

Kimberleys recently. While I was there, I went inland to the experimental site of the Ord River dam. Looking at the coastline, one perceives that it is rugged and rough and disheartening; but 10 or 12 miles inland, one comes into level country, flat as a billiard table, where one can look 30 or 40 miles in each direction. It is very flat, without trees, but there is tall, beautiful, edible grass, two or three feet high. It is black-soil country and looked to be very prolific. On the banks of the river the sub-soil was 20 ft. to 30 ft. deep.

All that is required is water at the right time. The dam site is 100 miles up the river. We went 68 miles and saw the experimental farm. They planted pumpkins there on the 29th day of May and on the 2nd July these were eight inches in diameter. Rice can be grown and was well above the ground inside a week. Also sisal hemp, soya beans, cotton and edible grasses for grazing can be grown. If it were within his power; if he had the money and the time available, I would like every member of the House to go through that country. Until one views it himself one cannot believe what it is like. When I made a statement that hundreds of thousands of people would be settled there in the future when irrigation was in operation, I got a write-up in a leading article, too; but it was not laudable. It was said that I did not know what I was talking about. "Where are we going to get markets?" they asked. We know there are unlimited markets north of Australia if we had the goods to supply them. Mr. Dumas was there very recently. He is a man of capability. He made a survey and he said that the settling there of one million people was not beyond possibility.

The Minister for Education: If the customers will pay our prices, it will be all right.

Mr. TRIAT: They are paying 6s. a bushel for wheat on the spot. They would pay anything there. I think that in the Kimberleys we have a wonderful proposition, and I am glad the Jews were not successful in settling there.

Hon. J. T. Tonkin: They are paying higher prices there than here.

Mr. TRIAT: When cabbages are exported to Singapore they fetch £6 15s. a bag. When people there can afford to pay that,

they can pay the ordinary wages of men who require to live in that north country.

The Minister for Education: That will not last indefinitely.

Mr. TRIAT: The flow of water coming down the Ord River must be terrific, because it is a mile wide in places and there are pools three miles long and 20 feet deep and a half a mile wide. It is beautiful fresh water which can be drunk. The river was running slightly when I was there. The proposed dam will cost £1,500,000, and it will be 258,000 acre feet bigger than the Hume dam, which is the biggest in the southern hemisphere and cost £6,000,000. We have wonderful possibilities in the north which are worthy of investigation. Any member with the time at his disposal during the recess should make the trip up there and view the place for himself, and I am sure he would return with wonderful ideas concerning the prospects of that part of our State, and the possibility of settling many people under good conditions and with good markets available. I thank members for listening patiently to me. I have taken a lot of liberties, Sir, a lot more than I should have taken, and I thank you very much for your forbearance.

MR. YATES (Canning) [9.18]: Since my entry into this Legislative Assembly I have listened with great interest to the expressions of congratulation and to the recriminations that have flown freely across the House. Being a new member, I do not think the time is opportune for me to cast any aspersions on any member for his past deeds. I am interested mainly in the future activities of this House and what they can do for the people of our State and, in a broader sense, in assisting the Commonwealth sphere. I take this opportunity of congratulating you, Sir, as others have done earlier; also of congratulating the Chairman of Committees. Those congratulations are very sincere. I know that all the felicitations that were bestowed upon yourself by the Opposition were equally sincere. Therefore I look to a very happy future in this House under your guidance. If the Opposition will bear with me until I find my feet, I am quite certain that I will come up to their expectations of what any member of the House should be able to do

I represent the electorate of Canning, held for 14 years by a Labour member, who worked long and arduously for the district. If I can do as good a job as he did in those 14 years, I will be certain of having done my portion for this State. Many problems confront my electorate, some of which were passed on to me by my predecessor and, over quite a few of them he had no control. I am hoping that the future will bring improvements. We have problems of housing, drainage, reticulation, water supplies, and others which confront the various electorates of the State. But I think they are more serious in my electorate than in most of the others because much of the house-building programme which has taken place has gone on in the areas east of the river. Many homes are being built east of the Canning Highway. There are streets of them, but very little provision has been made for additional school facilities. The problem of getting the people into the city is, indeed, a serious one. These matters were serious three years ago, and today they are much more so.

I can say, in connection with housing, that some people in my electorate are living under the most appalling conditions. There is in Como a caravan park which is the most iniquitous thing in the State. There is approximately a half-acre block containing 24 caravans, for which a ground rent amounting to 10s. per caravan is being paid by those poor people who cannot get into homes of their own. On top of that they are paying high rents for the caravans. Recently I complained to my Government about this and it was arranged for the Public Health Commissioner to come out on a tour of inspection, but I am sorry to say that prior information was given to the owner of these caravans, and he never worked so hard in all his life as he did that morning putting down loads of sand and cleaning out the place so that when the inspection occurred it would be spick and span. Had the inspection occurred the day before, I am quite sure the place would have been condemned. I had three people from that park come to my home one wet night asking me to go and look at the area.

I went out on a Sunday morning, when it was raining, and three of the caravans were leaking badly and the water was pouring through the roof. One caravan

had a family of six living in it, and it measured approximately 10 feet by 6 feet. The husband and wife slept in one bunk and the four children, one of whom was a girl, were sleeping in another; and their ages ranged from 15 years down to eight or nine. That sort of thing is taking place today. Other people are living in garages with doors made of iron, with the bottom and top open to the weather. There is no protection for them. I am going to do all in my power to assist in speeding up the building of houses. In fact, I am going to tell the House that tomorrow we are going to build portion of a wall right out in front of Parliament House, and any member who likes to be there at a quarter to two can see a scheme that might assist in the more rapid housing of the people. If Mahomet will not go to the mountain, then we must move the mountain and take it to Mahomet, and that is what we are going to do. I feel sure that the house-building project can be speeded up.

