

Hon. Sir William Lathlain: Because we do not admit that it is a permanent institution.

Hon. W. T. GLASHEEN: It is true that some of us do not admit that it is a permanent institution. Even so, looking into the future, I will say that anyone who will not admit that the Industries Assistance Board is a permanent institution is more of an optimist than I am.

Hon. H. J. Yelland: An attempt was made to get rid of it last year.

Hon. W. T. GLASHEEN: A partial attempt along those lines was made when the clients' debts were funded. However, as one representing many who have received assistance from the board, and as one who possibly knows a great deal of the detailed work of the board, I am very glad, having regard to the uncertainty ahead of us, that the Industries Assistance Board was not discontinued. Because with the price of wheat at 2s. 6d. per bushel and with no certainty of an improvement for some time to come, we shall need all the original intention to assist those settlers who were suffering from drought conditions in 1914. The difference will be only one of degree, prices instead of drought. All the original intention we had to keep people on the land will be multiplied considerably during the next year or two, and I am pleased to know that it is not the general consensus of opinion that at the present time the Industries Assistance Board should be discontinued. If it were possible, I should like to agree to its continuance, not for another 12 months, but for another five years.

On motion by Hon. H. J. Yelland, debate adjourned.

ADJOURNMENT—SPECIAL.

THE MINISTER FOR COUNTRY WATER SUPPLIES (Hon. C. F. Baxter—East) [5.17]: It is the usual custom when the Budget Speech is about to be delivered in another place by the Premier, that this House adjourns so that members may have the opportunity to hear the Budget at first hand. Therefore I move—

That the House do now adjourn.

House adjourned at 5.18 p.m.

Legislative Assembly,

Tuesday, 23rd September, 1930.

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

QUESTION—ELECTRICITY SUPPLY.

Damage, East Perth Station.

Mr. RICHARDSON (for Mr. J. MacCallum Smith) asked the Minister for Railways: 1, What was the extent and nature of the damage done at the East Perth Power Station on the morning of 10th September, and what was the cause of the accident? 2, What is the estimate of the damage done and the cost of repairs? 3, Will new plant be necessary, and if so, at what cost?

The MINISTER FOR RAILWAYS replied: 1, Failure of the economiser sections of No. 3 boiler; flue gas explosion. 2, £1,272. 3, Yes—new economiser sections for No. 3 boiler: cost, £800.

QUESTION—UNEMPLOYMENT.

City Council Relief Work.

Mr. RAPHAEL asked the Minister for Railways: 1, Will he furnish particulars of the number of married men drawing sustenance who were employed by the Perth City Council on relief work during the month of August, and the number of men who were drawing sustenance in Greater Perth during the same period. 2, Is it a fact that the Perth City Council contemplate closing down all relief work, and is it his intention to have only the State Labour Bureau for the registration of unemployed, and thereby abolish the existing ward bureaux?

The MINISTER FOR RAILWAYS replied:

1.

Week ended:	No. of married men on sustenance employed by the City Council.	No. of men drawing sustenance in Greater Perth.	Total.
9th August...	186	1,277	1,463
16th " ...	228	1,377	1,605
23rd " ...	180	1,203	1,383
30th " ...	186	1,334	1,520
	780	5,191	5,971

2, Yes—No. In explanation of this reply, I am informed that it is the intention of the Perth City Council to discontinue the employment of men on relief work. If this lamentable position arises the duty will devolve upon the Government of finding relief work and retaining the existing bureaux, a work which was readily undertaken by other local governing bodies in the metropolitan area.

QUESTION—PERTH CITY COUNCIL.

Mr. RAPHAEL asked the Minister for Works: Is it the intention of the Government to abolish the Perth City Council and substitute a trust or body of commissioners to administer the civic affairs of Greater Perth?

The MINISTER FOR WORKS replied: No.

QUESTION—TRAFFIC FEES.

Mr. SAMPSON asked the Minister for Works: What are the annual license fees and drivers' fees payable in the Eastern States for private cars and motor cycles?

The MINISTER FOR WORKS replied: From the latest information available the fees payable are as set out in return which is being laid on the Table.

BILL—TRAFFIC ACT AMENDMENT.

Second Reading.

Debate resumed from 16th September.

MR. McCALLUM (South Fremantle) [4.37]: The problem of the competition of motor and road transport with the railways and tramways is, as the Minister said, a

world-wide one. I do not know that any country in the world has yet been able to solve that problem, and I do not know whether there is any country in the world whose position in that respect is exactly comparable with ours, and whether, if it was solved in any other part of the world, we could take that solution as an example to be used here. In England, for instance, the railways are all owned by private enterprise. There the railway companies have been complaining bitterly against the road competition, and quite recently the Parliament of Great Britain gave those railway companies power to engage in the business of motor road transport. Still those railways are losing money, and still the companies are complaining about the road competition. Throughout the United States of America the railways are owned by private enterprise, and the railway companies have been given permission to engage in road transport, notwithstanding which they are still losing money. In Canada some of the railways are owned privately, whilst others are owned by the nation. The same position occurs there and the same complaints are heard. Throughout the Eastern States of Australia we find the railways are in much the same position as are ours in this State.

Mr. H. W. Mann: Except in Victoria.

Mr. McCALLUM: In Victoria they have partly straightened up the position in Melbourne, but still they are suffering a great deal of competition in the country. The railway management there are still complaining of the road competition. It will be remembered that in South Australia the Railway Commissioners were given power to engage in road transport throughout the country. Under that permission they entered into active competition with the motor transport, but still they are losing a considerable amount of money. It is a problem afflicting all countries, and in this as in other matters I think Australia has to face the problem as it affects us in Australia. What suits a small, compact country like England would not be any good here. Even in an extensive country like the United States of America, with the railways privately owned, they have not yet been able to solve the problem. I cannot see that the Bill before us is going to add any valuable contribution to the solving of the problem. The Bill, I think, should be treated as a non-

party measure. When it was brought down by our Government we treated it entirely as a non-party measure, and I think it should be treated again in the same way. We are here as custodians of public investments, and so we must look at our responsibilities from that viewpoint and not be carried away by party issues when a Bill like this is before us for consideration. Members of the Government, and those sitting behind them, need not think that we are going to retaliate for their attitude towards us when we brought down our ideas as to how to meet this problem. The attitude of members opposite and of their friends in another place was particularly hostile to any suggestions we made to safeguard the interests of the public purse. Regulation after regulation that we brought down in this House was challenged and disallowed in another place. The member for Claremont (Mr. North) on one occasion even went so far as to move the adjournment of the House because we would not agree to a few taxi cars running up a certain street. That hon. member even went outside Parliament and organised public meetings and demonstrations against our Government because we dared to say that certain taxis should not run up given streets. Evidently, the Government are now taking a more serious view of the position. I remember that at the time the adjournment of the House was moved, and when other regulations were under discussion, when we tried to meet the position set up by the motor competition with our railways and tramways, the present Attorney General declared it was fundamentally wrong to attempt to limit the number of cars or buses on a certain route. At that time his viewpoint agreed with ours. Our Government stood out against limiting the number, and the present Attorney General, then in Opposition, agreed to that. But he had not been many weeks in office before his Government agreed to the limitation of the taxis and buses on a given route.

Hon. P. Collier: It was the first of many backdowns he will have to make.

Mr. McCALLUM: We have to face the situation. We tried to get members opposite to see that when we were in office, when this motor competition was in its infancy and could have been handled much easier than it can to-day. There were not then

the vested interests to combat that there are now. We tried to point out that the deficit in the State's finances was largely accounted for by the loss on the railways. We drew attention to the huge public indebtedness carried by the railways and tramways, and showed that unless they paid their way the people would have to meet those charges by taxation. But the Opposition were solid against us and gave us no consideration whatever. However, as I have said, I do not intend to retaliate by adopting towards the Government on this measure the same attitude as they adopted towards us. I do not say I agree with what is set out in the Bill but I will not adopt the dog-in-the-manger attitude of being up against any proposition that is advanced when I know the problem is so serious for Western Australia. The Government should first declare whether or not they believe the railways should be treated purely as a business concern. That has never been the attitude of any Government in this State. Let us take the statement made by their representative in the Arbitration Court recently when they were applying on the question of the 44 hours and district allowances. The Government told the Railways Commissioner that the system had to meet all charges, that there was no money available from the Treasury for it, and that if they could not pay their way they must close down. This means that the railways are to be treated as a business concern. Up to now they have been looked upon as an instrument for the development of the country. If the statement of the Government's representative is to be taken literally, it means there has been a change in the policy, and that if in future the Government give concessions to certain industries connected with the railways the management of the railways must bear the brunt of such concessions. The Government should say whether the view of all previous Governments has been altered and the railways are to be treated as a business proposition, or whether they are to be considered as a factor in opening up and developing our country, and not looked upon as a business concern. The whole plan of the Bill before us is very crude. The Minister says he is not debarring certain people from using the roads, but in the next breath he imposes a tax that undoubtedly places them out of business. He is increasing the tax fourfold.

It is obvious that the people in the business cannot carry the load. While the Minister says the road is open to them, he adds, "but I am taxing you to make it impossible for you to go on with the business." In essence the Bill simply amounts to confiscation. It taxes these people out of their business, and gives them no compensation or consideration, while all the time they are told that the road is open to them. I should like to know whether the committee, appointed by the late Government to inquire into the problem of road transport, have yet presented a report. We appointed a committee consisting of departmental officers who had made a study of the question, to investigate the problem throughout the world, and make a report to us and advise us. The House should be in possession of that report.

The Minister for Works: There is no report.

Mr. McCALLUM: The Minister has not got it?

The Minister for Works: No.

Mr. McCALLUM: I should have thought the Government would have waited until that report had come to hand before bringing down this Bill. The committee have been at work a good many months. I admit they were set a big task, and it will probably take a considerable time to collate the necessary information. The Bill only tinkers with the matter. Before being asked to tackle so great a problem, the House should be in possession of the report of the committee, so that we might be apprised of the results of the inquiry that has been conducted, and how the subject has been tackled and fought in other parts of the world. Of course we could not accept such a report entirely as the solution of our own troubles, but the action taken elsewhere will be to some extent guide us in what we do. The Minister says he has examined the position in the other States, and has selected the attitude adopted by Queensland. What Queensland has done he proposes to do. In the past Queensland has always been held up to this Parliament as an awful example.

Mr. Sampson: Not always.

Mr. McCALLUM: Perhaps not in connection with the Fruit Marketing Bill, but it has been so as a general rule. We only had to mention that some clause in a Bill or the Bill itself was framed on some Queensland legislation for that to

be the end of the matter. Such a clause or Bill was never considered in another place. If members knew it had come from Queensland, it was sufficient to condemn it without consideration. The Minister says this Bill is framed on the lines of a Queensland measure. I presume that is how it comes to embody the principle of confiscation. It is the awful example again. The Minister has fallen into bad company when he adopts the example set by Queensland and embodies it in this Bill. He is enunciating a principle against which this Parliament has always stood. I do not know to what extent the business of carrying goods and the road commerce of the country has been developed. It is impossible to get any accurate figures, although estimates have been made. It is not a very extensive business at the moment. A considerable amount of wool comes in from the country, and a fair amount of petrol and oil goes out into the country.

The Minister for Works: And a lot of beer is carried on the road.

Mr. McCALLUM: There is only one brewery which sends beer to Perth, and if all the beer turned out by it was transported over the road it would not represent a big item. We know, of course, that Big K beer comes from Merredin, but the brewery there does not make enough to represent any serious competition with the railways.

Mr. Sampson: What about Northam beer?

Mr. McCALLUM: That does not greatly affect the position. The Big K beer is now made in Merredin. I do not know how much that competition has developed. No matter how big or small that competition is, the Bill means that the competitors are to be wiped out. The increase of the tax four times amounts to a prohibition against that means of transport. It will tax the people concerned out of existence. That is the principle upon which the Bill is based, and Parliament has to pronounce whether it is in favour of it or not. Parliament is asked to pass the Bill because of the competition against the railways. The measure deals only with the country and not the metropolis. On the other hand the Government are spending between £20,000 and £30,000 on a deviation of the road at Greenmount. This work can have no effect other than to give greater facilities for competition with the railways. The driver of an ordinary motor car does not object to chang-

ing gear when going up the Greenmount hill, but it is a different proposition when a man is driving a motor lorry that is carrying a big load. The Government have that work in hand and are thus affording greater facilities for competition. When it is completed motor trucks will be able to carry bigger loads up the hill than they are now doing. On the other hand the Government are now setting about the task of taxing these very people out of existence.

