 acres, and reference is also made to reforestation in progress. It would be all right if that area were not fit for agricultural purposes, and I was under that impression. I find, however, that there is very little timber of commercial value on the area and a very serious state of affairs has been brought about. It has resulted in the creation of a new Lands Department within the Forests Department, in the sense that the Forests Department can arrange to lease for agricultural purposes part of their reservations. Intending settlers go to the Lands Department to inquire regarding land within forest reservations and are promptly referred to the Forests Department, who, I understand, can make arrangements to lease areas of land. Such a thing was never intended by Parliament according to my conception of the Forests Act, anyhow, and it should not be allowed to continue. There should be one department and one only, to handle all our land pro-

positions. If the land is not needed for forestry purposes, why not have it transferred back to the Lands Department and opened for agricultural purposes? It is far more beneficial to the State that good land should be used for agricultural purposes than for reforestation. There is any amount of land in this State which is not good enough for agriculture but which could be used for forestry, and there is a lot of land reserved for forestry that should no longer lie idle. I go further and say that the karri country in the South-West should be taken in hand by the Government, ring-barked without delay, and allowed to stand for four or five years. By that time it would have sweetened and fires would clear up a lot of waste timber. Thus the land could be settled cheaply and the progress of settlement facilitated.

Hon. G. W. Miles: What about putting the unemployed on to that work?

Hon. C. F. BAXTER: It would be a good thing if some of the unemployed were sent to that part of the State. By the way, very little space in the Governor's Speech is wasted on the unemployed. The Government have overlooked those unfortunate people almost entirely. However, I do not wish to deal further with that matter. The preparation of the karri country for settlement calls for immediate action on the part of the Government. We do not want two departments handling the land; one department is quite sufficient for the purpose. If good agricultural land is locked up for forestry purposes, let it be unlocked and put to use. One very pleasing note in the Speech—of course, we were all aware of it—is the advance made by the dairying industry. A certain amount of the advance is undoubtedly due to group settlement.

Hon. W. J. Mann: The greater portion of it.

Hon. C. F. BAXTER: It is encouraging to hear that, for it indicates that group settlement is now showing some return for the efforts expended on it. This afternoon the Chief Secretary laid on the Table certain papers dealing with the revaluation of holdings. A perusal of those papers should prove interesting. I look forward to the findings of the board with full confidence that their recommendations will be sound and will result in group settlement being established on a firm commercial basis that will not only prove beneficial to the State but will ensure success for the people ser-

ved under the amended values. The Group Settlement Board have been confronted with a difficult task and have experienced many troubles regarding the valuation of the blocks. My experience of Mr. Grogan's ability extending over a long period of years—he has given the State wonderful service as an officer of the Agricultural Bank—makes me feel confident that the report and valuations made by the board will ensure success. When the board have concluded their valuation duties, I hope that, whatever party is in power, Mr. Grogan will be appointed to control the group settlements and will also be connected in an executive position with the Agricultural Bank. The experience gained by him as one of the board responsible for revaluing the group blocks and his many years of valuable service to the State ensure that he will have a policy mapped out for group settlement. He has the ability, and the Government should not lose an opportunity to make use of the services of such an efficient officer.

Hon. W. J. Mann: He will control the groups when they come under the Agricultural Bank.

Hon. C. F. BAXTER: I hope that what the hon. member suggests is correct. I should like to see Mr. Grogan returned to such a position in the Agricultural Bank. He is an officer that the State could ill-afford to lose. If the groups are entrusted to his control I feel satisfied they will prove successful from the point of view of the State as well as of the settlers. While speaking of the Agricultural Bank I wish to mention a matter that has come under my notice. As a member acting for his constituents I have had a good deal to do with that institution and I have always been impressed with its harmonious working, but lately something has occurred to upset the harmony that previously existed. What the trouble is, I do not know, but there is a lot of dissatisfaction in the department and an inquiry is very necessary. I trust that the Chief Secretary will take a note of my remarks and see what can be done. It is not fair to the executive heads that there should be discontent in the service, because harmonious working is so necessary to its satisfactory conduct. Reference has been made to an old friend in the form of a petrol tax. This is a subject that has caused members concern for some years. Many people seem to be of the opinion that it is a very simple

thing to impose a petrol tax, but I wish to point out that great care must be exercised in framing such a measure or anomalies will be created that do not exist at present. First of all, consideration should be given to those people who use petrol but do not make use of our roads. There should be some exemption for them. Again, we have people in the back country, far removed from railway communication, using petrol service over bush roads, some of them not made roads but only bush tracks. Those people ought to be considered. Surely a petrol tax should not be applied to such people who never use a made road. I have merely indicated some of the troubles that would arise from the imposition of a petrol tax; there are many others with which I shall deal when the proposal is placed before us. The Minister for Justice recently foreshadowed the introduction of another measure, namely an amendment of the Land Agents Act. Recent dealings in land suggest the need for further legislation, but it is very difficult to determine just how far legislation should go. What we have to consider is how to protect purchasers of land without interfering with legitimate business transactions. The greatest difficulties arise in connection with subdivided estates. It may be advisable to insist upon control of all subdivided estates by compelling the vendors to lodge with the Crown a prospectus giving full particulars, just as a company in course of formation is compelled to do. Then if there was any deviation from the prospectus, it could be drastically dealt with. There have been many cases—one was brought under my notice yesterday—in which agents have denied knowledge of the actions of their sub-agents and have stated that the salesmen against whom complaints were made had left the State. Why should not agents be made to shoulder the responsibility for the salesmen they employ? In the newspapers may be seen advertisements to the effect, "Land salesmen wanted, experience not necessary." It is obvious what such advertisements mean. Young men accept the positions and then go out and exploit the people. It is not sufficient that the agents should be able to deny responsibility and state that the salesmen have gone elsewhere. The land has been sold, the agent has enjoyed a tremendous profit and the purchasers have been hoodwinked. These are matters that should be considered