It has been said that the Labour Government fell down on its job. I did not say that at all. It might have fallen down on many aspects of house-building, but I say this, that the task is up to the present Government, and us on this side of the House, to prove that we are going to live up to what we said, and I hope we do, because we will stand or fall by this house-building for the people! I have no qualms about saying that, because it is through a national emergency that I bring this before members tonight. I spend day after day at the State Housing Commission trying to get priorities for people in very bad circumstances. I have, on numerous occasions, attended the Local Court to assist people in having their eviction notices deferred. I know the difficulties under which the members of the State Housing Commission are working, but I say frankly that I am disappointed in the results that I have so far received. I trust that the future will bring greater rays of hope for these people. We do not want 1,000 homes a year; we want to house everyone without a home, as fast as we possibly can, and it can be done much quicker than we are doing it today; although I admit that things are moving more rapidly now than they were three months ago.

The next important item concerning my district is that of drainage. This matter has been dealt with in this House by my pre-

decessor. He raised the question of the Cannington drainage scheme on many occasions; I have read of it in "Hansard." I have been approached by the road boards in that area, and from as far afield as Gosnells. I was called out a fortnight ago to a public meeting at East Cannington to discuss this problem. Together with the Minister for Works and the members of the Cannington Road Board, I recently inspected the district, and I say that the drainage system in Cannington is the most out-of-date in any town of the State. The whole of the drainage is a surface scheme and road boards, such as the Darling Range Road Board and the Belmont Road Board and the outlying districts, seem to be quite happy about the water flowing from their areas into the Cannington district. In addition, the new Canning dam is contributing quite a fair portion of overflow water to the already over-burdened district of Cannington. We now find that the area is waterlogged.

I know of 17 homes that were completely surrounded by water, and in two cases the people have had to leave their houses. The builders have had to knock off working on two partly-constructed homes because the buildings were surrounded by water. I am told by engineers that the water will not subside until Christmas. Yet, the old settlers say that until three years ago there was no sign of water in these areas. I admit that we have had three very wet winters, but the time has come when this comprehensive drainage scheme, which has been spoken of so much by previous Governments, should be put into effect. I am quite certain also that if the Minister for Works arranges for a contour survey of the area, under the Land Drainage Act, the engineers of the various boards will put forward something on which to work out a scheme for the complete drainage of the district. I was asked to go out to the Gosnells Road Board to interview its engineer, and he put up to me a good scheme for the drainage of that district. It means the resumption of a certain amount of property—some privately-owned. He feels that if surface drainage is put through this property to the river it will be the first step towards the comprehensive drainage scheme taking shape. It is up to me to see that the Government assists in having this survey taken as soon as possible.

Much has been said about transport, and the member for Mt. Hawthorn complained about trams with square wheels, the lack of buses at City Beach, and mentioned the fine service provided by private enterprise at Scarborough and North Beach. South Perth is unfortunate in this respect. It is served by Government buses—petrol driven—and by trams. I must admit that the Metro buses operate along Canning-highway, but they are not allowed to operate beyond a certain point, the distance between the city and that point being controlled by the Government. Owing to the influx of population to the district, we find that with the present number of buses—absolutely worn out and over-loaded on all journeys during peak periods—a number of people are now not able to obtain transport from their homes to their work in the morning. I have had deputations dealing with the transport problem, especially in relation to the Hurlingham Estate, a legacy given to us under the Commonwealth Housing Scheme. It is a block of 65 homes, built on a flat where no sane person would build a home, owing to the bad drainage. It is right away from the main road, where there are no school facilities for the children and totally inadequate transport facilities for those needing them.

The present service, which runs along Canning-highway and turns into Carrington-street, supplies the needs of the people in that area, and further out to Como. Today one may see people at the terminus of the bus crowding in, and by the time it has passed a few streets it is full and has to go straight on into Perth. Some people who start work at 9 a.m. have to leave home at 7.30 in order to get transport into the city in time for their work. It is impossible for them to get a seat with the available transport. I ask the Government to give this matter its earnest consideration, that the existing dangerous buses be replaced as soon as possible, and that the present routes be overhauled or examined to see whether more favourable routes can be laid down to cater for the needs of this ever-expanding district. Then and then only will the people be satisfied with the handling of this urgent transport problem.

In my electorate I have all sorts of things to contend with. Not many electorates contain river jetties, but unfortunately I have

a number of them, mostly without tops. To those who know the Bunbury Bridge, I would say there is one jetty in my electorate that looks like it—a few poles sticking out of the water with no top. It is time that such jetties were put into complete order, as they are there for the benefit of the public who use the river, especially in the summer months. Children use those jetties for swimming and dive from them, and have a lot of healthy fun and exercise. It would not require a vast amount of money to put them in order but, as they are non-revenue producing, the Government feels that they should not be its responsibility.

That seems to have been the attitude taken by Governments in the past, and I think I will find it difficult to get these jetties put in order, as we would like them. Yet they are important and it is up to the Government to keep our river beautiful, and not to have on it eyesores like the small jetty beside the Canning Bridge which, at the present moment, has 18 inches of grass growing round it, and no planks on it. It is very dangerous. Now that the tumult and shouting have died and the war is over, timber is much easier to obtain than it was, especially for this type of work, and I think the Government should squeeze a little out of the coffers to place all the jetties on the river in such order as those using them would desire. I commend that task to the Government.

