

Exceeding 5 tons, but not exceed-	£	s.	d.
ing 6 tons	23	0	0
„ 6 tons, but not exceed-			
ing 7 tons	28	10	0
„ 7 tons, but not exceed-			
ing 8 tons	34	10	0
„ 8 tons, but not exceed-			
ing 9 tons	41	0	0
„ 9 tons, but not exceed-			
ing 10 tons	48	0	0
For every additional ton ...	4	0	0

The MINISTER FOR WORKS: I promised to give further consideration to the Council's amendment in view of the objection taken that in the North-West, cattle and sheep were transported by means of trailers. I have framed an amendment to overcome that point, and I move—

That the Council's amendment be agreed to subject to the addition of the following words:—“Provided that only one-half of the prescribed fee shall be payable on a trailer or semi-trailer, which is used, or is intended to be used, on roads outside the south-western land division of the State.”

Mr. MARSHALL: I want to thank those members who during my absence reminded the Minister that his first proposed amendment would levy an impost on those having trailers feeding the railways. On my arrival this afternoon I got into touch with the Minister, and as a result his amendment now meets the situation.

Amendment on the Council's amendment put and passed; the Council's amendment as amended agreed to.

No. 19: Insert a new clause, as follows:—Citation of principal Act and Amendments.—The principal Act and amendments, including this Act, may be cited as the Traffic Act, 1919-1930.

The MINISTER FOR WORKS: I move—

That the amendment be agreed to.

Question put and passed; the Council's amendment agreed to.

Resolutions reported and the report adopted.

On motion by the Minister for Works a committee consisting of Mr. McCallum, the Attorney General and the mover appointed to draw up reasons for disagreeing with the Council's amendment No. 1.

Reasons adopted and a message accordingly returned to the Council.

House adjourned at 11.17 p.m.

Legislative Council.

Wednesday, 19th November, 1930.

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

ASSENT TO BILLS.

Message from the Governor received and read, notifying assent to the undermentioned Bills:—

- 1, Main Roads.
- 2, Education Act Amendment.
- 3, Wagin Hospital Validation.
- 4, Roman Catholic New Norcia Church Property Act Amendment.
- 5, Land Tax and Income Tax.
- 6, Inspection of Scaffolding Act Amendment.
- 7, Stamp Act Amendment (No. 1).
- 8, Stamp Act Amendment (No. 3).
- 9, Metropolitan Market Trust Road.
- 10, Agricultural Bank Act Amendment (No. 2)

BILL—EVIDENCE ACT AMENDMENT.

Read a third time, and returned to the Assembly with an amendment.

BILL—ROADS CLOSURE.

Recommittal.

Resumed from the previous day; Hon. J. Cornell in the Chair; the Minister for Country Water Supplies in charge of the Bill.

New Clause:

The CHAIRMAN: Progress was reported on a proposed new clause, reading as follows:—“7. That portion of Miriam-street in the North Fremantle municipal district ex-

tending from the eastern side of Brackstreet to the western side of Napier-street is hereby closed, and all rights-of-way over the same shall cease on the passing of this Act, and the land comprised therein is hereby vested in His Majesty as of his former estate."

Hon. G. FRASER: In connection with this new clause it is necessary for me to refer to another land transaction. Four or five years ago the land in question was vested in the Workers' Homes Board, from whom it was again taken because no application had been made for the land. Without any reference being made to the North Fremantle Council, a Bill was passed by another place closing the road here referred to. I happened to be a member of the North Fremantle Council at the time, and knew that if the Bill passed both Chambers two houses in the road concerned would be cut off from communication with North Fremantle. Accordingly I moved in the North Fremantle Council a motion requesting the members for the district to oppose the Bill in question, which was eventually defeated in this Chamber. A couple of years later the North Fremantle Council were approached by the Government with a request to withdraw their opposition, and were informed that the Government proposed to sell some of the land affected to the Ford Motor Company, who would not agree to purchase unless the North Fremantle Council agreed to the closing of the road which cut the block in two. Certain negotiations then took place between the North Fremantle Council and the Lands Department. Promises were made at that time by the Lands Department, but were not reduced to writing. The Mayor of North Fremantle was promised by the Under Secretary for Lands that if the closure of the road were agreed to by the North Fremantle Council, another road would be constructed giving communication to the two houses in question. Upon the withdrawal of the North Fremantle Council's opposition, the measure passed this Chamber, and the land in question was sold to the Ford Company. After the completion of the negotiations the Lands Department asserted that no promise to make communication with the main road was given, and as a result the person living in one house at the top end of the street is still without such communication. Recently a