The Minister for Works: We cannot do the two things at once.

Mr. Sampson: Did not the previous Government have the work put in hand?

Mr. McCALLUM: The Main Roads Board made a report to us, but we referred it back and declined to go on with the work.

Mr. Sampson: I understood the Federal Act did not apply because of the grade.

Mr. McCALLUM: The Government are not bound by that Act now, having been relieved of all restrictions. We tried for years to have those restrictions removed. Whilst they have been removed and there is now no necessity to comply with them, the Government are going on with them and spending between £20,000 and £30,000 without warranty. The Bill deals with country traffic, most of which goes over the hill in question. It does not deal with the problem of competition between the railways and tramways in the very centre where those services have the keenest competition against them. It does not deal with the position in the metropolis where motor transport is more severe than in any other part of the country. My idea is that this competition will not be met by the additional taxation. It is more a question of the railways speeding up and expediting the service than has been the case up to now, although I believe quite recently some improvement has taken place in this respect. The main complaint in the country is that the railway service is not sufficiently expeditious. To get goods delivered from the city over a distance of 200 miles in the country generally takes a week. It takes a day to get goods from Fremantle to Perth by rail. If the goods are put out of ship's slings in charge of the railways, from some steamer, the consignee cannot get delivery in Perth until the next day. That is where the railways are most handicapped in connection with motor transport. I cannot follow the Minister in re-

spect to this Bill over his arguments in the matter of the financial position. He has weird ideas. He said the other night that his expenditure on roads would be reduced as eleven is to four, and that his administration costs would come down as six is to three, and he claims that he is saving money. He admits it is costing him more for each thousand pounds he has to spend than it cost before, and he boasts that he has done away with motor trucks, sacked engineers and saved in other directions. He maintains that his expenditure is down as eleven is to four and that his overheads have only come down as six is to three, and yet he contends he is saving money. When it is pointed out to him that this means the percentages are just the same he repeats the argument and says, "There is my answer." The other night he produced a file which proved every argument that was used against him, but he said, "There is your answer." The only effort this Bill makes to deal with the problem in the metropolitan area is that it increases the seating fees. He proposes to increase these from 30s. to £3. He thinks that will make more even the competition between motor buses and cars and the railways. What will actually happen, however, so far as I can learn, is that the bus companies will merely economise. They will save the difference and more, and they will not increase their charges. This means that they may have to get back to the position they were in during the time when they first began running, that is to say they may do without conductors. They now have about 40 girls acting as conductors. They ran for a year or two without these girls, and by dispensing with them they can economise to the extent of 30s. a seat and more. They can save more than twice the tax the Minister puts upon them. There will be no difference in the competition with the railways and tramways. The only contribution the Minister will have made to the solution of the problem is to put 40 girls on the unemployment market.

Hon. W. D. Johnson: Suppose he made the fee £6 instead of £3.

Mr. McCALLUM: There might be something in that. I am dealing with the Bill as now presented. That is the only suggestion in the measure to meet the situation existing in the metropolitan area. To say the Bill is crude is to pay it a compliment. It is most ineffective, and cannot possibly meet the

situation. The Minister stated that the buses paid something over £2,000 in licensing fees on the Fremantle-road; I think the figure was £2,300. The buses seat 28 passengers, and there are 32 buses running; and altogether they pay a great deal more than that in taxation. The Minister further stated that it cost the Government £10,000 annually for maintenance of the road. In point of fact, that maintenance does not cost the Government a shilling. The Government do not pay a pennypiece to maintain either the Fremantle-road, or the Canning-road, or the Armadale-road, or the road to Midland Junction. The fund from which the money for the maintenance of those roads comes is the metropolitan traffic pool. Into that pool over £100,000 is paid annually, and the Minister has the right to draw up to half the amount in the pool.

The Minister for Works: One hundred thousand pounds in the metropolitan traffic pool?

Mr. McCALLUM: Yes; and the Minister can draw up to half of that amount for administration and maintenance of roads. That is provided by Section 13 of the existing Act. Therefore, I repeat, the maintenance of those roads does not cost the Government a penny piece, the whole of the amount being drawn from the traffic fees. And when the Minister speaks about getting £2,300 annually from the charabanes, how about the thousands of other motors and the thousands of horse-drawn vehicles using the road? What about the heavy motor cars and motor trucks used by the big carriers? They all pay into the fund from which the cost of maintenance is drawn. The buses using the road are a mere trifle of the aggregate traffic on it. Let me emphasise that the local authorities pay for the upkeep of the road. The traffic fees belong to the local authorities, after the cost of collection has been deducted. Out of that fund the Main Roads Board meet the maintenance. The Fifth Schedule in the Bill sets out a number of roads to which the proposed heavy taxation is to apply. The money so derived is to be used for the maintenance of those roads. I ask my hon. member, having read the Fifth Schedule to the Bill, to look at the plan hanging on the wall of the Chamber and satisfy himself where those roads start. It is impossible to know exactly where they start. From the marking on the plan I

gather that roads running north start from the centre of the town of Midland Junction, and that roads going to Albany and Bunbury start from the Old Narrogin Inn at Armadale. But a mere ink mark on a plan of that size is not a sufficient description. On the other hand, the description given in the Bill itself may mean anything or nothing. In all my dealings with the Commonwealth Government the Perth-Bunbury-road, the Bunbury-Bridgetown-road, the Perth-Albany-road, the Perth-Cranbrook-road, the Perth-Merredin-road, the Perth-Wiluna-road, and the Perth-Geraldton-road were each of them described as starting from the boundary of the city of Perth just beyond the Causeway.

The Minister for Works: Those main roads?

Mr. McCALLUM: Yes, and Commonwealth money has been spent on roads starting from the city boundary, just from the other side of the Victoria Park tramway track and between the city and Midland Junction.

The Minister for Works: On the Guildford-road?

Mr. McCALLUM: Yes.

The Minister for Works: Commonwealth money is not likely to be spent on them in the future.

Mr. McCALLUM: I do not know what is going to happen in the future.

Hon. P. Collier: The Minister will be able to make a statement to the Press dealing with the matter.

Mr. McCALLUM: So far as I can judge, the starting point is to be the Midland Junction Town Hall. I do not wish to cast reflections on anyone, but what have hon. members and the public to guide them? Once that map leaves this Chamber, what is to stop me from getting another map and drawing a line an inch or two further down? Is the ink mark on that plan to be the basis of taxation? There is nothing in the Bill to say where the start is or where the finish is. Surely nothing so crude, so poorly thought out, so ill-described has been presented to this Parliament before. To ask Parliament to impose taxation in respect of roads described in that manner is to ask us to do something that no Parliament has ever been asked to do.

Hon. P. Collier: It will all be explained to the public by the Minister.

Mr. McCALLUM: I have looked closely into the matter, and the road appears to start from the Midland Junction Town Hall. The metropolitan traffic pool, so far as I remember, starts at the foot of the hill.

The Minister for Works: No.

Mr. McCALLUM: A long way the other side of the Midland Junction Town Hall.

The Minister for Works: That is not so.

Mr. McCALLUM: I am positive that it goes a long way behind the Midland Junction Town Hall. I am positive that if it does not go quite to the foot of the hill, it goes very near it. If the road upon which the tax is to be doubled is to start at the Midland Junction Town Hall while the metropolitan traffic pool is to go beyond that point, the Government will be collecting two lots of fees for the same stretch of road. The Government draw out of the traffic pool for the upkeep of all the roads within the area of that pool, and on top of that they impose four times the existing fees on that stretch of road. The Minister says that that money is to be used for the maintenance of the roads. Therefore I say he is extracting from the metropolitan people double fees in respect of the road. Such a system cannot possibly be carried on successfully. It must result in a great deal of confusion. If the Minister goes on with his scheme, the only logical way out of the difficulty is to let the roads in question start at the further boundary of the metropolitan traffic pool. We cannot have overlapping and duplication in such a matter. The road should start from the outer boundary of the metropolitan traffic pool, which, if I remember rightly, is at the Old Narrogin Inn. So far as I can judge from the small map which is exhibited, the road starts there. However, a clearer description is required before Parliament can agree to pass the Bill. All these roads should commence from the outer boundary of the metropolitan traffic pool. That is the only proper way. Then there is another point. As regards the roads to which the Bill is to apply, all vehicles carrying goods over them, no matter what the vehicles are or where they come from, or what class of goods they carry, are to be charged four times the existing fees, unless they are merely carrying goods from the farm to the nearest town. Four times the existing license fee will be imposed on the farmer who now comes into the city with his truck and while in the city makes purchases and

puts the goods into his own truck to take back to the farm. That is the course he now adopts in order to effect a saving. Hundreds of farmers now come into town by truck and load up with stores, spare parts, and other requirements to convey to their farms. The Bill is designed to tell such a farmer that if he continues that practice he must pay four times his existing license fee. Not only that, but if the back seat is empty and he puts on it potatoes or bread, he must pay four times the existing fee. That is what the Bill lays down. He will not be able even to carry goods for the purpose of weighting the back seat of the car without paying four times the existing fee. The measure, instead of being fair and equitable, imposes impossible conditions on a section of the community the Minister boasts he is here to protect. As only certain roads are to be applicable to the tax, let me point out that it will be quite easy to reach almost any one of those destinations from the city by routes other than the ones laid down. There are by-ways which can be traversed so as to reach the town to which one wants to take one's commodities, without travelling the roads marked on the plan. A motor vehicle travelling the byways would not have to pay the tax. The vehicle would be travelling over lighter roads and creating more damage, but it would dodge the tax. The whole Bill strikes me as crude, badly drawn, and by no means well considered. Apart from the additional seating fee imposed on charabancs, the only phase of the measure dealing with the metropolitan area is the increased charge for motor vehicles with solid tyres. The charge is doubled, being raised from 20 per cent. to 40 per cent. At present trucks with solid tyres are limited to a speed of eight miles per hour. There is considerable difference of opinion among engineers as to how much, if any, extra damage is caused to a road by a solid tyre as compared with a pneumatic tyre. The solid tyre is much wider than the pneumatic. As regards water-bound macadam roads especially, I have heard from engineers that there is great difference of opinion as to whether the solid tyre is harder on the roadway than the pneumatic tyre. There is no suction, and trucks fitted with solid tyre do not attain the pace, which is limited to eight miles an hour.

Mr. Marshall: Who limits them to that?

Mr. McCALLUM: I do not say that these vehicles are kept to that pace. I ask hon. members to look at what this Bill means for those people. Some of the owners of the trucks pay £75 a year for their license, and on top of that there is to be imposed an increased charge of 40 per cent. If that is not confiscation, what is? The Government cannot convince me that those people will be able to continue their businesses. Although the number of trucks affected may be small—I am told there are very few trucks fitted with solid tyres in the metropolitan area and the number in the country areas is small, too—the principle underlying the Bill is that Parliament is asked to agree to give the Government the right to tax people out of their businesses. A clause to which I take particularly strong exception, is that which will give the Minister power to proclaim an additional road, or roads, to which the Bill shall apply. If Parliament agreed to that clause, we would empower the Minister to make the Bill applicable to the roads throughout the whole of the metropolitan area. That would embrace the road from here to Fremantle and those extending to Midland Junction, Armadale and elsewhere. The Minister could then apply the Bill to all those roads merely at his own discretion! What would that mean? Every carrier would wake up one morning and find his license fee increased fourfold—and that would wipe them all out of business. Fancy the Minister making the Bill applicable to the roads in the metropolitan area! That is the power the Minister asks the House to vest in him; he is to be allowed to impose that extra burden and wipe businesses out of existence merely at his own discretion! We all know what that will mean. For my part, I am not prepared to trust any man with such powers. I will not agree to give any one man power that will enable him to tax others out of existence merely at his own discretion. That would enable the Minister to take some drastic action such as I have indicated without Parliament being consulted at all. There is another objectionable feature in the Bill. The Minister has stated, and has repeated, that the money obtained from the operations of the Bill will be paid into the Main Roads fund and that not one penny of it will be spent in the metropolitan area, the whole of the funds being re-

served for expenditure in the country districts. I hope the member for Perth (Mr. H. W. Mann), the member for Claremont (Mr. North) and other metropolitan members will note that point, because when I was a Minister they worried me enough on that score. On top of that, the Minister is to take power to extend the provisions of the Bill to the metropolitan area and thus enable him to charge these unfortunate people four times the license fee they have now to pay. The whole of the money derived from such impositions will not be allocated, as at present, to the metropolitan traffic trust's funds, but will be paid into the funds of the Main Roads Board and will be expended in the country areas. At present 22½ per cent. of the traffic fees paid in the city is spent in the country areas. At the same time, cars licensed in the country areas are driven into the city and pay nothing into the metropolitan traffic funds. Here the Minister asks Parliament to give him power to impose four times the amount of the license fees payable in the metropolitan area and to spend that money in the country. The local authorities in the metropolitan area will get nothing from the added impost. I hope all members representing metropolitan constituencies will understand clearly what powers are to be vested in the Minister before they vote for these proposals. For my part, I am not clear as to the application of the additional seating tax.