In the matter of education, the same problems confront people in the Canning electorate as in all other districts. There we have schools that are over-crowded. The Kent-street high school is a fine structure, built by the Labour Government, and I commend that Government for having built it. It is a fine place but, though it was built for ten classes, it now houses 15, and is totally inadequate to the needs of the growing district east of the river. The Forrest-street school, one of the oldest in South Perth, has an attendance of 675. It was originally intended to house about 525. Additional rooms are over-crowded at present, and there are hat-rooms converted into class-rooms. That position obtains in other schools also.

The Collier school, of which so much has been said, is still only a myth. During the recent election campaign, promises were made—not by me—that that school would

be started forthwith. As a matter of fact, the foundations were to be laid within five or six days, but so far the school has not taken shape. Unless it is built, we will soon have a great problem on our hands in dealing with the additional children from the 200 new homes that have gone up in the Dyson-street area. It is an urgent necessity that that school be commenced, so that we may provide school facilities for these children in the coming year.

Allied with the education of the children we have the kindergartens. I am certain that all fathers in this House are keenly interested in the welfare of the infant. How often, when driving along in a car, one sees a toddler two or three years of age on the side of the road, with no protection, while an older boy who is supposed to be looking after the infant plays cricket or football? We often see such children in the streets, not knowing the danger that confronts them. The parent might be at work in the house, but if that parent knew there was a kindergarten to which the child could be sent during those hours, he or she would know that the child was safe, and not only safe, but receiving the early education which helps to mould the mind, so that when the child became of age to enter school and join an infant class, it would have some idea of schooling, and would start with some knowledge that at present it would not have.

I urge that all the consideration possible be given to the kindergarten movement. I think the Government should support any move, in any district, to see that the kindergarten movement flourishes, so that our children between the ages of two and five years are kept off the streets and may receive the early education that today is so necessary for them. We have also our infant health clinics. There is one in South Perth that is doing a wonderful job. I recommend the Government also to support infant health clinics wherever they may be established, for I regard them as helping towards the future welfare of the State.

I listened with great interest tonight to the member for Mt. Magnet when he spoke with regard to Collie coal. He went to great length in dealing with the possibilities regarding that coal and the use to which it could have been put throughout the last 20 or 30 years. I feel that the Labour Government was sold a pup if what was said about Mr. Edmondson was true, and

that instead of having its hands tied 20 years ago it should have investigated this huge coal deposit to ascertain whether it was not possible to use it in connection with our gas supply in Perth, thereby obviating the necessity for the costly process of importing Newcastle coal. If what the hon. member stated was true, I would also support a complete inquiry into the possibility of our reverting to the use of Collie coal, which would give new life to Collie, bring prosperity to the State and increase our population by many thousands more.

It has always been a matter of wonderment to me that we have not been able to utilise this great asset. So far we have only played around with it. I support the views the hon. member expressed and also those of the member for Collie with regard to the expansion of the industry, and I believe the Government should support every move to see that the coal industry of this State is explored to the fullest extent. By that means we shall be able to contribute to the needs not only of Western Australia but to participate in the coal export trade ourselves.

I next come to the matter of police protection. I have not heard that subject mentioned in the House during the course of the debate. I propose to quote some interesting figures regarding police protection in the Canning electorate. It may surprise members to know that in the electorate of Canning, which includes a fair proportion of Victoria Park, the police station in that area caters for close on one-tenth of the population of the State and that the district itself covers an area of 36 square miles. The figures I am quoting have been supplied to me and I believe they are authentic. In 1943 the staff at the Victoria Park police station consisted of one sergeant and seven other ranks. In 1945 it consisted of one sergeant and six other ranks and the position now in 1947 is that the staff consists of one sergeant and six other ranks. Since Christmas only five men have been available and at times the strength of the staff has been down to four men.

Since 1943 there has been a reduction in weekly working hours in the Police Force, which has meant that the capacity of the officers to work has been lessened somewhat at Victoria Park. Taking it that we have

there six other ranks, one requires to have a day off each week, and that leaves five men to do seven days' work and each shift at that station is of 24 hours' duration. Included in their duties is the necessity to supply a constable one day each week to attend to the Belmont district, which is attached to the station. The transport supplied to the officers to deal with the work entailed in that big district comprises a motor cycle and a horse. Besides having to police the district, the officers have a number of licenses to issue and these comprise the following:—

Bicycles	..	..	..	..	5,000
Motor Drivers	..	..	..	..	2,000
Firearms	..	..	..	..	1,400
Cart and Carriage	..	..	..	..	250

In addition to that they are required to compile 140 lots of industrial statistics and 30 lots of agricultural statistics. From the figures I have quoted, it will be evident to members that at least one new station should be established east towards Cannington. Failing that, I suggest that the existing station at Victoria Park be extended to provide more up-to-date facilities for the men who have to toil there. To visit that station and see how the officers have to work, collecting money from people and issuing licenses at a small table in a dingy room amid surroundings that are not at all congenial, would I feel sure, amaze members generally.