lady died in the house in question, and in order that the hearse might reach the premises a right-of-way had to be constructed. One of the two houses was bought by the Ford Company, but blocks of land in the street are held by various people who naturally will not build under existing conditions. It is understood that the sum offered for the land is £495, and the North Fremantle Council desire to ascertain from the Lands Department just what it is intended to do with that money. All the reply they have so far been able to get is, "Wait till the Bill goes through." The North Fremantle Council consider it most unfair that the Lands Department will not disclose their decision regarding the money until the Bill is passed. Unofficially they are informed that the Government are prepared to give them the £495 provided they will accept the responsibility of remaking the street from Thompson-road to the main road, thereby relieving the Government of the need for doing so. At a conference held some little time ago, the Minister for Lands agreed to make £100 available for the remaking of the road. The Government's attitude is that they will make the road for £495 if the North Fremantle Council will forego the £100. The North Fremantle Council, if the Government will guarantee to hand the money over to them, are prepared on their part to guarantee that none of the £495 will be spent in the ordinary course of works in the municipality, but that the whole of it will be applied to the relief of unemployed. That is a fair proposition, and I hope the Minister will hold the Bill over until such time as the Government make an official declaration of their intentions regarding the money. I hope the Minister will again report progress, and have inquiries made into the matter and inform the Chamber accordingly.

THE MINISTER FOR COUNTRY WATER SUPPLIES: I can assure the hon. member I will take up this matter with the department, and that whatever promise may have been made by the department will be honoured by the Government. But it is scarcely fair to ask me to report progress on this measure when there is no objection to it. It would not be right for me thus to hold up the business now that we are nearing the end of the session, unless it was for the purpose of securing further information.

Hon. G. W. MILES: If what Mr. Fraser has said regarding Thompson-road is correct, there is every necessity for the Minister to report progress. According to Mr. Fraser a verbal promise was given that £100 would be provided for the making of that road, and now that undertaking has been repudiated. Before we pass this proposed new clause, the North Fremantle Council should be given an opportunity to oppose it.

Hon. J. J. HOLMES: I look upon the closing of a road as a very serious matter. Whenever such a proposal comes before us, I always want to know whether or not the local authority has approved of it. It seems to me a very serious mistake has been made by someone. To sell people land which has a road passing it, and then subsequently to close that road without leaving any means of access to the property is very serious indeed, no matter how small a cottage or holding it may be. The Minister would be well advised to report progress. As for talking about the session coming to an end, that is idle. In my view we have scarcely begun the session.

Hon. W. H. KITSON: I agree with the previous speaker. As there is no particular urgency about the matter, I also ask the Minister to report progress so that we might have the full facts of the case.

Hon. J. M. MACFARLANE: The proposed new clause does not seem to have any connection with the closing of Thompson-road. I think they must be two different propositions. If so, then as Mr. Fraser suggests, it really seems that the passing of this proposed new clause has been made a condition precedent to the securing of the £459 in respect of Thompson-road. However, I will support the Minister.

The MINISTER FOR COUNTRY WATER SUPPLIES: It is an arbitrary action on the part of those who would hold up this measure, to which there is no objection whatever, so that they might make it a condition precedent to some other transaction. I got into touch with the Under Secretary of Lands and he told me there was no agreement to pay £495 in respect of Thompson-road. He further said the block of land taken over by the Ford Company is now producing rates for the North Fremantle council, and so is of benefit to that body. As to the £100 the Government were going to find for the making of the road, the officer explained that the money is not in

the Treasury at the present time. Of course all this has no connection whatever with the proposed new clause, but it has been brought up by Mr. Fraser. The position is that members are saying to the Government, "You must do certain things before we agree to the proposed new clause."

Hon. G. FRASER: The Government have taken up the same attitude as that adopted by the North Fremantle council, for the Government are saying, "Why hold up Miriam-street because of Thompson-road?" When the Government were asked by the North Fremantle council for the £495 as promised, the Government said, "Wait till the Bill goes through." If the Bill goes through before the North Fremantle council can secure some definite undertaking by the Government, I am afraid the council will get very little out of the transaction. We want some definite understanding in respect of both transactions before this is finally dealt with.

New clause put and passed.