The Minister for Works: The additional seating tax will be paid into the metropolitan traffic trust.

Mr. McCALLUM: It is not clearly indicated in the Bill. I take it from my reading of the measure that it is to go to that fund, but there is some doubt on the point. Clause 7 clearly indicates that the Minister proposes to extend the operations of the Bill to the metropolitan area because the clause seeks to insert a proviso in Section 13 of the Act, which deals with the metropolitan traffic pool. The Minister is making the necessary arrangements in the Bill so as to set out what is to become of the money when he collects it. Obviously there is no doubt in his mind that he proposes to impose the additional tax, otherwise why should he make special provision in the Bill as to what shall be done with the money when he gets it. It is just as well that metropolitan members should appreciate

what the Bill means and how far it will provide the Minister with power to tax people in the metropolitan area out of existence. I cannot understand from my reading of the Bill just what is meant by "continuous routes." I do not know what that really means. The Bill contains a clause setting out that an additional 30s. shall be imposed as seating tax in respect of vehicles while plying on continuous routes.

The Minister for Works: That will apply to a bus continually on the road.

Mr. McCALLUM: But what if there is a break of an hour or half an hour per day?

The Minister for Works: If the bus is not on the route during that time, the additional tax will not apply.

Mr. McCALLUM: I think that should be made clear in the Bill.

The Minister for Works: It is.

Mr. McCALLUM: No, it is not. If there is to be that difference in regard to this double tax, the position should be made quite clear.

Mr. Panton: Some of the buses run on a half-hourly time table.

Mr. McCALLUM: Of course they do.

The Minister for Works: But the bus would be on the route during that half hour.

Mr. McCALLUM: But not for the full half hour.

Mr. Millington: Then that bus will be exempt from the additional tax.

Mr. McCALLUM: We want it clearly indicated in the Bill as to what a continuous route really is. From the drafting of the Bill as it stands at present, I defy anyone to say what the position will be. If that question is left to the discretion of the Minister who will be able to say what is and what is not a continuous route, then we should know what is meant by the term. This means that the Minister will be created another taxing authority; he will have the say whether the rate of the tax shall be £3 or 30s.

The Minister for Works: The buses must provide a time table respecting each route.

Mr. McCALLUM: I know that, but we desire to know what will constitute a continuous route, and we should have it clearly set out in the Bill. It should not be left to the Minister's discretion to say whether or not the double tax shall be imposed. That is not a principle that Parliament should agree to. Another vital clause should have the attention of those representing

metropolitan constituencies. I refer to the one respecting the roads in the metropolitan area. That point was not mentioned by the Minister when he moved the second reading of the Bill. The clause proposes to depart from the practice followed ever since the metropolitan traffic pool has been in existence. Under the parent Act, the Minister can take from the metropolitan traffic pool funds to maintain the Fremantle-road, the Canning-road, the Armadale-road, and the Midland Junction-road. He requires to have the certificate of the Chairman of the Main Roads Board as his authority regarding the costs. Now the Minister asks us to extend his powers in that direction, and, under the provision embodied in the Bill, to enable him to take money from the metropolitan local authorities for the improvement of those roads. Not only will the Minister maintain the roads, but he wants authority to take extra funds to improve them. He spoke about widening of the Fremantle-road. This particular clause will give him the necessary authority to take money from the local authorities to enable him to widen the road from Perth to Fremantle. It will give him the authority to take similar action regarding the other roads I have mentioned. Perhaps he may desire to lay down a concrete road, and he asks for the endorsement of Parliament in his desire to take power that will enable him to improve these roads with the money belonging to the local authorities. Is that his idea?

The Minister for Works: Do you say the amending clause will be applicable to the Midland Junction-road?

Mr. McCALLUM: It applies to the roads from Perth to Midland Junction, Armadale, and Fremantle, and to the Canning-road as well.

The Minister for Works: It does not.

Mr. McCALLUM: Those roads are named in the Act. The Minister merely asks for the inclusion of the word "improve" before the word "maintenance" in the Act.

The Minister for Works: This applies to the Fremantle-road.

Mr. McCALLUM: And it will apply to all the roads I have mentioned. Even if the provision be confined to the Fremantle-road, the effect will be that the Government will pass on to the local authorities their own obligations to meet the capital charges on the construction of the road, which all

other Governments have met, leaving the local authorities to pay upwards of half the interest and sinking fund charges. Evidently the Government here wish to pass their obligation on to the local authorities by means of a further inroad into the funds that have been payable to those bodies. In his speech when moving the second reading of the Bill, the Minister did not mention that point, and it is just as well that metropolitan members should know that the money the Minister intends to spend is to come from the funds of the local authorities in the districts they represent. I disagree entirely with the principle under which the Bill is framed. It asks Parliament to agree to the principle of confiscation: it asks members to give the Minister power to tax people out of their businesses. For my own part, if it is a question of helping to protect the people's funds invested in our railways and tramways, I will extend every assistance to the Government in that direction. I will not retaliate because of the attitude hon. members adopted to Labour Ministers when they were in office. But when the Government ask Parliament to agree to a Bill that amounts to confiscation, that will enable the Government to tax people out of existence, and to levy such heavy imposts that people will not be able to carry on at all, they ask this House to agree to a vicious principle to which I am strongly opposed. I can imagine what hon. members opposite would have said had the Labour Government introduced such legislation.

Hon. P. Collier: What an outcry there would have been.

Mr. McCALLUM: Yes, what an outcry! We would have heard them saying, "There you are! We told you they would go in for confiscation. They have adopted the principle from Queensland." Always Queensland has been the bad boy of the Labour family, in the eyes of Government members. They would say to the people, "Now you see the Labour Government are asking Parliament to agree to the principle of confiscation by taking away people's livelihoods. They want Parliament to tax people out of existence, and want Parliament to give one Minister that power. This will mean that people will have to give up their businesses after devoting their lives to building them up."

Hon. P. Collier: What does the Attorney-General say to that sort of thing?

Mr. McCALLUM: Just think of the effect of the Bill! Parliament will probably sit until just before Christmas, after which we shall go into recess. In January the Minister will issue a proclamation making the Bill applicable to the metropolitan area. Then that will mean the imposition of four times the present license fee for all vehicles in the metropolitan area. If the Government confiscated all their business, no one could challenge their action until Parliament met again, and by that time the people concerned would be out of business. The Minister is asking Parliament to agree to a vicious principle that the other side have always tried to fasten on to us and that we have denounced and disowned. They have adopted the principle and now ask us to affirm. If there is no other way of meeting the problem of motor competition than by abolishing it, surely abolition should take an equitable form. It would be more honourable if, in the few instances in which there is competition with the railways in the country, the Government represented to the owners of motor trucks, "You have spent your money and have given your time and energy to building up your business, and we propose to take it over and compensate you for it. We are passing legislation so that nobody else shall start motors in opposition to the railways." Surely that would have been a more honourable course to adopt, rather than impose four times the license fee, wipe out competitors without any consideration, and take power to apply the same treatment wherever the Government like. I hope the House will not agree to the basic principle of the Bill, and that some fairer and more honourable way will be found to deal with the problem.

MR. BROWN (Pingelly) [5.32]: The Government certainly must do something in the direction of dealing with motor competition. Unfair competition with the railways must cease. Large sums of money have been expended on the construction of roads and have made possible motor competition with the railways. Mistakes have been made by constructing many roads parallel with railways. I noticed a bitumen road running parallel with the railway 30 or 40 miles from Perth.

Mr. Sleeman: You will want one from the Dale River district.

Mr. BROWN: The day is coming when a road will have to be provided, though I do not say it should be of bitumen. The railways belong to the people and if they cannot be made to pay, it will be necessary to impose increased taxation. We cannot continue to incur heavy losses on our railways year after year. There are some features of the Bill which I do not understand and some with which I do not agree.

Mr. Raphael: Neither does the originator of the Bill.

Mr. BROWN: There is such a thing as a brutal majority, though I do not say the Government intend to use it to get this measure passed.

Mr. Pantou: They can do so only if you back them up.

Mr. BROWN: If the Bill would empower the Government to enforce drastic regulations or impose prohibition—

Mr. Sleeman: If you allow them to put the whip on you, it will.

Mr. BROWN: I realise that something must be done to cope with the existing competition, and I think the Bill is an honest attempt to overcome the present difficulties. Perhaps the Bill could be altered in Committee. Certain roads are mentioned in the Bill, and some farmers, to reach the city or the seaport, must traverse portion of those roads. There are many farmers 40 miles on the Perth side of Pingelly producing wheat, wool and livestock. Under this Bill, instead of bringing their produce to Perth by motor truck, they will have to cart it 40 miles back to Pingelly. They are now distant not more than 50 or 60 miles from the market, so that to cart their produce 40 miles to Pingelly, and then rail it from Pingelly to Perth will mean a total of 140 miles. What is the Minister's intention regarding farmers who own motor trucks? Will they be compelled to cart their produce back to Brookton or Pingelly and thus increase their distance from the market? To do that would be unfair. If a man owns a motor truck and is living within a reasonable distance of Perth, may he still cart his produce to the market? A considerable amount of money has been invested in motor trucks. The financial depression has increased the competition with the railways. People can now buy trucks on easy terms,

and young men are buying them and trying to make a living by carting. The roads are in excellent order, and merchandise can be delivered direct to the stores whereas, if carried by the railways, it has to be carted from the railway station to the stores. Many storekeepers in the Great Southern, as well as in other parts of the State, send trucks to the warehouses in Perth, load their goods, and deliver them direct to their stores, and the cost is considerably less than by using the railways. I mentioned during the debate on the Address-in-reply that the Railway Department ought to make their tariff attractive, but I do not think they are doing so.

Mr. Marshall: The super and wheat rates are particularly attractive. You do not see young men with motor trucks carting those commodities.

Mr. BROWN: The farmers to whom I referred, situated 50 to 60 miles from Perth, are using their trucks to cart their wheat, super and stock. One pleasing feature is that the Minister does not propose to increase the burden on men using trucks in outback districts. Their license fees should be kept as low as possible, because their trucks act as feeders to the railways.

Mr. Doney: They are not affected.

Mr. BROWN: No, but the present license fee is fairly heavy, especially in view of the fact that they are acting as feeders to the railway. I regret that some trucks are used to cart general merchandise for distances of 200 or 250 miles from Perth. Motor cars will not be affected by this measure. Yet a man owning a motor car might convey his family to Perth two or three times a year, whereas formerly he used the railway. To-day I received a letter conveying the following expression of opinion:—

This meeting considers that the Bill placed before Parliament by the Minister for Works does not meet the situation, inasmuch as commercial travellers' cars continually using the roads should be included in the Bill, so as not to penalise one section of traffic by giving an advantage to the other.

Mr. Sleeman: What meeting was that?

Mr. BROWN: A meeting of the Primary Producers' Association.

Mr. Marshall: That would be a good idea, because it would prevent a lot of machinery agents from getting to the farmers.

Mr. BROWN: I do not think that was the object. It must be admitted that the

commercial travellers, who use the roads every week in the year and are paying only £5 to £8 per year, generally forward their goods by railway, and a commercial traveller requiring many boxes of samples uses the railways for their transport. It must be recognised that commercial motors have come to stay and the Government must do something in a legitimate way to combat their competition with the railways. At the same time I do not agree that a brutal majority should enforce confiscation as the member for South Fremantle mentioned.

Mr. Marshall: That is only his opinion.

Mr. BROWN: If the member for South Fremantle had had the responsibility of introducing amending legislation, he, knowing the financial position of the State, might have been more drastic in his proposals than the Minister for Works has been. Of course it is the policy of the Opposition to criticise every action of the Government, and it is well that that should be so, because it ensures both sides of the question being ventilated.

Hon. W. D. Johnson: Do you think there is any chance of our convincing you?

Mr. BROWN: No. Undoubtedly our railways are faced with difficulties, which arise partly from the fact that there is no country in the world having such a great mileage of railways in proportion to its population.