I also suggest that to relieve the congestion at the Traffic Department, a scheme be put into operation whereby all licenses required east of the river be obtained from Victoria Park and that a second traffic branch be established there. That would involve the extension of the existing buildings, which at present are totally inadequate for housing the staff and their records. By doing that, we would greatly lessen the work and avoid to a very great degree the congestion in dealing with licenses at James-street. It would also make it easier for people, especially those who are elderly, who went to the Victoria Park station to procure their licenses. I commend that scheme to the Government and I suggest that something be done immediately to relieve the already overburdened station where men are doing a great job with a small staff and policing a very large territory.

If a call is received from Cannington, which is five or six miles from Victoria

Park, it means that the man at the station has to leave and proceed to where his services are required, with the result that by the time he gets there the damage is done, the thief has got clean away and there is no chance of anything being accomplished. I think members will agree that the officers there are entitled to more consideration than they have received so far. I admit that the staff position in the Police Force was serious during the war years but the leeway is now being made up. However, I suggest that the points I have made should be kept in mind so that when the present Police School is terminated, first consideration should be given to the complete staffing of the Victoria Park police station.

The next subject I am going to deal with concerns the 40-hour week, which is very dear to the hearts of the Labour movement and not only to those comprised in that section but to quite a large number on the Government side of the House who favour the 40-hour week. I say quite frankly that the present Government is not against that move—despite the fact that recent propaganda hinted that it was opposed to such a change. In my opinion the 40-hour week will eventually be adopted in this country, but I do not think the time is ripe for it to be put into complete operation now.

Mr. Styants: It never is!

Mr. Needham: No, never!

Mr. YATES: History shows that the hours of the working week have improved gradually over a period of many years and right down from early times. In Great Britain, members will be interested to learn, the working week is now approximately 47 hours per week. It is also significant to note that in the cotton industry the workers agreed to waive their demand for a shorter working week in preference to giving their full support to Britain's urgent requirements for further exports. In the United States of America, where men work under various awards, the average working week is about 40 hours. In some cases it falls as low as 37 on account of shift work. But workers there are controlled by individual agreements and covered by various awards which are not always observed. Some of the agreements are frequently broken for the benefit of the State. In Canada, the average working week is close

on 48 hours. Although there are 10 public holidays in that Dominion, in most cases only five of them are paid holidays. So, in comparison with Canada, Australia is still on the right side. In South Africa the average working week is 46 hours and, in the Argentine, slightly higher than 44 hours. Sweden has a 48-hour week. In New Zealand a 40-hour week was introduced some time ago and is observed, but we must bear in mind that New Zealand is largely a primary producing country and therefore the 40-hour week does not affect that Dominion as greatly as it would a more highly industrialised country.

The 48-hour week was first introduced in Australia in 1856, and although the general working week up to the beginning of the present century was approximately 50 hours, it is noteworthy that the ironmongers—whether they had a union, I am not sure, but they were banded together—originally introduced the 48-hour week.

Mr. Fox: Was it not the bricklayers?

Hon. A. H. Panton: I thought it was the stonemasons.

Mr. YATES: The ironmongers, at any rate, were the first to bring it before a recognised authority. Today the majority of the workers in Australia enjoy at least one week's holiday a year with full pay, and a lot of them receive public holidays on full pay. The position in Australia regarding holidays compares more than favourably with that of any other country. I wish to quote a lengthy extract from a publication entitled "The 40-hour Week" issued by the Institute of Public Affairs, Victoria. It says—

The 40-hour week is a national issue. It should be considered from a national standpoint. It will affect, in a greater or lesser degree, all members of the Australian public. It should, therefore, be decided in the light of its effects on all the Australian people and not just a section of them. The question at stake is not whether the 40-hour week will or will not benefit any particular section of the nation, but whether it will or will not benefit the nation as a whole.

The 40-hour week would affect different sections of the people differently. Among those who stand to lose least from its introduction are possibly the larger employers of labour. Among those who stand to lose most are the lower-middle and middle income earners in receipt of salaries and those whose income is determined primarily by what they receive from their investments. All sections, however, would

such serious detriment from the introduction of a 40-hour week at the present time.

The progressive reduction of working hours is regarded by the Institute to be one of the most important of the advantages arising out of industrial progress. The purpose of modern industry should be to provide not merely an increasing volume and variety of goods at a constantly decreasing real cost to the public—and thus a higher material standard of life—but also to improve progressively the conditions of work so as to provide more time for leisure and self-improvement. It is necessary to strike a balance between more leisure and more real income. But it would, in our view, be wrong and short-sighted for the community to work shorter hours at serious cost to its material standards of life, when, for many of its members, those standards are already relatively low.

Scientific studies on the relation of hours to output point irresistibly to the conclusion that a reduction of the standard working week from 44 hours to 40 would lead to a fall in the total production of goods and services. There is also good reason to believe that under present conditions the introduction of the 40-hour week would be unlikely to lead to any significant improvement in the rate of production—that is, output per man-hour. Until the capital equipment of industry is modernised and restored to full efficiency in the production of peace-time goods and services, and until the training, transference and replacement of labour in peace-time jobs is well forward, it would be optimistic to look for any material increase in man-hour output.

The key to the immediate economic problem before Australia is greater production. We are suffering from a decline in our standards of life, forced on us by the war. We need great quantities of practically every conceivable kind of consumer goods and articles. We need vast numbers of new houses. We need an improvement in the range and quality of many kinds of services. We need capital goods for industrial modernisation and national development.

But the world far more than Australia is in dire need of more commodities to make up for the economic losses and ravages of war—food to succour tens of millions threatened with famine, capital equipment to restore war-shattered industries, goods of every description to counter poverty and to raise standards. To choose greater leisure now would not only intensify our own internal difficulties, but could rightly be regarded as an act of callous indifference to the world's suffering.

