

of the loss they are responsible for, and we would be receiving revenue by way of taxation from the purchasers. We are keeping the community poor by retaining possession of them. The matter should receive the urgent attention of the Government, and the disposal of the trading ventures would assist us materially, not only financially but it would be the means of capitalists coming to the State to start industries. In Victoria the farmer pays 6½d. in the pound if he earns £1,000 per annum. Here if a farmer makes a similar profit he is obliged to pay 9½d. That kind of thing cannot go on. Whenever anyone desires to start a little venture in Western Australia, he must go cap in hand to the Government for support to the extent of a pound for pound subsidy. It is impossible to make a commencement in any other way with an undertaking.

Hon. T. Moore: Your own party were responsible for this taxation.

Hon. H. BOAN: I was not here when it went through, but it is never too late to mend. The past has gone; let us rectify the position as we find it to-day.

Hon. T. Moore: We will rectify it next March.

Hon. H. BOAN: With the disposal of the trading concerns we need have no fear about combines. Look at commerce in Perth to-day. Are there any combines? Why, Perth is the cheapest place in Australia at the present time. Competition keeps down prices, and if competition does not succeed in that respect the Government will see that prices are kept down. Western Australia is a State that we should all be proud of. It is a country that provides opportunities for young men and those who wish to accomplish something. It is distressing to find that a man who has made a few thousand pounds becomes immediately handicapped. He declares then that he does not care to remain in Western Australia and he goes to a State like Victoria where the conditions are so much easier. In Victoria he meets someone who says, "How did you get on?" He replies, "Oh, I made £1,000." His friend retorts, "So did I and I pay income tax to the extent of 4½d. What do you pay?" Then he replies that the amount is 9½d. and the result is as I have described it. The sooner taxation is reduced the sooner shall we get on to the right track. I am pleased to have had the opportunity of expressing my views on this matter and I assure hon. members that what I have said has been sincerely spoken.

Hon. J. M. MACFARLANE (Metropolitan) [5.55]: In common with other members I desire to congratulate Mr. Ewing on his elevation to Ministerial rank. I do not think he need be alarmed at the statements made by Mr. Holmes last night because I am certain that, so far as that hon. member's remarks dealing with State trading are concerned, the Leader of the House will meet them cheerfully and honestly and as his convictions move him. I am satisfied that Mr.

Ewing as a Minister will be a factor in the scheme to try to get rid of the State enterprises, and that he will do his utmost to bring about their disposal. We know that last year a resolution was passed by this House giving the Government power to dispose of the trading concerns, and that unfortunately the resolution did not pass another place. The result is that the hands of the Ministry are still, in a sense, tied. I feel satisfied, however, that Mr. Holmes's remarks will spur on the Leader of the House to live up to all that he has said against the trading concerns, and I am looking forward to good results in consequence. I am satisfied also that it should be the ambition of every member to attain Ministerial rank, and to fit himself for that position when it comes his way. I congratulate Mr. Ewing and I trust he will be entirely successful as a Minister of the Crown. I also extend congratulations to Mr. Kirwan on his appointment as Chairman of Committees. I am satisfied that he too will maintain to the fullest extent the best traditions of this House. Most hon. members speaking on the Address-in-reply have touched on every conceivable subject, in some cases important and in others unimportant. I am prepared to leave it at that, understanding it is the desire to shorten the proceedings. Therefore I will confine my remarks to matters of metropolitan importance only. The first subject I desire to touch upon is that of water supply. I am somewhat disappointed at the brevity of the reference to this question contained in the Governor's Speech. The paragraph dealing with the matter is merely this—

You will be asked to vote the necessary money to cover expenditure on extensions of the metropolitan water supply and tramways rendered necessary by the growth of the city.

It will be within the memory of hon. members that for the past two summers the conditions have been serious regarding the metropolitan water supply, particularly in the higher areas. So far back as 1907 it was recognised that steps should be taken towards the provision of an adequate and permanent water supply. A report which was prepared advocated that a certain course should be taken. The matter was allowed to drift and has never been properly grappled with. In the last couple of years the position has become so serious that the people in the metropolitan area now look to an approaching summer with considerable nervousness. Temporary expedients have been adopted, one of which is the installation of artesian bores. Apart from the difficulties associated with bore water, such as algae growth, salinity and temperature, there is always the danger of a diminishing supply and an eventual petering out altogether of that supply. As the metropolitan area depends largely upon the bore system, we are taking a big risk. When the temporary Canning River, Nicholson road, scheme was before the country three years ago it met with such

condemnation that the Government called for expert advice from Mr. E. G. Ritchie, whose report has been laid upon the Table of the House. He dealt with the whole scheme. His report dealt with the temporary methods such as bores and the Mundaring reservoir, and with a permanent supply from the Canning River dam, having particular reference to sites Nos. 1 and 2. He said—

In regard to artesian bores, the increased exploitation of this source of supply is not advised any further than shall be absolutely necessary pending the acquisition of additional supplies of hills water. The artesian system of supply is regarded as too insecure for the growing requirements of a large city, and substantial additional supplies, delivered by gravitation, are the need of the day.