Mr. Panton: Or so many motor cars.

Mr. BROWN: People are not long settled in a new district before they begin to agitate for a railway, and by acceding to requests of this kind, the mileage has been increased considerably. The railways were instituted to aid the development of the country, and if the people do not appreciate the fact that they must be made to pay, increased taxation will be necessary to make good the loss. I am wondering whether this Bill will realise all that the Minister for Works expects of it. I do not think it will. He mentioned that a truck which is now paying £9 a year will pay £25. I would point out that the truck can be kept running on the road for a year, and that the difference between £9 and £25 spread over 12 months is not so very great. It may mean another 4s. or 5s. a week. On the charges now imposed on general merchandise at first class goods rates, the trucks will be able to compete with the railways.

Mr. Withers: Then you will vote for the Bill.

Mr. BROWN: I shall not tell the hon. member. In some respects the Bill is not sufficiently drastic. Is the object of the Government to push the trucks completely off the roads?

Mr. Marshall: No, we do not believe in confiscation.

Mr. BROWN: Is it that these people are making such a good thing out of the traffic that the Government think they can afford to pay more? I do not live in Perth and therefore do not patronise the buses. I am told, however, that they are a great convenience to the public, that they run along certain roads so that people using them have not to walk a long distance, when getting out, to reach their homes. The convenience that exists for the public probably has induced them to patronise these buses. The raising of the fee from 30s. to £3 may not prevent these people from patronising that means of transport.

Mr. Panton: No, they will pay 1d. more and go on using it.

Mr. BROWN: We are all living upon one another.

Hon. P. Collier: Your time is up.

Mr. BROWN: Circumstances may induce certain people to launch out in some fresh enterprise. When they find that they get the patronage of the public, which shows that the venture is a success, they prove the necessity for the enterprise. That is the position with regard to the metropolitan bus service. I am sorry to learn that the public would sooner patronise the buses than they would the railways.

Hon. P. Collier: Your time is up.

Mr. BROWN: I shall soon be finished. A good many improvements could be effected in connection with the passenger traffic on our railways. Motor coaches should be run with internal combustion engines in place of the existing services on some of our lines.

Hon. P. Collier: And aeroplanes.

Mr. BROWN: A good deal of expenditure could be saved that now goes on the running of heavy trains, and coaches containing many compartments. A motor coach could be put on instead, and this would probably meet the demands in most cases. The Bill is an honest attempt to

combat a motor transport competition that is seriously affecting our railways.

On motion by Minister for Lands, debate adjourned.

BILL—STIPENDIARY MAGISTRATES.

Message from the Governor received and read recommending appropriation for the purposes of the Bill.

ANNUAL ESTIMATES.

Message from the Governor received and read transmitting the Annual Estimates of Revenue and Expenditure for the financial year 1930-31, and recommending appropriation.

FINANCIAL STATEMENT FOR 1930-31.

In Committee of Supply.

The House resolved into Committee of Supply to consider the Estimates of Revenue and Expenditure for the year ending 30th June, 1931; Mr. Richardson in the Chair.

THE PREMIER AND TREASURER (Hon. Sir James Mitchell-Northam) [5.50]: Throughout Australia to-day all Treasurers, including the Federal Treasurer, are having great difficulty in balancing their Budgets. I venture to state that in Western Australia the position is not nearly so serious as it is in some of the other States of the Commonwealth. The older cities in New South Wales and Victoria have many liabilities and responsibilities that we have not to meet here. I can understand, therefore, that people there are now viewing the position with great anxiety. Our anxieties too are considerable. I realise, however, and I hope members will realise, that the position is not nearly so black in this State as some of us are inclined to think. There are difficulties, of course, and serious and disturbing they are, but I think they can be met. I would venture the opinion that we shall get out of our difficulties and troubles much sooner than any other State of the Commonwealth. I do not propose to touch upon any department to day, even my own. It is a time when members must devote themselves seriously to the simple work of considering the financial position of the State. Undoubtedly now we

realise the truth of the statement that finance is government and government is finance. I propose to deal with all departments that affect the Loan Estimates when the Loan Estimates come down. It has been usual to deal with loan expenditure in the Budget Speech.

Causes of Financial Position.

May I say that there are two different causes that we ought to keep in mind that almost altogether are responsible for our financial troubles at the moment. The price of wheat and wool and our reduced borrowing powers, are largely responsible for the position. If either factor were normal, if the price of wheat and wool were normal, or if our borrowing rights were normal, I think we should, despite the disadvantages of the present situation, feel our troubles less severely. Borrowing represents income. The fact that this income or revenue has gone renders it almost impossible for us to impose additional taxation with any advantage to the State. We have heard, and we hear it every day, of Sir Otto Niemeyer's advice. I wish to make it clear once more that Sir Otto came to advise, and not to dictate. We have accepted his advice, which is both sound and good, and we shall endeavour to live up to it. I also venture to say that the London position is not what the public are inclined to believe. If we are to be denied loan moneys in London—and probably we ought to be denied them just now, except such loan moneys as can be invested in re-productive works—London too must suffer. If Australia imports, as no doubt she will, many millions of pounds worth of goods less this year than she has been accustomed to import for years past, that must entail upon the Old Land a considerable loss and a considerable addition to her unemployment problem. It is estimated that we shall import into Australia £60,000,000 less in the way of goods this year than we have been in the habit of doing. Is it to be imagined that the people of Great Britain will readily agree to lose £60,000,000 worth of trade? I do not think so. I imagine we shall get back to the time when we can borrow freely from the Old Country for re-productive works. I have not touched upon the question of taxation to meet the unemployment difficulty; that will be dealt with later on if necessary.

Salient Facts.

I wish to outline briefly the salient facts in connection with finance. It has not been generally recognised that the system of finance entirely changed from the 1st July, 1927, the date from which the Financial Agreement really began to operate. Since then all loans have been controlled by the Federal Treasurer, that is to say, it has been necessary that they should be raised by the Federal Treasurer after the Loan Council has approved of the amount to be borrowed by each State. Prior to that Western Australia determined its own requirements. The State was able to borrow what the State wanted. No longer, however, can that be the case since we have joined the Loan Council. All Governments now borrow at the one time and through the one channel. In former days we could carry out loan works before the loans were actually raised, if we had, as was usually the case, funds available. I think we should have changed our methods when the Financial Agreement came into operation, but none of us realised that the change was going to be so immense. Funds are now exhausted. We must raise the money before starting any work. It is a costly process. In the past we have carried out works by using such trust funds as were already available, and by using the overdraft in London. This has cost us varying rates at varying times. When money was costing six per cent., the rate we paid the bank on the daily overdraft was three per cent. Later on it became four per cent. The methods we are now following have become more costly. They are also inconvenient, because we have to wait until we know the money actually can be raised before starting any work or attempting to finance one. I realise that the Financial Agreement is possibly beneficial to Australia as a whole, but it is not beneficial to this State. It has prevented a continuity of reckless borrowing and probably unwise spending in the other States. So far as I can see, however, we have reaped only the disadvantages. We have to pay more for money now as a general rule. Here may I say that 6 per cent. is now the accepted rate. It seems to me a rate higher than we should pay. It is more than we have been accustomed to pay. As a matter of fact, if the interest rate on the whole of our debt were 6 per cent., the State's annual interest burden would be a million

sterling more than it is. I hope that before our loans mature, the position will change and that we shall not have to continue to pay so high a rate. In respect of loan moneys our position just now is particularly unfortunate. Loan money is rationed. What can be borrowed is divided among seven—the six States and the Commonwealth. This year the amount allotted to Western Australia is £1,750,000. We are suffering for the sins of our neighbours.

Hon. P. Collier: And you are not yet certain of getting that amount.

The PREMIER: No; it is not certain. We have to pay the high rate of interest to which I have referred because our identity in the eyes of the world is merged in that of Australia as a whole. I think it will be agreed that in the next few sentences the disadvantages of our situation with regard to loans are made plain.

Overdraft in London.

The Leader of the Opposition knows that formerly this State was able to get an overdraft of £2,000,000 at the London and Westminster Bank at a low rate of interest. There was never any doubt about it; in fact, we have had more than £2,000,000. Our overdraft at the 30th June last amounted to £1,320,000. We have not been able to pay off that overdraft, because the Commonwealth Government have not been able to raise the amount provided under the Financial Agreement, about £3,500,000, for money that has been spent. If we did pay off the overdraft, however, I doubt whether we could secure accommodation at the London and Westminster Bank before Australia has liquidated the whole of its short-date advances in London. These amount to about £36,000,000. There is no guarantee that we may have a continuance of the overdraft even when that happy position has been reached. The failure of the Federal Treasurer to raise money, and the consequent impossibility of getting accommodation in London, have compelled us to use trust money for current needs, as has been done to a lesser extent in previous years.

Hon. P. Collier: The Premier refers to the Federal Treasurer, not to Federal Governments.

The PREMIER: As a matter of fact, the Loan Council fixed the amount, and the

Federal Government have not yet been able to raise it.

Hon. P. Collier: The point should be explained.

The PREMIER: There is no reflection whatever on the present Federal Treasurer.

Hon. P. Collier: I beg pardon for interrupting. I just wanted the matter made clear.

The PREMIER: The short-raising of loans has gone on since 1927, and covers the period of more than one Federal Treasurer. Undoubtedly it is a splendid thing for Australia to have one borrower. If six States and the Commonwealth had continued to borrow in Australia up to the present time, goodness knows what the rate of interest would have been. However, Western Australia has always been able to approach the London market better than the Federal Government have been while raising money for six States and the Commonwealth as well. That is not a mere matter of opinion, but a statement backed by experience. At all events, we have been unable to raise money to meet our current needs. That has been so not only during this year, but to a lesser extent ever since 1927. Until these matters are adjusted we shall be hard up against it for actual cash with which to carry on. That is the reason why I remind the House that if the prices of wheat and wool went back to normal, and if our borrowings went back to the amounts we usually borrow, we should be able to carry on as a Government, though not perhaps as a people, fairly comfortably.

Revenue and Expenditure.

Unfortunately, we are not likely to reach even that position. With regard to last year's transactions, the Commonwealth desired that the fixed payment of £473,432 replacing the per capita payment should not be treated as revenue, but should be retained by the Commonwealth to meet part of our interest and sinking fund bill. Last year's Budget was on that basis. Now it has been agreed between the Commonwealth and the States to revert to the old system and to treat the contribution as revenue—which in my opinion is the right way to treat it. By doing this we can make a comparison between this year and last year, or the years that have gone before. In the

Estimates last year's transactions and this year's forecasts are stated on that basis. On both sides I have increased last year's figures by £473,432. The figures are as follows:—

1929-30.	£
Estimated revenue	10,493,030
Estimated expenditure	10,387,615
Estimated surplus	105,415
Actual revenue	9,750,515
Actual expenditure	10,268,519
Actual deficit	518,004

The revenue was over-estimated by £742,515, and the expenditure was reduced by £119,096, the net result being worse than the estimate by £623,419. The principal shortages of revenue last year were—

	£
Railways	583,124
Stamp duty	55,989
Land and timber	57,018
Departmental	47,808

Land tax, income tax, and dividend and total-isator taxation collections were £111,338 above the estimate. I hope that a similar result will be achieved this year; however, I fear it will not. Railway expenditure was £167,352 below the estimate, this partly counterbalancing the shortage of revenue. There were many other savings. The principal expenditure excesses were Child Welfare £53,531, and an amount of £14,145, due to the rejection by another place of an amendment of the Forests Act relating to sandalwood revenue. I hope to be able to take that revenue into account this year.

Hon. P. Collier: I sincerely hope so, too; and I shall help you all I can.

The PREMIER: Interest, also, was slightly greater than anticipated; and there were many minor under and over estimates, as there always must be. Anticipations for the year 1930-31 are as follows:—

1930-31.	£
Estimated revenue	10,101,850
Estimated expenditure	10,008,922
Estimated surplus	5,928

Hon. P. Collier: The surplus is small but welcome.

The PREMIER: It will be very welcome indeed. However, I hope we shall manage to increase it slightly, at least during this year. No doubt a surplus seems utterly impossible to many people in their present temper. My own view is that we are unnecessarily pessi-

mistic about the position of our own State. Naturally we are bound to be influenced, being so closely associated with the other States, by what happens in the East.

Hon. P. Collier: We all do sincerely hope that your estimate will prove right.