Whatever the potential productivity of Australian industry and the potential standard of life it can support, it is an irrefutable fact that the present standard of life is relatively low—much lower than in 1939 and, in fact, lower than the Australian people have possessed for many years. The volume of goods and services of practically every kind at present available for the enjoyment of the Australian public is inadequate—in some instances tragically inadequate—and little greater than that of the worst years of the war. This, in our view, in itself

constitutes an almost irresistible argument against the general introduction of a 40-hour week at the present time.

One of the main arguments used to justify the introduction of the 40-hour week is that during the war the productive power and technical resources of industry have immeasurably improved. While we do not believe it is possible to measure, with any degree of precision, the movement in overall productive efficiency over the war years, the available statistics suggest that this broad claim is without foundation. But, even allowing that industrial efficiency has been raised by wartime developments, the urgent present need for greater production should take precedence over any question of shortening hours of work. In other words, if productivity has increased, the advance should be used to increase output rather than to reduce hours.

It is generally recognised that one of the most serious dangers threatening a country at the conclusion of a major war is that of inflation. This danger can be countered in two ways; first, by increasing production to the utmost so that the disparity between the supply of goods and the demand for them is narrowed, and, second, by maintaining stability in prices and costs through measures of price control, until a reasonable equilibrium has been achieved between supply and demand. The 40-hour week would be unfavourable to both these conditions—the first because of its effects on production and the second because of its tendency to push up prices.

The introduction of a 40-hour week should not, in our view, be considered until the volume of civilian goods and services per head of the population has been restored to at least the pre-war level, and until the nation's stock of capital equipment has been modernised, placed on a competitive basis with that of the other advanced industrial countries, and expanded so as to offset substantially the losses caused by the interruption of economic progress by the war.

How long this will take depends largely on the steps that are taken now to raise the productive power and efficiency of industry.

The faster the productivity of industry can be raised the more rapidly will it be possible to overcome present shortages and to restore standards of living, and the earlier will the introduction of the 40-hour week become a desirable economic proposition.

When the transition to a peace-time economy is thoroughly complete the question of a shorter working week should, in our view, be brought up for serious consideration and a decision should then be made upon it in the light of the economic industrial conditions ruling at the time. Among the likely factors which will bear upon its desirability or otherwise will be the efficiency of industry, the general economic and financial position of the country, particularly our competitive ability in relation to overseas countries, and the time spent in work by the Australian community compared with the workers of other countries.

There members have a comprehensive survey by the Institute of Public Affairs in Victoria as to the reasons why a 40-hour week, although desirable, should not be introduced at present. Members must all admit that we face terrific shortages of every commodity required in our everyday life and needed to make our State expand. This has been brought home to us time and time again in this Chamber in the many speeches which have been delivered by members concerning the shortages of this and that commodity and concerning what the Government is going to do about releasing this or that commodity. What we need in this State today is work and plenty of it—hard work.

Hon. A. H. Panton: You have been listening to Sir James Mitchell.

Mr. YATES: Our forefathers worked hard. Many members in this Chamber toiled for years and are still toiling for the benefit of the State. We need a greater effort by our people; we need a greater effort by our unionists to ensure that they get behind the Government, irrespective of what Party is in power.

Member: The workers did not cause the war.

Mr. YATES: I do not know who caused the war. I fought in it, too, and I have seen the misery that followed it. It is the cause of our present shortages. Why, therefore, do we want shorter working hours, more holidays and higher pay, when it is our duty to clear the State of its liabilities—and by that I mean its shortages? Let us get into production again and infuse new life into our younger population, so that they will not go to the S.P. shops and try to earn a living by their wits. Every man who earns his living in that way is a dead loss to the State. Let each man explore every avenue whereby he may better himself, not only for his own benefit but for the benefit of the community also. That is why I put the case for the deferment of the 40-hour week. I am quite sincere when I say that I believe in it.

My father was a good unionist. He assisted to found the Plasterers' Union in this State and toiled for its advancement for many years. No finer unionist ever lived. He has passed a lot of his ideas on to me. I believe in unionism and belonged to a union. I believe the unions can assist the

State better than they are doing today, but not all unions. A case in question occurred yesterday, where the Lumpers' Union decided what it would send out of the country. Are we not the masters and should we not decide what shall be exported from the State? The lumpers are there to see that goods do go out of the State. If we are of opinion that potatoes and onions should not be exported from the State, it is up to us to pass legislation to stop them leaving. We should not let the decision rest with any body of men; we should do the deciding ourselves.

I urge every member of the House to pull his weight and to get every person with whom he comes into contact—business people, farmers and others—to do their best to overcome the present shortages. If that be done, I am quite certain our present difficulties will be overcome the sooner, and the sooner will come prosperity, higher wages and shorter hours for the workers of our State. I commend that suggestion to all members.

I wish to speak about community hotels. I favour them, wherever possible, but a certain section of the public does not. I have here quite a number of circulars issued under the name of an association in Western Australia for the promotion of private enterprise. It is unsigned; the address given is Howard-street, but the number is not stated. It is headed, "Indirect Socialism. Community Move Exposed." It proceeds to expose community moves.

Hon. A. H. Panton: You do not think that comes from this side of the House?