Bill reported with amendments.

BILL—RESERVES.

Recommittal.

Resumed from the preceding day. Hon. J. Cornell in the Chair; the Minister for Country Water Supplies in charge of the Bill.

Clause 12—Portion of King's Park reserve to be set apart for water supply purposes: (Partly considered).

The CHAIRMAN: Progress was reported on Clause 12, to which Mr. Lovekin has moved an amendment as follows:—"Strike out all the words after 'Schedule' in the third line and insert the following:—'may be leased to the Minister controlling the Metropolitan Water Supply, Sewerage, and Drainage Department for a period not exceeding twenty-one years: Provided that the terms and conditions of such lease shall be subject to the approval of the Governor.'"

Hon. A. LOVEKIN: I simply rise to correct what the Minister said regarding the action of the Government towards the King's Park Board. He suggested the Government had given the board a lot of water for which the board ought to be charged 9d. per thousand gallons. Actually the board had a

pumping plant and good water for the park, which it was using at a cost of 3d. per thousand gallons, but the Government said they could not have two water authorities, the Metropolitan Water Supply Department and the King's Park Board, and therefore the board must relinquish its water and plant. An arrangement was arrived at, practically by force, by which the Government took over the plant and mains and paid the board in water, based on 6d. per thousand gallons. When that was finished an agreement was entered into between the board and the Minister for Water Supply by which the board was to yield up an area of six acres for new reservoirs, the consideration being 10,000,000 gallons of water, with any payment for excess at 6d. per thousand gallons. I wished to put that right, because it appeared from the Minister's statement that the board had made an enormous gain out of this transaction, whereas we made a loss and were compelled to use bore water, which destroyed the plants, when we had good water which kept the grass and plants in first-class order. I wish to repeat what Mr. Holmes has just said, namely that when a local authority objects to any legislation or motion it is customary in this House to give every consideration to the views of that local authority if the protest is a reasonable one. Here we have the King's Park Board unanimously entering a protest against the transfer of this very small piece of land, which however involves a big principle. The Government are determined by Act of Parliament to transfer that land. We say the Water Supply Department can have the use of that land continuously, and use it as long as is necessary, provided that when the department is finished with it, it shall revert to the King's Park. That is all we are contending for.

Hon. J. NICHOLSON: Since the Committee last met I have had an opportunity to further investigate this matter and I am able to confirm what Mr. Lovekin has said. The members of the King's Park Board are carrying out their work, not for personal gain, but for the benefit of Western Australia. The public of Western Australia are greatly indebted to the president of the board, Mr. Lovekin, who not only at personal financial sacrifice, but also in his own time, devotes a lot of attention to the park. The park would not be what it is had it not been for his voluntary aid and the

energy he displays in connection with everything associated with it. It has been a hobby of his, and an excellent one too, and I feel sure members will appreciate what Mr. Lovekin has done. We ought to realise that, in the stand he has adopted, he is only taking up the attitude which all must regard as proper. It is the duty of trustees to see that they safeguard the reserves entrusted to their care, and when we find men like Mr. Lovekin spending their own money in beautifying a public ground, we must consider that the people are very well off indeed. All that is now asked for is that the Water Works Department should have the use of the land for a definite period only, subject to a lease the terms and conditions of which are to be approved by the Government. Twenty-one years would be an adequate period for the purpose for which the Water Supply Department would require the land. If we allow a piece of land to be alienated from a reserve, we are establishing a very bad practice. It is wrong to try to cut out this piece of land from the park.

The MINISTER FOR COUNTRY WATER SUPPLIES: I congratulate the members of the King's Park Board on the fight they have put up for the amendment. I agree entirely with what Mr. Nicholson said about Mr. Lovekin's interest in the park. Western Australians have a lot to thank Mr. Lovekin for in this respect. At the previous sitting Mr. Lovekin referred to 10,000,000 gallons which the board received free in consideration of a transfer of six acres to the Water Supply Department. What Mr. Lovekin said was hardly correct. The first allowance of free water was 12,000,000 gallons and the next allowance 8,000,000 gallons, so that King's Park has available 20,000,000 gallons of free water. Then after that 9d. a thousand gallons is charged, and that amount is also levied from all bodies similar to the King's Park Board. A lot has been said about the particular block on which the bore is being sunk. If the block were of any value, I could understand the protest, but it is just a little pocket at the foot of a steep cliff, and the Government require it for the protection of the property of others. The money that is now being spent there is being spent on behalf of the metropolitan taxpayers, and the Government ask that the small area be excised from the park reserve.