The PREMIER: At the recent Loan Conference it was agreed that all the States should balance their Budgets. That is a task of great difficulty—almost an impossibility. South Australia is in a deplorable position, owing to many years of drought and consequent loss of revenue. Her railways have suffered tremendously. In fact, the railway systems throughout Australia have suffered very severe losses during the last few years. For the last financial year the total loss on the railways of Australia amounted to six million sterling. The annual interest bill on the railways is fifteen millions, and the loss for the year was six millions. One understands that South Australia, with its extensive railway system and a high rate of interest, was bound to lose enormously. I repeat, it will be a task of great difficulty for the various States, even for Western Australia, to balance the Budget, because revenue receipts are falling everywhere. We have put a great deal of money into public utilities, which naturally feel the effects of the depression. It is strange what a difference to a country the way of thinking makes. By the way, everything comes from one's way of thinking. If people think the future is going to be bad, it will become bad for some reason or other. For at least seven of the past 12 months there was confidence in Western Australia and its future. No one doubted very much. Then we became a little less confident, and finally, without any real justification, there came a feeling that we were in serious trouble, and so hope fell to the ground. We want more confidence. There is an absolute lack of faith, which does not seem to me to be justified when I look into the real position of the State. However, at the moment future events are problematical.

Taxation.

One of the things that do affect the people of Western Australia adversely is the enormous load of taxation we bear, taxation collected by the Federal authorities, the State authorities and the local authorities. There is also the taxation in the form of higher prices that we pay for goods manufactured in the Eastern States. This is estimated to

amount to something like £3,000,000. On the last available figures, taxation in Western Australia is as follows:—

	£
Federal collections	3,278,567
State collections	1,452,793
Local authorities	1,634,947
Workers' compensation, including Government business and private funds, about	400,000
Inspection fees, etc.	46,042
Total	<u>£6,812,349</u>

That taxation is equal to about £16 per head of the population. It is a terrific burden, from which the State receives, as the figures show, not as much even as the local authorities. The taxation burden being so heavy already, I am loth to increase taxation; but we must provide for additional revenue at least until further savings can be made.

Sitting suspended from 6.15 to 7.50 p.m.

The PREMIER: Before the tea adjournment I was dealing with the question of taxation. The estimated return from income tax and dividend duty shows a heavy falling off and will probably be £151,116 less than the receipts for last year. The indications are that next year the decrease will be heavier still, because this year we are taxing on last year's income. For seven months of last year, at any rate, business was not affected very much. Since then there has been a falling off. There will be some increased taxation, but, as I have already said, the difficulty to pay the tax will be our trouble. If we could get in all our land rents and all the taxation owing for the year, we should balance our accounts without much trouble. I propose, therefore, a very slight increase in taxation, and that extra burden will be imposed by tapping sources that will least affect industry and necessities of life. The taxation on totalisator receipts will be increased from 6 per cent. to 8 per cent. on gross receipts, unclaimed dividends and fractions. There will be a tax on sweep-tickets. There will be a tax of 3d. for each ticketing costing half a crown, or portion of that amount, within the State, and a tax of 6d. for each ticket sold outside the State. Hon. members will be aware that the Queensland Golden Casket draws a tremendous amount of money from Western Australia, and so do Tattersall's sweeps. I hope

it will be agreed that these are proper sources from which to take additional revenue. Then again a tax on the winnings on bets with bookmakers will be imposed.

Mr. Munsie: How will you find out who wins the money?

The PREMIER: The tax will be paid when the bets are paid. It should not be difficult. I am afraid we shall not get in the tax on every bet, but I suppose we must take some risk in getting this taxation.

Mr. McCallum: Not many on the Opposition side of the House will have to pay that tax.

The Minister for Lands: None on this side will have to pay.

The PREMIER: The necessary legislation to provide for this taxation will be introduced at once. The estimated revenue from these three sources will be about £20,000. The entertainments tax will be increased. At present the State tax ceases at 2s. 5½d. It is estimated that the increased entertainments tax will provide an additional £20,000.

Sandalwood Revenue.

Last year the then Treasurer introduced a Bill that will be re-introduced this year to enable the transfer of all sandalwood revenue, not only for this year but for last year as well, into Consolidated Revenue.

Hon. P. Collier: For two years?

The PREMIER: Yes, for last year and this year.

The Minister for Railways: There may be no revenue this year.

The Minister for Lands: No, there may not be.

The PREMIER: There may not be much, it is true, but for the two years we anticipate receiving revenue amounting to £32,000. I know the Leader of the Opposition will support that proposal.

Hon. P. Collier: Yes, I will.

The PREMIER: The sandalwood royalties were diverted in 1924, and since then have been used for experiments in the regeneration of sandalwood. Time is necessary to determine whether the experiments will succeed. The present circumstances do not justify this expenditure, nor would it be justified unless we could be assured of success. If the experiments in the regenera-

tion of sandalwood are successful, the royalties can again be diverted for the extension and continuance of that policy.

Railway Revenue.

The railways showed a very heavy fall in revenue for 1929-30, and that represented a large factor in the deficit. Several causes have operated in bringing about that result. There was the competition of motor traffic; the partial failure of the crops in some districts; and the holding of wheat in the country areas in anticipation of better prices, which did not eventuate. Measures are being taken to combat the motor competition, as hon. members are already aware. Last year's wheat should soon be sold, and be transported overseas. There is some of last year's wheat still to be carried over the railways. The present season has been exceptionally good, and I should imagine the holding of the wheat this year will be most unlikely. We expect to carry over the railways 1,250,000 tons of wheat, due to the exceptionally good prospects for the present crops, and the carry-over from last year. Thus better returns may be expected from the railways this year. I think the increased tonnage of wheat carried will be approximately 40 per cent. above last year's haulage.

Hon. P. Collier: Will there not be a great carry-over at the end of this year?

The PREMIER: I do not think the farmers will hold on to the wheat that is now growing. They had a sad experience with the last crop. The estimated revenue increases, it will be noticed, are almost wholly expected from public utilities as follows:—

	£
Railways	358,124
Tramways	9,882
Electricity supply	26,359
Water supplies	24,525

There are no great variations expected in revenue compared with the returns last year, apart from the new sources already referred to.

Expenditure.

On the expenditure side, there is the usual increase provided for additional interest charges under special Acts, which cannot be avoided. Hon. members will realise that the expenditure last year did not carry interest for the whole year. As a matter of

fact, the £3,600,000 spread over the whole year, carried interest for about six months. Therefore provision must be made for the additional interest, on top of which we must provide for the interest for this year on our comparatively limited loan expenditure. The increased interest under other headings, called the Governmental section, is due to interest on the London overdraft and the Commonwealth advances in London pending the flotation of loans there. An unusual provision this year is £100,000 for exchange. For the first time we must remit money to London to meet our interest bill there. Regarding Western Australia itself, just under £1,900,000 has to be paid in interest in London, and on that amount it is expected we shall have to pay £100,000 for exchange. It is hard to have to pay that amount when we realise that Western Australia's trade with London leaves a balance in our favour of well over £5,000,000. But because we are financially associated with all the other States, we shall have to pay the additional £100,000, despite the fact that Western Australia will provide more than enough in London to meet our own obligations there. Previously the London and Westminster Bank advanced the necessary funds to meet interest charges and commitments generally in London, due to any delay in raising loans. The London overdraft to-day is largely represented by interest payments. It is wrong to suppose, as many people think, that we borrow in London to meet our interest payments. The idea abroad is that we never pay the interest, but always borrow in London to meet those charges. What really happens is this: It has been the custom for many years to retain here the interest set aside for the payment of interest charges in London, and to use borrowed money in London to meet those charges there. That is a perfectly reasonable and proper thing to do. If we did not adopt that course, we would have to transfer loan money from London to Western Australia, and then transfer money from Western Australia to London to meet the interest bill. It would be well for people to realise that if we have borrowed money in London, it has not been because we have not been able to meet our interest bill, but it has been convenient to leave it there for that purpose. The Leader of the Opposition knows that that has been the custom, but people have drifted into the idea that we never

have paid our interest bill, although the reverse is actually true. We have always spent on loan works every penny borrowed for that purpose, whether borrowed in London or in Australia. The practice I have referred to has been most convenient, but unfortunately is not possible now, because for the time being we cannot borrow in London.

Hon. P. Collier: That is the whole trouble.

The PREMIER: Yes. At any rate, for the first time we shall have to pay £100,000 for exchange on the money we must remit to meet our interest bill in London.

Hon. P. Collier: That is an unfortunate item.

The PREMIER: Yes, particularly in bad times; it represents a dead loss to the Treasury. As a matter of fact, Australia will have to find over £2,000,000 for exchange owing to the payment of interest charges in London.

Mr. McCallum: In one year?

The PREMIER: Yes.

Hon. P. Collier: Does that £100,000 represent exchange for one year?

The PREMIER: Yes.

Mr. McCallum: And the £2,000,000 you referred to is in respect of the payment of £36,000,000 for Australia?

The PREMIER: No, that £36,000,000 is already borrowed from last year. We have to remit another £36,000,000 to London to pay interest for this year, including interest due by local authorities who have borrowed a great deal of money.

Hon. P. Collier: But the £100,000 you have referred to represents exchange on our interest payment?

The PREMIER: Yes, on our interest payment—a dead loss to the Treasury. An agreement has been reached with the Associated Banks to pool exchange, otherwise the amount would probably have been more. The Commonwealth Government, through the Commonwealth Bank, have arranged to make this transfer for the State, but we have to pay exchange on all our requirements in London now—I mean on all imports and exports as well. We have decided that nothing is to be brought in this year from overseas that can possibly be procured in Australia. I suppose Governmental imports will be less during the coming year than they have been for 30 years. We shall, by the way, have some credits in London because of the sale of Wyndham

meat and timber. It seems possible that we may sell timber in London to a greater extent than formerly, and that will ease the position a little. In addition to the amounts I have mentioned, we must find a greatly increased sum for unemployment relief. But for the causes that I have stated—the additional £100,000 for exchange and the increased amount for unemployment relief—the items under “Governmental” are showing a substantial decrease. Reductions are shown in almost every department, indeed substantial reductions in public utilities. All expenditure has been rigidly restricted. The Under Treasurer has revised the draft Estimates several times with the permanent heads, and the Public Service Commissioner has been consulted on all matters concerning the Public Service. These things have been done in order that all possible economies might be practised. And they will be necessary if we are to balance the ledger. The accountants of all departments have been placed temporarily under the control of the Under Treasurer, so that their knowledge and assistance may be available to that official. All this means co-operative work with further economies.

Hon. P. Collier: Am I to understand that the position is that the Under Treasurer will have the right to call upon the departmental accountants?

The PREMIER: Yes, he will have the right to ask them for information. That will be very helpful because, while the public may believe that all Government expenditure on the Public Service is on salaries, that is a very much mistaken idea.

Hon. P. Collier: It would be a jolly good thing if you could induce Ministers to submit to the decisions of the Under Treasurer.

The PREMIER: I am afraid I should find it as difficult as the hon. member did. But of course everyone has to submit now, because there is not very much money to draw upon.

Hon. P. Collier: If I may make a further remark, I would give the Under Treasurer absolute Mussolini power.

The PREMIER: Perhaps I might agree with that if the Under Treasurer did not exercise it in my own case.

Hon. P. Collier: Yes, I would exempt you from that.

The PREMIER: Well, then it would be a good thing. Let me resume: Reductions effected by these means show a saving of

£200,000 in expenditure, as will be seen on pages 18 and 103 of the schedules.

Salary Reductions.

As I have said, it is still necessary to effect further reductions to honour our undertaking to balance the Budget. They cannot be made in expenditure apart from salaries. It is proposed, therefore, to apply a percentage reduction to the salaries of all salaried public servants and to the allowances of members of Parliament. By these means there will be effected a saving of £105,660. It will generally be recognised that men employed outside the service have for the most part suffered reductions in wages and salaries, whilst most assuredly their incomes will suffer further reductions during the present year. I hope we shall be able to effect further savings and reduce expenditure considerably. This, of course, cannot be done in a moment. It takes time. One has much to do before he can cut out even what is really unnecessary expenditure. For some time to come we shall not be able to do some of the things which it is desirable should be done. I cannot believe that our financial position will get any easier during this year, or even next year. While people outside will become more prosperous, the State will not be able to do more than pay its way. Therefore the utmost economy must be practised. The people have to pay for all the things they have, but I am certain they cannot pay for all they are getting to-day. We are determined to bring about all savings that will not affect efficiency. That will be done. It must be remembered that the effect of economies is not always immediate. Many of the men retiring from the Public Service have long-service leave and other moneys to draw, and so for the first three or four months retirements from the service will cost far more than it would have cost to keep the men employed. Whilst one regrets that men should have to go, yet when the expenditure is so substantially reduced it is not possible to retain their services; for it must be remembered that Public Service costs represent, not salaries alone, but a good deal more in transport and all sorts of charges that are inescapable. However, I hope that before long the result will be apparent and that in the meantime too much severity will not have to be inflicted.