Mr. YATES: I am quite certain it does not. Another pamphlet, issued by the same association, hits at the residents of Bruce Rock. It is headed, "To the Residents of Bruce Rock and District. Re Community Hotel."

Hon. F. J. S. Wise: I would put that where you put all anonymous correspondence.

Mr. YATES: It goes on to describe how terrible it will be if ever there is a community hotel at Bruce Rock. I think that State hotels should now be either sold or given back to the community and run by the people. I say so for this reason, that the communities which formed co-operative stores in very many parts of the State, as

well as in England and America, have achieved outstanding successes. These movements have been of great benefit to the people of the district as well as of benefit to the State. I do not think any member of the House will disagree with me on that point. The establishment of such stores has not prevented the opening of others in the districts concerned, the carrying on of their businesses and the making of profits; all have prospered. This document, however, tries to point out that if the community were to own an hotel, utter chaos would reign among those who control it. It says that the hotel would probably show a loss and it quotes the profit made last year by our State hotels. It states—

Remember the State hotels for the last year for which statistics are at present available only made £2,179 profit between the seven of them.

That differs from the figure which I read in the annual report last week. There the amount mentioned is £8,000. That, however, is not a very high profit.

Hon. A. H. Panton: State Hotels should not be run for profit but for service.

Mr. YATES: That is just what is not happening. They are not being run for profit. The Bruce Rock hotel is not giving the service which it should as a State hotel. This fact must also be borne in mind, that once a State hotel is erected in any district the Government takes steps to see that no other hotel is built there, so that it will not be faced with opposition. If another hotel were to be built at Bruce Rock today, the State hotel could close. The time is opportune for the Government to investigate the matter of getting rid of State hotels which have a monopoly. The Government should not engage in hotel trading. The present State hotels are not showing the profit that they should, when one takes into account the tremendous outlay of capital. The State hotels should either be leased or given to the community, so that they may be conducted more advantageously than the Government is conducting them today. I commend any move which the present Government might take for the disposal of our State hotels, but suggest that priority should be given to the community to take them over, if that is at all possible under our present constitution.

The member for Kanowna said the coloured races north of Australia had their eyes on this country, or words to that effect. I agree with him. The many millions of people who live north of Australia are a definite threat to our future. No one knows it more than those who served in the islands during the war. While in New Guinea I had an opportunity to talk to a Japanese prisoner of war. He had been well educated and he spoke good English. He was very philosophical regarding his capture. He was certain his life was finished and that he would never return to his mother country; but he said, "We will be back in 10 years, 20 years, 50 years. What does time matter? We will be back, and next time we will get Australia." He was quite certain of that. It was something which had been instilled into the minds of the Japanese: that they might miss out on their first venture, but they would not on their second. The threat is always going to remain while the Japanese Empire remains as large as it is; while we have those many hundreds of islands in between Japan and Australia on which so many millions of the coloured races live. That threat is a very real one. They told us in 1919 that a war had just been concluded to end all wars. How deluded those old diggers were!

Hon. A. H. Panton: They told us that in 1914, when they wanted us to go.

Mr. YATES: And it was believed.

Mr. Marshall: No!

Mr. YATES: The same as we are made to believe it today when the same phrases are put over.

Hon. A. H. Panton: The same as it will be believed next time!

Mr. YATES: Guided by past experience, they are very careful about mentioning that there will be no more war. The evidence to the contrary is still with us. We read daily in the paper of the unrest and discontent that exist throughout the world. But leaving aside the other nations, we are interested primarily in our own country; and I think that the worst step that could have been taken in this country was to abolish compulsory military training.

I believe that compulsory military training is the best training any youth can get to assist him at some future date when he might be called on in an emergency to guard

our very shores. I used to attend compulsory military training in my early youth; and although I had some hard knocks during the many camps I attended, I am certain it gave me a different outlook on life. I came to enjoy it. I liked it so much that I took an interest in it and went through the ranks until I transferred to the fields. When training of a sort was reintroduced, in an organisation known as the Militia, I joined up with the 28th Battalion in Kalgoorlie. I went through examinations and took a keen interest in the movement. Just before the war started I was going to a meeting of the Militia and was derided in the street as a "pansy," because I was dressed in a uniform with brass buttons and went along the street carrying a rifle. Not long afterwards the very man who called me a "pansy" was a private in a platoon I commanded and I was able to get a portion of my own back.

Mr. May: Two "pansies."

Mr. YATES: Quite right; but one was much larger than the other! But the man who derided the very thing I was striving for was one of the first to join up and he tried to do his best for his country. Had he been given early training he would not have derided the Militia but would have been keenly alive to what it stood for. So I appeal to our Government to support any move for the reintroduction of compulsory training. It does no harm to the lads to go through training during the week and to spend a fortnight in camp once a year. It makes men of them. It is the way for them to find out whether they can "take it" or not.

As it does not do any harm and is likely to do the country a vast amount of good, because it teaches young men the fundamental principles of welfare and of protection; and as it gives the authorities an idea of where to secure potential leaders, which would be lacking without the reintroduction of the scheme, I hope the Government will support a move for such training. The present permanent standing Army is a different set-up altogether. It does not teach youths as they should be taught. The right idea exists in public schools and colleges where there is cadet training. But let the system be introduced into civilian life and let the young men who now waste their time at week-ends take their share also. If

cadets can be trained, why not youths in the outside world?