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

Ayes	..	..	..	..	6
Noes	..	..	..	..	13
					—
Majority against	..				7
					—

AYES.

Hon. J. T. Franklin
Hon. V. Hamersley
Hon. J. J. Holmes

Hon. A. Lovekin
Hon. J. Nicholson
Hon. G. W. Miles

(Teller).

NOES.

Hon. F. W. Allsop
Hon. C. F. Baxter
Hon. J. M. Drew
Hon. G. Fraser
Hon. G. A. Kempton
Hon. W. H. Kitson
Hon. J. M. Macfarlane

Hon. Sir C. Nathan
Hon. E. Rose
Hon. H. Seddon
Hon. H. Stewart
Hon. C. H. Wittenoom
Hon. E. H. H. Hall

(Teller).

Amendment thus negatived.

Hon. J. NICHOLSON: If the land to be excised from the park were allowed to remain in the possession of the Water Supply Department indefinitely, there would be an irregularity in the line of the reserve along Mount's Bay-road. In the comparatively near future, it is quite likely that the Water Supply Department will be under the control of another authority. It is desirable that the land shall revert to the park when no longer required for water supply purposes. I move an amendment—

That a proviso be added to the clause as follows:—"Provided that if such land shall cease to be used as a reserve for the purpose last mentioned, then such land shall revert to, and be again included in, the said Reserve 1720."

The CHAIRMAN: The hon. member is drawing a long bow in his amendment! He is contemplating something that may happen in 50 years' time.

Hon. J. NICHOLSON: On the other hand, it may happen in five or ten years' time.

Amendment put and passed: the clause, as amended, agreed to.

Bill again reported, with a further amendment.

BILLS (2)—FIRST READING.

- 1, Companies Act Amendment;
 - 2, Stamp Act Amendment (No. 2).
- Received from the Assembly.

BILL—TRAFFIC ACT AMENDMENT.

Assembly's Message.

Message from the Assembly received and read notifying that it had agreed to Amendments Nos. 2 to 17, inclusive, and 19, made by the Council, had disagreed to Amendment No. 1, and had agreed to Amendment No. 18, subject to a further amendment.

The MINISTER FOR COUNTRY WATER SUPPLIES: In view of the fact that the Government desire to pass the Bill as soon as possible, so that we can collect the taxation, I ask leave of the House to deal with the Assembly's message forthwith.

The PRESIDENT: Has the Leader of the House leave to proceed with consideration of the Assembly's message forthwith?

Hon. H. STEWART: In a Bill of this description, it is difficult to follow the full effect of the amendment made by the Assembly, seeing that it is not before us on the Notice Paper.

Members: Hear, hear!

The PRESIDENT: If there is one dissenting voice, leave cannot be granted.

Hon. J. CORNELL: The Minister is looking for bother if he asks for leave of the House. I suggest he move for the suspension of the Standing Orders.

The MINISTER FOR COUNTRY WATER SUPPLIES: In view of the fact that Mr. Stewart has entered an objection and his remarks were followed by "Hear, hear" from several members, I shall not attempt to proceed with the matter forthwith. I move—

That the consideration of the message received from the Legislative Assembly be made an order of the day for the next sitting of the House.

Question put and passed.

BILL—STIPENDIARY MAGISTRATES.

Assembly's Message.

Message from the Assembly received and read notifying that it had agreed to the amendment made by the Council.

MOTION—COLLIE POWER SCHEME.

Order of the Day read for the resumption of the debate from the previous day on the following motion by Hon. A. Lovekin:—

That in the opinion of this House the best interests of the State will be served by installing any new units for production of electric power at Collie instead of at East Perth.

HON. A. LOVEKIN (Metropolitan) [5.18]: If no other hon. member wishes to speak to the motion, I desire to close the debate, but I have asked questions, replies to which I desire to have from the Minister before I speak. The Minister has promised that I shall have the answers to-morrow. In the circumstances, I move—

That the debate be adjourned.

The **PRESIDENT**: The Minister has already spoken to the motion and he will not be in order in making two speeches.

Hon. A. LOVEKIN: I have asked questions and the Minister has promised me those replies to-morrow. I want to have the replies so that I can make use of the information in replying to the debate on the motion.

Motion (adjournment) put and passed.