Hospital Finance.

Really, only one form of general taxation is to be imposed. It is in connection with hospital finance. I am sure the ex-Minister for Health will entirely agree with the proposal.

Mr. Munsie: I do not altogether approve of the cutting down of "Medical" by £114,000.

Hon. P. Collier: The Premier must not rely too much on the ex-Minister for Health in these matters.

The PREMIER: I am sure I can depend upon him for support in this instance. Certainly the hon. member will wish to be consistent.

Hon. P. Collier: His weak point is consistency.

The PREMIER: I hope it will be so in this. A Bill will be introduced to provide a special tax of 1½d. in the pound, which is estimated to produce £156,000 per annum. Hospital revenue amounting to £36,000 will also be retained for the hospitals. All down the ages this has gone into revenue. I do not know if the ex-Minister knew that.

Mr. Munsie: Yes, I did.

The PREMIER: I am afraid I did not know just the amount that was involved. For last year it was £36,000. This, with the £156,000 to be reaped from the tax, will give the hospitals £192,000, which is nearly £50,000 more than was received last year. Whilst the ex-Minister says we are reducing the amount for "Medical," he will see that I have left the item on and have taken it off the total, so that if the fund is not sufficient the revenue will be fined whatever is necessary. However, it should not be fined more than an additional £52,000.

Hon. P. Collier: Is that additional to the present governmental contributions to hospitals?

The PREMIER: No. this is to take the place of the £36,000 from the amusement tax, which will then go to revenue, while the departmental expenditure of £104,000 is saved. Those two amounts, totalling £140,000, were spent on hospitals last year. The proposal is to give the hospitals £192,000, which ought to be sufficient to meet all their purposes. While I regret that this special tax has to be imposed, this method will place the hospitals under definite and reliable sources of income. The tax will be collected

partly by stamps on wages and salaries, the balance being collected by the Taxation Commissioner.

Disabilities Grant.

The Disabilities grant of £300,000 from the Commonwealth which we now enjoy will expire on the 30th June of next year. Members will remember that the Royal Commission recommended that £450,000 per annum be paid to us, and that the Commonwealth reduced the amount to £300,000, and offered us £150,000 per annum if portion of the North-West was transferred to the Commonwealth. The previous Government rightly refused to transfer any territory. On that point I entirely agree with them, particularly now that we seem to have good chances of discovering oil in the North. It would have been a very painful thing to us if we had transferred to the Commonwealth the territory north of the 20th parallel, and so soon afterwards found ourselves close up to the discovery of oil. The continuation of this grant is essential to us, and it is only a just payment. The Royal Commission, entirely composed of gentlemen from the Eastern States, inquired into our troubles and declared we ought to have a grant of £450,000 per annum. However, the Bruce Government thought we ought to have £300,000 per annum, and we are to have that only until next year.

Hon. P. Collier: Of course, as the Premier knows, we had a payment of £450,000 per annum over a long period.

The PREMIER: Yes, for 25 years.

Hon. P. Collier: We had this payment for one year, and then it was closed down. I warned the people of Western Australia about that.

The PREMIER: Yes, I know. As I have said, the continuation of the payment of £300,000 per annum is essential to us. I approached the ex-Federal Treasurer, Mr. Theodore, on the subject, but whilst the Federal Government were entirely sympathetic, they could not see their way to agreeing to a settled policy so long ahead. I have urged Mr. Scullin to increase the grant by £150,000, as recommended by the Royal Commission, but he said he could not do that for the present. I hope he will be able to do it when he balances his Budget.

Hon. P. Collier: Had we not had the Financial Agreement, the whole of the contribu-

tion by the Commonwealth would have been discontinued entirely.

The PREMIER: In the circumstances, I am afraid I must agree. I objected to the Financial Agreement, but if we had not had it we would not have had the grant.

Hon. P. Collier: Not a shilling. In view of the present situation of the Federal Government, I do not like your chance of getting an increased grant, or even a continuation of the present grant.

The PREMIER: I am more optimistic, for I certainly think we shall get a continuation of the present one. It is very important to the State, and we will certainly make an effort to induce the Federal Government to do some slight measure of justice to the State. For, after all, the full £450,000 per annum does not by any means compensate us for the disadvantages we suffer under Federation.

Hon. P. Collier: It is frequently said that if we approached them on non-party lines with a demand for secession, we should get something substantial. However, that is another question.

The PREMIER: I am afraid that if we do not get secession, we shall get unification, and then God knows what will happen.

Hon. P. Collier: It is a question which is the worse; neither of them is any good.

The PREMIER: Some one has said that nothing matters and nothing lasts. I hope we shall never get unification, anyhow.

Overdrafts.

When I took control of the Treasury on the 23rd April I found that the overdraft with the London and Westminster Bank was £1,170,000, while the overdraft in Australia was £93,781. Advances from the Commonwealth Bank in Australia and London totalled £583,322. The General Loan Fund overdraft was £2,435,139, and the Revenue Account overdraft was £576,743. The difficulty of obtaining money to carry on public works was the cause of those overdrafts, and of course it has since been increased. The Commonwealth Government's temporary advances in London between 23rd April and the 30th June increased from £453,322 to £1,146,740. That was to meet the interest due in London. The Westminster Bank's overdraft increased to £1,320,000. In June last the Commonwealth £10,000,000 loan was placed

on the local market. It closed with total subscriptions of £12,415,490. Our proportion of that amount was £1,795,199, and of this we received £366,000 before the 30th June. We have since repaid to the Commonwealth £130,000 and to the Queensland Government £100,000. The loan account overdraft under all headings totals £3,516,141 and the deficit from last year which has still to be funded amounts to £518,004, a total overdraft of £4,034,145. When these loans are raised we shall be able to repay the Commonwealth Government £1,276,740 and wipe out the overdraft at the Westminster Bank totalling £1,320,000. This will leave available a balance of £1,437,405, which will restore our trust funds used on public works. In addition, we have financed from trust funds Treasurer's Advance to the amount of £516,565 and trading concerns' overdraft, etc., £596,775, a total of £1,113,340. The trading concerns' overdraft will be greatly reduced when the Wyndham meat is sold and when the enormous stocks of timber now held can be marketed. Other minor items absorb the balance of our trust funds. We shall fund the last year's deficit of £518,004, which will increase our loan indebtedness.

Financial Agreement.

Before the Financial Agreement came into operation, we could have gone on the London market in order to straighten out those accounts. I mention this because we have always used the trust funds at our disposal in order to save interest charges. The point is that prior to the Financial Agreement we could always restore the amounts. Never once did we fail to restore them when we as a State were free to borrow in London. Now we are rationed, together with the neighbouring States, and the position is not so easy. I remarked in the early part of my speech that we should have changed our methods of finance with the signing of the Financial Agreement. As from the 1st July, 1927, the Loan Council approved of expenditure which necessitated borrowing for Western Australia £12,745,581, and the loans actually raised for us have totalled £10,481,592. The Loan Council have agreed to raise the arrears of borrowing as early as possible. Before we signed the Financial Agreement we had authorised

loans, which have increased our spendings to some extent. The bulk of the arrears are included in the £36,000,000 to be borrowed in London when the opportunity offers. There are some disadvantages under the Financial Agreement. Prior to the 1st July, 1927, sinking fund was not paid on £19,015,930 of our public debt—principally loans raised during the preceding four years. Under the Financial Agreement, sinking fund is paid on all loans from the date of raising, which increases the annual charge for interest and sinking fund. On all moneys owing on loan account at the 30th June, 1927, the Commonwealth contributes to sinking fund one-eighth per cent. and the State one quarter per cent. This is calculated to repay the indebtedness in 58 years. On all moneys borrowed since the 1st July, 1927, the Commonwealth contributes to sinking fund one-quarter per cent. and the State one-quarter per cent. This is calculated to redeem the indebtedness in 53 years. All loans are now covered by sinking fund contributions from the date of raising. Thus all our investments are subject to sinking fund. Here is an advantage under the Financial Agreement, namely that the Commonwealth now pay one-half the debt while we pay the other half.

Hon. P. Collier: In the past some of our loans were not covered by sinking fund.

The PREMIER: That is so; over £19,000,000 of our indebtedness was not covered by sinking fund. Some Treasurer in 58 years time will awaken to find that the whole of the debt now existing has been discharged, and that the Government will be owed an enormous sum of money which will be clear gain.

Hon. P. Collier: I have no doubt that he will be burdened with the borrowings of the intervening years.

The PREMIER: Yes, but that will not concern us very much.

Mr. Munsie: You have a chance of being Premier then.

The PREMIER: I think the hon. member is a true prophet and that I shall remain in office just as long as I like. We are paying sinking fund on £20,000,000 of money loaned to individuals. That is a safe and sound arrangement; it is splendid when we remember that the Commonwealth Government are paying half of it. We have many deposits from the insurance companies

invested in precisely the same way. The Commonwealth pay one half of those amounts.

Loan Expenditure, 1929-30.

The loan expenditure for the year 1929-30 amounted to £3,693,052, which was £679,217 below that of the previous year. The principal heads of expenditure were as follows:

	£
Development of Agriculture ..	1,693,195
Railways, Tramways, and Electricity Supply	893,712
Roads	315,325
Harbours	263,255
Water Supplies, etc.	338,900

This unraised loan money was made good by the use of trust funds, by overdrawn bank accounts and by Commonwealth advances, in which the Commonwealth Bank and Associated Banks assisted heavily. However, I shall deal with that later on. The loan account overdraft at the 30th June, 1929, was incorrectly shown in the public accounts for that year as £1,218,284. The correct amount was £2,513,284. The position as disclosed was due to the deduction of the overdraft at the Westminster Bank, £1,295,000, which was of course part of our indebtedness. Expenditure from loan during the last six years has totalled £25,036,342. The annual charge for interest and sinking fund increased from £2,833,977 to £3,445,302, the added annual burden being £611,325. The interest and sinking fund for 1929-30 was £3,445,302. The direct earnings of borrowed money towards this payment were £2,381,760, leaving £1,063,542 to be borne by general revenue. There are many indirect ways in which interest on loan expenditure is earned. It is difficult to state all of them accurately, but the statements supplied to members show the estimated position. These returns will be continued in future.

Investments.

Where loan funds have been expended every effort must be made to ensure that the works earn interest; otherwise the taxpayer must meet the shortage through general contributions to revenue. I shall show later on that we have provided facilities ahead of development, and so we must now endeavour to retrieve the past and provide for further development by a judicious ex-

penditure of loan money. Our principal investments are as follows:—

—	Loan Expenditure.	Interest and Sinking Fund.	Net Earnings.
	£	£	£
Railways and Tramways	25,321,465	1,041,526	657,183
Harbours	5,630,133	263,652	366,405
Water Supply	8,132,563	395,819	299,014
State Trading, etc. ...	3,346,924	180,907	88,161
Advances to individuals	22,040,203	1,066,828	795,946

There are other miscellaneous loan investments that cannot be expected to earn much direct revenue, but indirect revenue is earned in many ways. I have told the Committee that these investments, including past losses, are covered by loan money and are subject to sinking fund contributions, which redeem the whole within the specified term. From the 30th June last, loan expenditure must be limited to works that will earn interest and sinking fund within a reasonable time. This is due to the financial position, which at present bristles with difficulties. We shall be able to meet the situation only by improved administration or increased taxation. Our deficits have been due to losses on the investment of loan money. We certainly have provided transport facilities out of proper proportion and relation to production.

Hon. P. Collier: And out of proportion to population as compared with any country in the world.

The PREMIER: Yes, but we are a more energetic people, and so we have been able to carry on. However, the fact remains that we have provided facilities out of proper proportion to the needs of the people. It is practically certain that when we are able to get money again, we shall have to devote attention to the development of lands adjacent to the existing railway system, and bring them to profitable use. In the early days we expended a lot of money on railways to serve the gold mining industry, and we must expect heavy losses now that the gold production has fallen by 80 per cent. Railways have been constructed to serve the South-West division, the agricultural, timber, coal and other industries. The earnings can be increased by increasing population, but we shall have to develop the industries served by existing

lines. Harbours can be put to much greater use, and that of course will follow increased production. There is no other way. Increase of population will help to make our transport facilities and harbours pay. Under the new arrangement we have to ensure that all expenditure earns interest and sinking fund within a reasonable time. This means that all State activities must be grouped.