I wish to say a little about the City of Perth. A lot has been said about bus shelters. We have our problem in South Perth where people have to wait in the rain and I have been trying to get bus shelters erected out that way. I had a proposition to submit regarding shelter for a certain number of people who use buses. As is known, buses that travel to South Perth and Como leave the old G.P.O. building in St. George's-terrace. At peak periods a queue of people is to be seen stretching from in front of the steps to Barrack-street, as far as the lane on some occasions. They have to stand there winter and summer waiting for buses. In the summer the heat of the sun pours down on them and they have no protection; and in the winter they are drenched by rain.

The proposition I have in mind is that a cantilever verandah be erected around the building from the lane in Barrack-street into St. George's-terrace and right along to Cathedral Avenue. It would not interfere with traffic in any shape or form and would provide shelter for people coming from the river if they were caught in a shower of rain. Above all, it would provide a much-needed shelter for bus patrons. I urge the Government to go into that proposition and give it fullest consideration. I am certain it would assist bus patrons during the winter and summer months when they are awaiting transport.

I also suggest that the taxis which are now able to stand right up to the edge of the bus-stop outside the old G.P.O. be removed and that the bus stand take up the whole block to the Cathedral corner. At 1 o'clock on Saturdays when people are going home from the city or going to the races, there is frightful congestion at the bus stop. Then in the centre of the road there is the underground lavatory and there are taxis backing out from the kerb and mixing with pedestrians and other traffic. There is no reason why those taxis—there are about 10 of them—should not be removed down the other side of Cathedral Avenue, between there and Pier-street, where they would not interfere with the flow of traffic.

The Government should also go into the matter of underground lavatories, which should be removed. If not, an entrance

should be made from the footpath and the surface covered so that traffic can use the road. Those lavatories are a menace to life and limb. I know of one case of death and many cases of serious injury caused through vehicles, sometimes driven by inebriated drivers, crashing into the iron railings in wet weather. The time has come in our city, which is already overtaxed with traffic, for the demolition of these unsightly structures, and for them to be moved to different areas.

The next item I am going to touch on briefly, deals with the employment of boys in the Government service. It is a well-known fact that most Government departments find it extremely hard to get boys of school-leaving age, the reason being that they are given no continuity of employment but are forced to leave when they reach the age of 16, or at latest 17, years. University students then take their place and continue their career in the Government. On the 1st July last, 16 Government departments found it impossible to secure the services of boys to do their messages and inter-departmental work. A few of those departments were the P.W.D., Lands, Forests, Water Supply, the Public Trustee, the State Housing Commission, the Electoral, and the Main Roads. Advertisements appear regularly in the Press, but the departments get no answers. I do not blame the parents. What chance in life has a boy got who wastes three years of his early youth in these departments, with no opportunity of proving that he will be a good employee? The policy evidently is that they must have a University education or, at the least, possess the Junior University certificate before being given permanent employment.

What of our many Government heads today—our Under Secretaries? How many of them went through a university before joining the service? I think that in most cases they joined as youths and gained experience as they went along. Some might have gone to night school, and some might have got junior certificates. If a lad has ability and can adapt himself to the work of the department in which he is employed, he should be given an opportunity of making a career of the job from the time he joins, and not tossed out at the age of 16 or 17 years. These children should be expected to pass the necessary examinations

for the Government work in which they are employed.

Take a boy who has the junior certificate! After he has been a year or two in a department, he probably needs to have a knowledge of only one or two subjects to carry out his work. If, 10 or 15 years later, he is given an opportunity of transferring, he will find that he has forgotten practically all he ever learned at the time of passing his junior examination. That is what occurs in most cases. He remembers a certain amount of arithmetic and a little history, geometry and so on, but the rest is lost. The boys joining these departments should be given a chance to study for the necessary examinations and not be told, "You are on the temporary staff and must go when you are 16 or 17, irrespective of your ability." I commend to the Government the matter of making an inspection into the position of the employment of boys in Government departments today.

Another matter I must touch on is one that some other member mentioned and he nearly brought the House down. It is that dealing with the scandalous imposition on the people of Australia by the Commonwealth Government deciding to take over control of all banks. I do not think that any man in his heart here, irrespective of what Party he stands for, can honestly believe that what the Commonwealth Government is doing is right.

Mr. Reynolds: Do not make any mistake about it!

Mr. YATES: I am sorry for the hon. member, because he will be sorry for the state that this country will get into if this proposition is brought into being. We were told that King O'Malley would turn in his grave if he knew the turn that events have taken today.

Hon. A. R. G. Hawke: He is not in his grave!

Mr. YATES: I was told this afternoon that he was dead. At any rate, he would be a very sorry man to see this go through. This was never his intention. What he wanted was that we should have a central Commonwealth Bank, and he instituted that scheme, which has been successful. He never intended that everyone in the country should be under the complete subjugation of the Commonwealth Government because of its financial set-up, and that is what the

position will be if this scheme comes into operation. It is well known that several men now deceased, started on the same tactics. One was Hitler and another was Mussolini. They went out for all the power they could get, and when they controlled the finances of their countries they were able to do what they wanted, and they controlled every person, body and soul. Do not tell me that we would get a fair deal if the banks were all under the authority of the Commonwealth. If one bank said, "I cannot give you any money," it would be hopeless to go to any other. Today a person can try many banks and, perhaps, find one that will fit in with his requirements. I am not a capitalist but the same as most other members here, and I feel that this is a revolutionary step. It is not for the benefit of our people.

Mr. Reynolds: It is evolutionary, not revolutionary.

Mr. YATES: It is revolutionary. The time might come when we might go to a bank and ask for £100 and be told that we could only have £10.