by the Government. There are two points on which I should like the Chief Secretary to give us some information. From time to time we are confronted with pests that militate against the advancement of land settlement. Two of the pests that need immediate attention are the braxy-like disease in sheep and the red mite. For something like ten years Government officials have been endeavouring to combat the braxy-like disease, determine just what it is and find a remedy for it. I noticed recently that one of the departmental officers stated that he had discovered the nature of the disease and its origin. Personally I think it is the braxy disease from the British Isles. Whatever it is, it has been the cause of terrific mortality amongst sheep, and it is important that a remedy should be found for it. The red mite, I understand, is confined to the area along the Great Southern line and around Kojonup where it is destroying pastures wholesale, more particularly the clover pastures. There are settlers in that district who have incurred tremendous expense to lay down large areas under clover and the red mite is destroying the pastures and has attacked oat crops. The department under Mr. Newman has been striving to cope with the pest, but I should like the Government to state how far they are prepared to go in combatting those pests. The Premier should approach the Federal Government for financial assistance in the matter.

Hon. H. J. Yelland: There is also the lucerne flea.

Hon. C. F. BAXTER: But lucerne is generally sown in small areas and consequently, I understand, that pest can to a great extent be controlled. The red mite, however, attacks pastures that cover a tremendous area of country.

Hon. W. J. Mann: The lucerne flea cannot yet be controlled.

Hon. C. F. BAXTER: No, but the red mite is attacking pastures spread over thousands of acres of country, and is therefore worse than the lucerne flea. I hope the Minister will have inquiries made and inform the House exactly what the Government propose to do to eradicate those pests. The Federal Government should be approached for financial assistance. The Governor's Speech really contains so little substance that it offers only slight opportunity for criticism. I trust that the near future will prove brighter as regards wool values, that the present prospect of a reasonable

price for wheat will continue and that the favourable season with its bountiful rains and warmth encouraging the growth of crops and grass, will continue and result in a bountiful harvest for the State. I have pleasure in supporting the motion.

On motion by Hon. W. T. Glasheen, debate adjourned.

*House adjourned at 5.30 p.m.*

## Legislative Assembly,

*Tuesday, 30th July, 1929.*

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

### TEMPORARY CHAIRMEN OF COMMITTEES.

Mr. SPEAKER: I desire to inform the House that I have appointed the following as temporary Chairmen of Committees for the present session:—Mr. E. H. Angelo (Gascoyne), Mr. G. J. Lambert (Coolgardie) and Mr. A. H. Panton (Menzies).

### QUESTION—WHEAT, BULK HANDLING.

Mr. GRIFFITHS asked the Minister for Agriculture: 1, Have the committee appointed by the Government completed their inquiry into the question of bulk handling of grain in Western Australia? 2, When will the Government make the report available? 3, If the full report is not likely to

be ready in the near future, will the investigations so far as carried out be made available to those members of the House who are keenly interested in the question?

The PREMIER (for the Minister for Agriculture) replied: 1, No. 2, The investigations have not reached the stage when the information available will be interesting to members of the House.

### QUESTION—CATTLE, EXPORTS TO JAVA.

Mr. GRIFFITHS asked the Minister for Agriculture: 1, In view of the cable from Weltevreden, Java, published in the "Daily News" of the 4th June, 1929, stating "Cattle for Java. Untrustworthy certificates. W.A. Imports banned. The Dutch East Indian Director for Agriculture has prohibited the importation of Australian cattle in consequence of lung disease, and Western Australian certificates have officially been denounced as untrustworthy," has any action been taken to prove or disprove this alarming and damaging statement about our Stock Department? 2, If no action has been taken, does he intend the statement to go unchallenged, and have no steps taken to remedy the position, should it be as the Dutch authorities have stated?

The PREMIER (for the Minister for Agriculture) replied: 1, Yes. 2, Answered by No. 1.

### QUESTIONS (2)—RAILWAYS.

*Boyup Brook-Cranbrook.*

Mr. THOMSON asked the Premier: In view of the serious problem of unemployment confronting the State, and as it is imperative that transport facilities be provided in the interests of settlers to enable them properly to develop their holdings, is it possible for the Government to anticipate the Loan Estimates and immediately start the Boyup Brook-Cranbrook authorised railway, thus providing work for men and a long promised necessity for the settlers?

The PREMIER replied: Having regard to the number of works required, it is not possible to anticipate the Loan Estimates for any particular work. I have already arranged to receive a deputation with regard to this railway.