Hon. P. Collier: The interpretation of the phrase about expending money on reproductive work lies with us? We are the judges? The PREMIER: Of course.

Hon. P. Collier: Thank goodness we are the judges!

The PREMIER: Thank goodness we shall manage that little bit of our affairs. As I have said, we must group the State activities such as railways and harbours, and when we add to those services, regard must be paid to increasing the earnings of the whole system.

Hon. P. Collier: I do not think we can yield up to any outside body the right to say what are reproductive works.

The PREMIER: We should not give up any remaining portion of our freedom.

Hon. P. Collier: We are the judges of what are reproductive works?

The Premier: Yes. We must be the judges, and we are. We decide for ourselves.

Hon. P. Collier: That is so.

Loan Transactions.

The PREMIER: In connection with the transactions on loans for 1929-30, the loans raised were, Commonwealth £2,091,096, under the Migration Agreement £112,922, and on London Treasury Bills £729,734, a total of £2,933,752. Last year, too, we redeemed loans to the amount of £358,444. The value of transferred properties under the Financial Agreement was £736,432, which means that we have written off our indebtedness to the total of £1,094,876. The increase on account of general loan expenditure for 1929-30 was, therefore £1,838,876. A well-known soap-manufacturing establishment in England owes more to the public than this State owes in borrowed money. When I was in London I learned that Lever Bros.' soap works, in about eight minutes, were able to raise £8,000,000, to add to their enormous capital. When we talk about £84,000,000, we think we have borrowed an enormous amount. It is an enormous amount, but it is nothing compared with the assets we possess.

Hon. P. Collier: Nothing compared with the securities represented by the assets.

The PREMIER: No. We have as a State borrowed £84,868,635. Of this amount we have paid off from sinking fund £13,074,310 and had in the hands of the trustees £1,040,463, a total of £14,714,773; so that the net indebtedness at the 30th June last was £70,153,862, equal to £167 11s. per head of the population. We have made losses and we have had accumulated deficits, and there have been other losses, but every loss we have made is covered by the loans we have redeemed, and our loan indebtedness to-day is splendidly covered by a solid asset.

Hon. P. Collier: And the losses are offset by the profits we have made in other directions.

The PREMIER: Yes. We have actually repaid to those who lent us the money nearly £15,000,000, which would be more than the accumulated losses by the State under every heading, even including the deficit. It is as well to remember that.

Mr. Willecock: Try to keep upon that narrow road of rectitude.

The PREMIER: The hon. member might find that difficult. We shall do our best. It is easy to stray from that road.

Loan Expenditure, 1930-31.

The loan expenditure for 1928-29 was £4,372,269, and for the last financial year it was £3,693,052, a serious drop. For this year we shall have £1,750,000, but the original estimate was £2,800,000. To this will be added, when we raise our overdraft on trust account, a sum of £350,000, which represents loan repayments to the Treasury, and when funds are available we can add this £350,000 to the £1,750,000. For the moment we have not the cash, and we cannot therefore do that. The position is that we shall have at least £1,500,000 less this year than we had last year, even if we had the £350,000.

Hon. P. Collier: That is on loan account.

The PREMIER: Yes, or about 50 per cent. of the available money for 1928-29. The enforced curtailing of loan works has had a serious effect upon the labour market, and has thrown large numbers of men out of work.

Trust Funds.

I should like to say a word or two about trust funds and the savings bank. The public statement that is made every quarter includes

all sums of money, other than collections on account of revenue, paid to the Treasurer. These trust funds are, where necessary, invested, and the balance is available to meet loan expenditure on more or less temporary Government shortages, pending the raising of loans and the collection of other moneys. In future we shall have to be careful about using these trust funds to meet expenditure on public works, because of the difficulty in getting back our money. Various overdraw accounts, both loan and revenue, during the past year have exhausted the amount available. There is nothing left. The difficulty is serious. No other source is available from which to make up the shortages, and we are powerless to raise the money with which to do it. The position cannot be rectified until the Federal Government raise other loans. The trust funds at the 30th June last amounted to £16,483,320, including the London overdraft of £1,320,900. The funds held on account of the public were as follows:—

	£
Savings Bank	8,490,329
Local Government sinking fund ..	425,999
Insurance company's deposits ..	632,579
Miscellaneous	416,438
Total	£9,965,340

Of this amount we have invested £9,489,817 in the following securities:—

	£
Commonwealth securities	1,328,418
State Government securities	5,996,595
Local Government securities	1,522,011
State Savings Bank deposits	142,793
Uninvested (largely current accounts)	475,523

There are many trust funds which we hold on account of the Government. These, excluding our overdraft, total £5,695,255. Of this we have invested £1,321,482, leaving a shortage of £4,373,773.

State Savings Bank.

I wish members to listen while I tell them the position of the State Savings Bank. This is entirely satisfactory. Our savings bank fund at the 30th June last amounted to £8,490,329. Of this sum we have invested in liquid assets £8,259,386. For instance, we have invested in Commonwealth securities £1,803,962, and have on fixed deposits and in cash in the Commonwealth Bank £646,096. The total we hold in this form of security, which is realisable at any time,

and includes in actual cash £646,096, is £2,450,058. That is a very satisfactory position, and it has never until lately been in quite as good a position as that. We are usually content with a holding in cash of under £500,000, but, as things are, we now have in hand in this form of security over half a million pounds. The public will regard that as highly satisfactory.

Hon. P. Collier: I wish our people would be more patriotic and invest their savings on our own bank.

The PREMIER: It would be a good thing if they would do that.

Hon. P. Collier: I read in the paper a week ago an account of a person who had won £1,000 in a local sweep. I also saw a photograph of the man going into the Commonwealth Bank to deposit the money. That £1,000 would have employed four men at £5 a week for 12 months. It would have been more patriotic if that man had put the money into the State bank.

The PREMIER: Yes. Money deposited in the State Savings Bank is used for State purposes.

Hon. P. Collier: We should take every opportunity to encourage deposits in the State bank.

Mr. Angelo: The Commonwealth Savings Bank does not lend money back to Western Australia.

Hon. P. Collier: That £1,000 went to another State. If it had been put into our bank it would have been retained here for our use.

The PREMIER: That is undoubtedly the case. We should have had the money here to spend if it had been deposited in the State bank.

Public Utilities.

The operations of our public utilities for 1929-30 were more unsatisfactory than they were in the previous year. The shortage of revenue available to meet interest and sinking fund after other charges had been met was £280,767. The shortage for 1928-29 was, however, only £95,883, so that the position last year was worse by £190,793. The principal shortages were as follows:—

	£
Railways	496,004
Goldfields Water Supply ..	15,146
Other hydraulic undertakings ..	14,881
State Batteries	22,448
Bunbury Harbour Board ..	13,100
Aborigines Stations, Markets, Cold Stores	5,336

State Trading Concerns.

The other utilities returned a surplus. In connection with our trading concerns we have invested public funds to the tune of £3,473,245. This includes capital written-down £139,775, and losses written-off £478,671. The earnings above working expenses for 1929-30, available to meet interest and sinking fund, amounted to £29,275. The interest and sinking fund themselves amounted to £153,571, so that the loss on trading concerns was £124,296. From their inception, these concerns show—losses £1,665,667; profits £416,495; net loss £1,219,172. At the 30th June last we held stock to the total value of £377,792 on which we are losing interest, and on which we shall go on losing interest until the stocks are marketed. The Wyndham Meat Works show the greatest loss, namely a shortage of £949,997. The State Steamships show a loss of £541,824, and the State Implement Works a loss of £173,846. A profit is shown on Brick Works, Hotels, Quarries, State Sawmills and Ferries.

Wages and Salaries.

I should like to deal now with the question of funds available for work. Last year, 1929-30, the Government paid out in wages £3,404,500 and in salaries £2,241,000, a total of £5,645,500. The funds collected or borrowed to meet this enormous sum proved insufficient. We were obliged to use up every penny of trust funds. The payment can now only come from what we can get in from day to day. It must be realised that every man employed by the Government, no matter where, must earn all that he receives. That is the limit available to him. The economist must be heard. It is possible we can seek his advice, but we must not let him rule altogether. The officials in control of the departments can do the work of control expected of them. It is quite obvious we cannot find £5,645,500 for wages and salaries year in and year out and go on losing by the transaction. Every penny that is paid out for services rendered to the Government must be earned by those who get the money.

Mr. Willcock: A lot of that was loan expenditure.

The PREMIER: Yes. It does not matter. I shall refer to that later. It is an enormous amount and cannot be found now.

Loan and Revenue Expenditure.

The total expenditure for 1929-30 on account of loan and revenue was £13,961,571. The expenditure by the Main Roads Board, including moneys received by way of Commonwealth advances, not our own money, was £755,107, a total of £14,716,678. This is what we spent from all sources. This year the amount will be £12,238,850, made up as follows:—

	£
Revenue collections	10,104,850
Loan	1,750,000
Main Roads Board	384,000
Total ..	£12,238,850

This represents a drop in the expenditure of £2,477,828 to go out in purchases or in wages and salaries. As members will note, a considerable sum goes out in purchases. I have told members what is paid in wages, etc., and in interest, and after that considerable sums are spent in the purchase of goods. That will be cut out to a large extent. Therefore the whole of the drop will not have to come off wages, though a large proportion will. The gross production of wealth for last year is estimated at £31,992,701, and for this year at £30,000,000. The total of salaries and wages paid in Western Australia during 1929-30 is estimated at £15,000,000, of which the Government's proportion was £5,645,500. The actual loan expenditure for this year may be £2,000,000 less than that for last year, and it is likely that private borrowing will be reduced at least as much. Thus the amount available for salaries and wages, outside the Public Service as well as inside, must be greatly lessened. There will be slower circulation of money, because people have got into an unfortunate way of thinking, quite apart from the fact that credit is hard to get. The reduced circulation of money is a serious matter. The values of many classes of goods have fallen, and sales are slow. Property of every kind is down, and sales are almost impossible. The tightness of money must have its effect. There has been an extraordinary change from an easy sale of everything which we possess to an extreme difficulty in selling

anything. Economy in Government expenditure and also in private expenditure is absolutely essential. Still, we ought not to go from one extreme to the other. Looking back at the confidence we felt less than a year ago, there is no occasion to take the worst view now. It is always possible for people to be mistaken in being overconfident, as perhaps they were a few months ago; and it is always possible for people to be mistaken in taking an entirely different view, as they are doing at present. True economy eliminates waste, but also spends wisely. It may even justify spending more money, in some instances, to earn more. To refrain from spending may be no economy at all. So long as expenditure is wise, surely it is justified in a country like this. When people do return to a true realisation of the position, there will be a much quicker circulation of money, which is essential just as it is essential that we should sell our produce as quickly as possible. Last year the State benefited by the good sale of its products.

Western Australian Assets.

I have told hon. members that the State's indebtedness of £70,153,962 is covered by substantial assets. With that money we have built up solid assets, undoubtedly. We have no fear on that score. The private wealth of the people is estimated at £200,000,000. We possess almost unlimited undeveloped resources. Millions of acres of good land remain to be developed. Pastoral production is thoroughly satisfactory. There is a splendid increase in the number of sheep, and in the quantity of wool produced. Wheat production, too, is rapidly increasing. The Minister for Agriculture tells me that last year's increase was 400,000 acres. The area under crop has been rising for years at that rate. Our average production per head is higher than that of any other country in the world. The quantity produced is entirely satisfactory. The South-West and its value for intense cultivation have been proved to the satisfaction of all. Butter production alone last year went up by £100,000, and a greater increase is expected this year. The production from all our primary industries, particularly the agricultural industry, is thoroughly satisfactory.

Hon. P. Collier: Is it not a most satisfactory feature that in all directions our production has increased enormously? What we are up against is the deplorable crisis. But our production is splendid.