The engineer said that artesian bores, and an increased supply from the Mundaring Reservoir and the Canning at Nicholson road scheme could be looked upon as temporary expedients of a costly nature. As regards the Mundaring reservoir, he said, as most engineers have agreed that, owing to the low elevation in relation to distance from the city it is not advisable to consider it as a scheme for the metropolitan area. So far as the metropolitan area is concerned, the farming and mining communities should say, "Hands off the Mundaring reservoir. That scheme belongs to us." I am with them in that. For the metropolitan area a separate scheme is required. The whole thing resolves itself into a question of the Upper Canning scheme. Mr. Ritchie recommends this scheme and the adoption of the No. 1 in preference to the No. 2, as suggested by Mr. Lawson. He says the elevation is satisfactory. The No. 1 scheme had an elevation of 460 feet from the bed of the river with a 200 feet wall. It would hold 15,825 million gallons and give a daily supply of ten million gallons. It would also have the Wongong Brook, a fine stream, to fall back upon with the growth and demands of the people. The No. 2 scheme would have an elevation of 360 feet, and the wall would be 225 feet high. It would have a capacity of 18,810 million gallons, and give a daily supply of 16 million gallons. The consumption last year reached 13 million gallons a day. At that time the city was not consuming its full requirements. Many consumers got no water at all from day to day, or week to week. Had they been getting their full supply even the Canning scheme would have been fully stretched to give the people of the metropolitan area all the water they wanted, leaving alone any question of increased demand in the future.

Hon. G. W. Miles: What is the cost?

Hon. J. M. MACFARLANE: The cost was fixed at a time when cement was dear. The engineer recommended mud and rock walls, and the linking up of small reservoirs as was expedient. He said that cement walls could be considered at a later date when they could be built at a cheaper rate. Between 1909 and 1919 the consumption of water in the metro-

politan area increased 91 per cent. It was still the lowest per capita consumption of the large cities of the Commonwealth. The consumption was about 35 gallons a day as against that in South Australia of 65 gallons, and some of the other States of 45 to 47 gallons. Session after session the Government pass this matter over without giving it any serious consideration, and are overlooking one of the most serious things we have to face. I should like to touch upon the tramways and their dual control. Wherever the tramlines are set down, the condition of the roads through the city is distinctly noticeable. The lines sometimes stand up an inch or an inch and a half above the roadway. Between Murray-street and Wellington-street the road is in a scandalous condition. This is due to the tramway people pulling up the blocks and not putting them back in the proper way. The result is that the water gets through, and lies there, and the trams and the traffic splash the water for quite a distance as they pass. This bad road formation allows the water to percolate between the blocks and the cement and get into the permanent roadway, greatly to its detriment. It is wrong to have dual control over the city streets. I look for some sort of reciprocity between the Government and the municipality.

Hon. J. Duffell: Do you suggest the municipalisation of trams?

Hon. G. Potter: And of water supplies?

Hon. J. M. MACFARLANE: Yes. If there was this reciprocity the trouble I refer to could be remedied at once. It is a menace to the city and the public. The tramway people cannot be induced to improve their portion of the roadway at the time the City Council are doing their part. If some arrangement could be made whereby the City Council when doing their work could complete the whole job, and charge the Tramway Department with its proportion of the expenditure, it would be a far better scheme. I am also pleased to note that the marketing scheme, which received such bad treatment last year when the Bill was presented, has not been dropped, and that the Minister for Agriculture is having a conference with the various bodies with a view to establishing marketing facilities at an early date. The pollution of the river is still a serious matter. The public have had that menace to health year after year, and it will probably be worse than ever during the coming summer. No mention of that is made in the Speech. No attempt is made to remedy the condition of affairs about which the public have been complaining so bitterly every summer. The Government are to be congratulated on bringing forward a scheme for the establishment of an agricultural college. The establishment of such an institution will be a great boon to the agricultural community. The sons and daughters of farmers will then be trained in the proper way so that they may become efficient in farming and husbandry of every description. The Speech says that dairying is increasing and that new butter factories are about to be established. I hope the experience the Government have had over