MOTION—RAILWAY FREE PASSES, TO RESTRICT.

Debate resumed from the 4th November on the following motion by Hon. A. Lovekin:—

That in the opinion of this House the time has arrived when the practice of issuing life and free passes on State railways and tramways should cease, except in the following cases:—(a) to members of Parliament during their tenure of office; (b) to railway employees in remote districts for the purpose of marketing and for one journey each year for themselves, their wives and families when on annual holiday; (c) to maimed soldiers.

HON. A. LOVEKIN (Metropolitan—in reply) [5.25]: I wish to say a few words in closing the debate. I suggest that the Minister delivered to us a speech that was prepared for him by someone else.

The Minister for Country Water Supplies: You are quite wrong.

Hon. A. LOVEKIN: I suggest in all seriousness, it was prepared by someone else because the language used was certainly not

Baxterian, nor was it Shakesperean. Perhaps I jumped at the conclusion that it was not the Minister's own production.

The Minister for Country Water Supplies: You certainly did.

Hon. A. LOVEKIN: I remember one of the incidents of my life in South Australia when a gentleman named Coghlan stood for election to Parliament, and I wrote his electioneering speeches for him. I went to great trouble over his principal speech and left spaces here and there to indicate applause and cheers. I presented the speech to him, and when he read it, he jumped over the periods and stopped in the middle of sentences. That did not add to the value of the speech. As I listened to the Minister, he reminded me of—

Hon. Sir William Lathlain: Some of your past transgressions.

Hon. A. LOVEKIN: He jumped over the periods and stopped in the middle of sentences. He obviously felt that something was wrong and went back again, re-read the sentence and proceeded with his utterance. It was a speech evidently not the Minister's, but rather the effort of an Old Bailey lawyer who, having no case at all, simply desired to work round the case presented against him. The Minister stated that in private businesses privileges were granted. He instanced oil companies giving their employees shares on which they guaranteed a return of 12 per cent. Doubtless the oil companies may have done such things, but we must bear in mind that they would grant such privileges out of profits, whereas the railways are giving all these privileges out of losses which fall on the man on the land, whose interests I am much concerned about because, unless that reed is strong enough to hold us, we shall go under. The Minister said I had been guilty of agreeing to these privileges, because the regulations had been placed on the Table of the House and I had not moved to disallow them. Mr. Cornell interjected to the effect that the regulations had been tabled long before I became a member of the House. That is a fact. The Minister was dumbfounded at the interjection, and was unable to make a reply to it, showing that his speech had been prepared for him by some other authority.

The Minister for Country Water Supplies: The regulation referred to I had the

pleasure of laying on the Table quite recently.

Hon. A. LOVEKIN: It must have been a new regulation, and one having nothing to do with the set of regulations on which my motion is based. Those regulations have been in operation for a number of years. The Minister also made a dive at the newspapers. I do not know whether that had anything to do with privileges to railway servants. At any rate the Minister said the newspapers were carried all over the place for next to nothing. I happen to know something about that matter. I find that the newspaper rates bring in very good revenue to the railways. The charge is something like £14 per ton, which is the rate ruling between Perth and Fremantle and Perth and Midland Junction. That is a fair rate for carrying very high class goods; anyhow it is a rate amounting to some 33 per cent. of the selling value of the paper. That the rate is too high is shown by the fact that the newspaper offices have ceased to forward their papers by railway, except in certain cases where it is more convenient to use the railway. The bulk of the papers are despatched by road because of the practically prohibitive rate charged by the railways. At one time we used to send single copies of newspapers and Parliamentary debates to settlers all along the line. We used to send them at shilling rates, which worked out at about ½d. per copy, the papers at that time being sold at 1d. The department raised the rates and the newspaper offices either had to pay the extra freight or cease selling the papers. They ceased selling the papers. I do not know whether that was of any advantage to the settlers and others in the outback portions of the railway system. It was not good for the railways because they lost the freight. That is what the Minister was pleased to refer to as half parcels rate. As will be realised, it is a very high rate. He also said the department granted concessions to the Journalists' Association, whose members were actually allowed to go through the barrier on to the platform without purchasing a platform ticket at a cost of 2d. or 3d., in order to interview the Premier on his return, or the Prime Minister when he visited the State. This is one of the great concessions to the newspapers. I am afraid that if the department decided to charge the 3d., it would be against the

public interest, because the newspaper offices would not bother to send reporters to the railway station if they were to be bailed up for 3d. at the barrier. It is not the amount so much as the inconvenience of being bailed up, because a reporter has to get about his business smartly and should not be checked by porters and others in the discharge of his duties. The Minister also introduced a little sentiment into his speech. He said some members holding life passes and not now in Parliament were broken in health or wrecked mentally as a result of their labours for the people, and the granting of a life pass was the only way in which Australia as a nation could confer an honour upon its public men.