Mr. Marshall: That has happened to me thousands of times already!

Mr. YATES: When all these banks come under the Commonwealth Bank, I might go along with a friend, and say to the bank manager, "I might be the next Premier of this State, what about giving this man a loan?" He would reply, "I will fix it up." Do not members think that political pressure will be brought to bear on the administration of these banks? It is a political move, and a political move only. It will be a sorry day for our people when this legislation is brought in.

Mr. Graham: You have ruined an otherwise good speech.

Mr. YATES: I am only saying what I feel is right. The hon. member can say what he thinks at some future time, and I will respect what he believes. If he disagrees with me, I will still be friendly with him. I believe the future of our country will be impaired by this iniquitous step. The Commonwealth Government will control us body and soul. It will have charge of our purse, and will dictate what we are to do. What will come next on the list? Probably the insurance companies!

Mr. Reynolds: They will nationalise the Liberal Party.

Mr. YATES: It has been whispered for a long time that this and that will be done. The Commonwealth Government has now shown itself in its true colours and proved itself false to the people by taking this step. No sane persons would have voted that Government into power if they had known of this. Do not tell me that it is not fraud!

Hon. E. Nulsen: It has always been the policy of the Labour Party.

Mr. YATES: It has still to get past the High Court. There will be a big battle over this. I hope that right will come out on top. I am sure this is a retrograde step and that all decent thinking people in this country, Labour or otherwise, will agree that the Commonwealth Government should not interfere with banking in Australia. The banking institutions have carried on to the benefit of free trade in the land for over a century. The banks depend upon the goodwill of the people to remain open. They have supported the people, and between the two—the banks and the people—the country has progressed.

Hon. A. H. Panton: They smashed a few in the early '90's.

Mr. YATES: I do not remember that far back, though the member for Leederville may. If one did not get finance from a bank one would have to get it from a money-lender, who would put the screws on. The banks have done a grand job in this country, especially during the last war. If all the banks were under the control of the Commonwealth and a central bank, and existing avenues were closed, I do not believe this scheme would work out at all well. As a member of this House I protest strongly against this, the most iniquitous act yet perpetrated by the Commonwealth Government. I trust that this Government will support any move to see that something is done to oppose this action by the Commonwealth, particularly when the matter goes before the High Court. When I read the article in the Press, setting forth the intentions of the Commonwealth Government, I thought a very dangerous step had been taken. I would not like to say here what I really think about it.

Hon. A. R. G. Hawke: I would like to hear Mr. Speaker on this question.

Mr. SPEAKER: Order!

Mr. YATES: I have covered a fair bit of ground tonight and if I have trodden on anyone's corns I am sorry.

Hon. A. H. Panton: Do not mind the corns. That is what you are here for.

Mr. YATES: I appreciate the courtesy extended to me by all members since I have been here. I have made many friends among both Labour members and members of the Government, and I am certain that my future in this House will be a happy one. I will give of my best and co-operate with all members for the welfare of this great State of ours.

On motion by Hon. E. H. H. Hall, debate adjourned.

House adjourned at 10.34 p.m.

Legislative Council.

Wednesday, 20th August, 1947.

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

QUESTION.

RAILWAYS.

As to Diesel for Kalgoorlie—Esperance Line.

Hon. R. J. BOYLEN asked the Minister for Mines:

(1) Has consideration been given by the Minister for Railways to the necessity of providing a Diesel rail coach for the Kalgoorlie-Norseman-Esperance line?

(2) If so, is there any likelihood of having one in operation by the next Christmas holiday season?

The MINISTER replied:

(1) Yes.

(2) It is impossible to make any such promise at the present time, but every effort will be made to meet the desires of the Goldfields' residents in the matter.

LEAVE OF ABSENCE.

On motion by Hon. Sir Hal Colebatch, leave of absence for twelve consecutive sittings granted to Hon. J. G. Hislop (Metropolitan) on the ground of public business.

ADDRESS-IN-REPLY.

Sixth Day.

Debate resumed from the previous day.

HON. A. L. LOTON (South-East) [4.35]: I wish to congratulate you, Sir, upon your appointment as Deputy President and trust that you will have an easy time in the Chair during the unavoidable absence of the President. It is to be hoped that before the expiration of the leave granted to Mr. Seddon he will be restored to good health, and we look forward to having him back in the Chair. I also congratulate Mr. Parker upon his appointment as Minister for Mines and Health, and Mr. Wood upon his elevation to the position of Honorary Minister in charge of the Agricultural Department. Members representing the rural areas are gratified at having a practical Minister dealing with agricultural matters because we realise that when we bring our problems before him he can visualise the difficulties from the correct angle without having to rely upon his official advisers for directions as to the course he should pursue.

This afternoon my remarks will be confined mostly to matters coming under the jurisdiction of the Honorary Minister at the Agricultural Department. The first question I wish to bring under his notice deals with the deficiencies with regard to C.S.A. sheep trucks. These are special trucks provided by the Railway Department for the conveyance of lambs to the market. They are fitted with a type of grating so as to prevent the lambs from becoming soiled in transit. Some reference was made recently in the Press to the matter, and for some unknown reason the railway authorities are not now supplying the trucks. Only a fortnight ago one of the reports dealing with stock sales at Midland Junction, commenced with the following words:—

Many lambs were submitted in a soiled condition with consequent loss to the producers.

I trust the Honorary Minister will take this matter up with the Commissioner of Railways and with the Minister for Rail-