the Avon butter factory will cause them to go slowly in the matter of establishing further factories; otherwise it will not be the only experience of the sort the Government will have to face. It will mean losing good capital, and bring the Government further into State trading. They are now running the Avon factory ostensibly, I understand, for the shareholders, but I do not think the shareholders have been consulted, and there never has been a shareholders' meeting as to handing the factory over to the Government. I hope the Leader of the House will inquire into the point. Good roads represent one of the great needs of the State. The railways are heavily capitalised, and the demands upon the Commissioner are such that he has to get revenue by hook or crook. It is a questionable method of improving the finances of the railways to raise freights. The motor traffic has greatly increased, and we must consider the question from the national standpoint of building roads fit to carry heavy motor traffic. Some 20 years ago I held that a cheap and suitable way of meeting the difficulty was for the Government to dissect the South-West with good roads, and use labour from the prison and the Hospital for the Insane for this work. It should be a national work to open up the country. It would be better to use such labour instead of leaving these people congregated in hospitals or in the prisons, and put them out into the country to work out their own redemption. By this means, they would be opening up the districts and constructing good roads through them.

*Sitting suspended from 6.15 to 7.30 p.m.*

Hon. J. W. KIRWAN (South) [7.30]: I do not feel inclined to participate in the debate on the Address-in-reply at this late stage and would not do so, especially in view of the general desire to finish the discussion as soon as possible, were it not that it might be considered ungracious if I did not acknowledge my feelings of gratitude for the all too kind references made to myself in the course of the debate. I have nothing to add to what I have already said by way of thanks for, and appreciation of, the honour done me, further than to say that if I fail to realise the high anticipations of the way I shall carry out my duties, it will not be for any want of good feeling on the part of my fellow members, nor for want of that help the House characteristically extends to anyone who has duties to perform in it. I would like to take this opportunity of extending my good wishes to the latest elected member of the Chamber, Mr. Carroll. I can assure him he comes to a House in which a very fine spirit exists, a House in which members express their independent opinions and in which members are not so influenced as they are elsewhere by party ties or party considerations, a House where the best of feeling exists among all the

members, but at the same time, a House in which members are inspired by a very high sense of responsibility. I would also like to join in the congratulations extended to Mr. Ewing on his attainment of Ministerial office. The Premier deserves to be congratulated on the wisdom of his choice, for he could not have selected any more popular member of the Chamber to represent the Government here. While on that point, I must express my disappointment that the Government have not seen fit to have two representatives in this Chamber. I consider it is too much to ask any one man to represent a Government here and, at the same time, to carry out the departmental duties he has to fulfil. It is not fair to the Leader himself, to this House, nor is it in furtherance of efficient administration. I was struck with the references made by Mr. Willmott when he spoke of the Premier having too extensive duties to perform, duties no one man could satisfactorily carry out. I agree with that. As Mr. Willmott pointed out, the Premier has not only to carry out the duties attached to his office as Premier, but he has to take charge of the work of repatriation and the onerous duties, perhaps the most onerous of all, attached to the control of the finances. In his endeavour to straighten the finances and to restore sound finance, surely sufficient is involved to fully occupy the whole of his time, with an accumulated deficit approaching six million pounds and with the finances in the condition in which we find them, is there any more important Ministerial office than that of Treasurer? References have been made to migration and the suggestion was made that a board should be appointed to control that work. I am of opinion that migration in its present form should occupy the attention of one Minister alone. When Mr. Willmott speaks of the onerous duties the Premier has to perform, I would ask whether the same thing does not apply more or less to all the Ministers? In this State, the work of Ministers has been increasing each year. There are the State trading concerns and extensions of Government services in various directions, and although the working has consistently increased and the number of departments too, the number of Ministers to-day is less than it used to be. We hear of the Government assuming responsibilities irrespective of Parliament. In not only Western Australia, but in other countries, Governments are slowly but surely encroaching upon the authority of Parliament. When the tendency is in that direction, —I will not go into a number of cases we could cite here where the Government have acted without the authority of Parliament—the natural corollary is that a larger number of members of Parliament shall have a share in the government of the country. Of the eighty members of Parliament in both Houses, there are many able men who would be only too pleased to accept some of the responsibility of government. The Government might call upon members to