Hon. Sir William Lathlain: That is Bacterian.

Hon. A. LOVEKIN: Yes. I can understand an honour being conferred upon public men for valuable services, especially when they have fallen into a state of ill health or mental decay, but I cannot understand that it is quite the thing to grant a life pass to a gentleman who has been Premier for 12 months, Minister for three years, or Speaker or President for three years. I cannot see that there is any obligation on the public to provide life passes for such a gentleman, especially at a time when the railways are making a huge loss. As I explained, out of the life passes, the pool gets £150 a year and the life pass value on the State railways is £148, and so a gentleman who may accidentally be Premier for 12 months gets what amounts to a pension for life in the form of a railway ticket worth nearly £300 a year. I do not think the public should be called upon to meet such charges when the railways are making a great loss. There were some points I put up which the Minister passed over entirely. He did not touch the point I made about the trotting authorities having free tramway passes, and about civil servants living at Cottesloe and other places having free passes. When the railways are making such a loss, why should those people have passes and this at a time when the men who are producing the wealth upon which the country depends are being told that freight must be increased because of the losses? There is another point. It is put before the people in the Estimates that £2,500 is the cost to the country of free passes for every body concerned. The people are not tol

that the granting of the privilege is not met by the £2,500, but that the cost, according to the report of the Commissioner of Railways, is £36,000. The Minister said it was quite a good thing that all the railway employees should have the free run of the lines so that they might acquire a knowledge of the business of the railways. He instanced a Mr. Thornton who took charge of the Canadian National Railways, and said that the first thing he did was to go over the whole of the railway system. That was quite a proper thing for him to do. It is the proper thing for the Commissioner, the General Traffic Manager and the heads of the railways to make themselves conversant with the working of the system. No one expects them to pay, but nobody can tell me it is necessary for the porter at Mullewa, his wife and family, to travel free over the railways once a year at the holiday period. Then there are the thousands of men at Midland Junction, blacksmiths and others. What justification is there for them, with their wives and families, to travel the railways free every holiday when the railways are making such a huge loss?

Hon. G. W. Miles: Ministers are still using the Ministerial cars.

Hon. A. LOVEKIN: Perhaps they are entitled to travel in that way, but it is a form of extravagance that should not be indulged in, especially at times like the present. The point I emphasise is that at present, with the loss on the railways, all the privileges outside what I may term necessary privileges ought to be abolished. Passes to civil servants, trotting associations, porters, blacksmiths and their wives and families should be stopped, so that the Commissioner may be given a reasonable opportunity to make his expenditure and income balance, and not be compelled to force up freights against people on the land who are endeavouring to retrieve the fortunes of this country. I hope members will agree to the motion, because all it asks is that the unnecessary privileges shall henceforth be discontinued.

Question put and passed.

House adjourned at 5.42 p.m.

Legislative Assembly,

Wednesday, 19th November, 1930.

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

QUESTION—BUTTER SUPPLIES, GOLDFIELDS.

Mr. BARNARD (without notice) asked the Minister for Railways: Has his attention been drawn to a telegram that appeared in the "West Australian" this morning regarding the carriage of butter over the railways, wherein it was stated that the butter had arrived in poor condition? If so, will he endeavour to provide proper transport facilities so as to limit the importation of butter from the Eastern States, which, as stated in the telegram, consists of 200 cases of butter per week.

The MINISTER FOR RAILWAYS replied: I noticed the statement in the "West Australian." On investigation I found that the fault did not rest entirely with the Railway Department. The butter manufacturers in the Eastern States send their butter to the goldfields in wooden boxes and surround them with wet sacks. During the extreme heat, the boxes are packed in ice. The Western Australian manufacturers send their butter to Kalgoorlie in wooden boxes. They do not take any other steps to protect their consignments from the heat, as is done by the Eastern manufacturers, with whom they are in competition. If the goldfields people obtained their butter, say, from the Narrogin factory, the journey would occupy about 25 hours, which is a big saving in transit