The PREMIER: Yes, and what a guarantee it is for the future! The price of foodstuffs will increase before long. The world must have its foodstuffs, and there is not much fear for a country engaged in primary production while there is increasing population. That is an essential factor. Wheat, wool, butter, fruit and all things derived from intense cultivation as well as from broad acres are completely satisfactory. Goldmining is showing fairer prospects than it has done for the last 20 years, not only at Wiluna, but also on the Eastern Goldfields. I have been on the Eastern Goldfields recently, and I believe the member for the district will support me in saying that the extraordinary results recently obtained promise an increased life of 10 years for those fields. Kimberley reports show favourable indications of oil—very favourable, in my opinion. The secondary industries are increasing year after year. Factories are still needed to prepare our foodstuffs for market. We must produce all the foodstuffs now imported, and this can easily be done to the extent of £2,000,000. If we produced even a half of that amount within the State, there would be no unemployed here to-day. Our possessions are sufficient, and more than enough. We have only to put them to use. We believe in them. We did not believe in them always, but we do now. Notwithstanding the extraordinary value of these vast possessions of ours we are full of troubles and trials.

The Future.

I believe that the real canker is fear for the future. We ought to cast away doubts and fears. Let us look the facts in the face. We may be hard up: we may be short of money. We have our troubles, but the future of this country is absolutely assured. The question is how long we are going to suffer this depression. God knows there is no need for depression in this country, in view of the results of the work we are doing. Nothing can happen to Western Australia in the end. Therefore I hope that the depression and the uncertainty will pass away, and that we will accept the truth

about this country that is ours. If we do, and again get money to develop it, we shall come out of our troubles and speedily forget them. It is a very good thing that nothing lasts very long. This depression will not last. Nothing either good or bad lasts, so it seems to me. It is easy, however, to lose the good. If we spend more than we earn, we soon know it. There is no need to explain that. It is much harder to change over from bad times to good, and it is a slower process; but it can be done. It cannot be done if we continue in the pleasant infirmity of purpose that has been ours so long because of easy times. We are under the painful necessity, I admit, of facing the situation. We must earn more than we spend. We have been spending far more than we earned. But we can earn more than we spend if only we set out to do it. Undoubtedly we are suffering from extravagant expenditure both public and private. This is now suddenly cut off, whilst because we are associated with the other States we have no credit in London and no cash here. Additional difficulties arise from reduced borrowing by the State and by private persons, and from the low prices of wheat and wool. These are the real causes of our troubles. Imports will be reduced; and exports will be increased in quantity, particularly as regards wheat and wool. This will be of advantage to the State, but low prices will be bad for the individual and the State. Surely we realise that the way out of our troubles is by work. There must be more active hard work by employers, by the enterprising, and by the employed too. Our wage fund comes from production and from borrowing. I have explained earlier how that fund has been reduced. It matters not what a man's trade or calling may be, from now on he must put back more than he takes out. Our trouble is that out of our wages fund we have taken more than we have put back into it. Production must be increased to meet reduced borrowings. Loan moneys are not likely to be available to us in the future as they have been in the past. The cost of production must be reduced if we are to sell on the world's markets, as of course we must.

Hon. P. Collier: That is just where our difficulty comes in. How are we going to

bring about a reduction in the cost of production?

The PREMIER: All commodities, particularly wheat and wool, can only be produced if they are produced at a profit. I believe that we can bring down the cost. Assuredly the cost of production includes taxation, because all taxation comes from the national income. We are trying to pay in taxation 25 per cent. of all we produce. That is to say, £6,812,349 is paid in taxation from a total annual production of £30,000,000. It is surely impossible to carry that burden and to reduce the cost of production. It has to be remembered, too, that the tariff falls upon all activities. The cost of necessary commodities is increased by tariffs and taxation. Interest, too, is much higher than it should be, due probably to the fact that Government Savings Banks have competed with Government Savings Banks for the money that is available, with the result that we pay far more for the money than it is worth. There is ample opportunity particularly for a decrease in the tariff, and ample opportunity to reduce the cost of commodities necessary for our primary producers.

Value of Wages.

Wages are always referred to as playing a great part in the cost of production. They do, of course, and it always must be so. But it seems to me that wages, be the rate high or low, must be measured not by the money paid. The only means of measuring the cost of wages is by gauging the result in the value of the work done. In most industries and callings, I believe the savings necessary in wages could be made by more efficient work. Certain it is that since we cannot borrow abroad, the wages fund available to us all must be provided by work. The money cannot be borrowed; it must be derived from work. Therefore we had all better accept that idea and realise that we cannot have more than we earn. Employers ought to be encouraged, and workers, too, to join together to do their best to maintain the rate of wages. Wages cannot be maintained at all if there is continual fighting between those who employ and those who work.

Mr. Willecock: We have not seen much of that in Western Australia for years.

Member: There is something of the sort going on now.

The PREMIER: I do not refer to strikes only; it is apparent in many ways. It should be made clear to every private business man, to every man of enterprise, and to the workers, that the fund from which they will draw their money will be that which is created by the work they do, and not by money borrowed, as has been the experience for some time past.

Hon. P. Collier: That is, because borrowing has stopped.

The PREMIER: Yes. In the past our production may have represented £30,000,000; we have borrowed £3,000,000; and therefore our income has been £33,000,000. As a matter of fact, our imports have exceeded our exports very considerably, and by that means have reduced our income to a large extent.

Imports and Exports.

Last year our imports totalled £18,732,015, whereas our exports totalled £17,761,701. Of the exports, £4,600,000 was represented by gold that had accumulated for years. Our overseas exports totalled £16,649,469, and our overseas imports £8,901,799, leaving a balance in our favour of £7,747,670. That is to say, we really had in London £7,747,670 to our credit on the balance of trade. Interest payable in London amounted to £1,853,838, leaving in favour of the State £5,893,832. Hon. members will agree that that was a splendid result and one of which we ought to be proud. Notwithstanding that, we have to pay £100,000 in exchange on the interest bill of £1,800,000, although we have a balance in London with which to pay the interest, amounting to nearly £6,000,000. That seems to me to be entirely wrong. Imports last year exceeded the exports of that year's products by £4,200,000. That includes imports from the Eastern States as well.

Mr. Willecock: That is the other side of the picture.

The PREMIER: Yes, and a bad side, too. When we import from the Old Land, we pay for the goods landed on the wharf at Fremantle and add the duty, which, of course, is paid to the Federal Treasurer. When we buy manufactured goods in the Eastern States, as we like to do because they are Australian goods, we pay the cost

to the manufacturer in the Eastern States, plus the freight charges that are levied.

Mr. Sleeman: Well, we shall manufacture those goods here.

The PREMIER: I wish the hon. member would do that. We will spare him if he will undertake the manufacture of implements, for instance, somewhere else, if he will only go.

Mr. Sleeman: And you will assist me?

The PREMIER: Yes, I will assist the hon. member to leave Parliament to do more useful work elsewhere. This year I believe the exports and imports will balance at about £14,000,000, leaving the State better off under that heading by £4,200,000, which will be very satisfactory. We shall have to pay the interest bill in addition to those sums. I believe we shall be able to balance imports and exports. We have reduced our imports tremendously and for July and August our imports are down by £1,100,000, which represents a decrease of over 30 per cent. compared with the imports for the corresponding period of last year.

Mr. Willecock: A lot depends upon the prices we get.

The PREMIER: I was speaking about the exports.

Mr. Willecock: I thought you said the imports and exports would balance.

The PREMIER: Yes, I did. I said that we imported £18,000,000 worth last year and this year we will import £14,000,000 worth at most. Our exports will be capable of meeting that £14,000,000 for imports. Of that there is no doubt. We shall be better off therefore to the extent of over £4,000,000. Now I am pointing out that already we have reduced our imports by over 30 per cent. this year compared with the imports for the corresponding months of last year. I am afraid I am wearying the Committee but still the tale has to be told, and I cannot get over the ground very quickly. We must now put our house in order and live within our means. As our old Roman friend said, "It is a painful operation," but still it has to be done. To put our finances in order, we must borrow £4,034,145 to pay off accounts overdrawn as at the 30th June, 1930. We have to see that direct earnings from the investment of borrowed money are increased by some means so that in a few years we shall make good the £1,063,000 by

which those earnings were insufficient last year to pay interest and sinking fund charges. We must provide the necessary money ourselves because all the funds at our disposal and the overdraft limit, are completely exhausted, and all fountains for cash sealed. The additional interest for 1930-31, and exchange as well, will increase our expenditure by £300,000. Adding to that amount last year's deficit of £518,004, it will be seen that it is necessary for us to do better this year on revenue account, by savings and increased collections, to the extent of £818,000. That is a gigantic task, but it will be done. Rigid economy will have to be practised and public and private expenditure as well will have to be curtailed. It is a painful business, but it cannot be helped. There are many things that we enjoy now that we must be prepared to give up. Nothing like the luxuries that were available in the past will be provided from State funds for some time to come. In my last words to the Committee I would say that the State suffers to-day through loss of income receivable by the producers of wheat and wool. I mean that the income of the people who produce the wheat and wool has been seriously reduced. That inevitably brings in its trail much trouble and loss of income to the taxpayers of Western Australia. Then, too, the men employed by the expenditure of public money will largely lose their income altogether. Thus the wheat man, the wool man, and the man who depends on the expenditure of borrowed money for his livelihood, have all had their incomes seriously reduced.

Hon. P. Collier: And also those who live on the man who grows the wool or the wheat.

The PREMIER: Yes, all have suffered.

Hon. P. Collier: Which means that nearly all Western Australia has suffered.

Rectifying the Position.

The PREMIER: There is no doubt about that. The position will be rectified, and I hope that will be done before long. It will be rectified by reducing our imports, by increasing our production for home use and for export, and by earnest work done by all. It will be appreciated by hon. members that I have stuck closely to the financial position as I find it and I have left the

work of the departments entirely out of my remarks.

Hon. P. Collier: And very properly so, too.

The PREMIER: I shall have an opportunity when dealing with the Loan Estimates to refer to loan expenditure and to the operations of departments that are kept going by means of Loan Funds. I refer to the Agricultural Bank and other activities. In conclusion, I thank hon. members for having listened to me in my narration of a rather dreadful array of figures, which must have tired them. This is the sixth time I have had to ask hon. members to listen to a Budget speech, and while the business of preparing such a speech has been irksome for the officials and for myself, it must be a pretty wearying business for hon. members to have to listen to it.

Hon. P. Collier: But having delivered the Budget speech, what a happy release for yourself!

The PREMIER: Yes, for the moment.

Hon. P. Collier: That is so, for the moment.

The PREMIER: It must surely be quite clear to everyone that the preparation of such a speech is a task that one does not care to face. I should much prefer to come to the Committee and, through them, to tell the people of the great possibilities of Western Australia, the production of the country and generally to deliver a speech such as was possible in more cheerful times. All that is still with us to be spoken about, because it is now that everyone should

possess a much firmer belief in the value of our country than ever before. To-day it is very much harder work because of the shortage of money, due to the causes I have mentioned. The position is difficult to-day because it has all come upon us so suddenly. Now we know that we could have increased production along many lines that would have made good the loss of borrowed money this year. However, we shall have to work, and we need not fear the result. I hope that the dark clouds that are now hanging over the country will disappear as surely as the day follows the night. It would be quite wrong if we did not all work strenuously to retrieve the position in which we find ourselves, and to endeavour to retrieve it as quickly as possible. All countries have suffered from these depressions. Australia has experienced more than one, and certainly some of the States have suffered several such depressions. All have come out of their troubles. The difficulty has been that the troubles have lasted too long when they should have been rectified more quickly. Let us see to it that the clouds of depression linger over this State for the shortest possible time. Let us face the situation, whatever our political beliefs may be, and join together in an endeavour to bring prosperity to our shores once more. I move the first Division of the Estimates, namely,—

Legislative Council, £1,812.

Progress reported.

House adjourned at 9 p.m.

[Return No. 1.]

REVENUE AND EXPENDITURE, 1929-30, COMPARED WITH THE ESTIMATE.

REVENUE.

	£	£
The Treasurer's estimate for the year was	10,019,568	
The actual amount received was	9,750,515*	
Or a net over-estimate of		269,053

EXPENDITURE.

The actual amount expended was	10,268,519†	
The Treasurer's estimate for the year was	9,914,183	
Or a net under-estimate of		354,336

DETAILS.

HEADS.	REVENUE.		EXPENDITURE.	
	Over- Estimate.	Under- Estimate.	Over- Estimate.	Under- Estimate.
	£	£	£	£
Taxation—				
Land Tax	...	9,066	...	...
Income Tax	...	20,501	...	...
Dividend Duty	...	80,615	...	...
Totalisator Tax	...	1,156	...	...
Stamp Duty	55,089	...	...	...
Probate Duty	9,793	...	...	...
Licenses	6,263	...	...	...
Commonwealth	...	473,432	...	...
Territorial, etc.—				
Land	45,330	...	...	...
Mining	1,370	...	...	...
Timber	1,079	...	...	...
Law Courts	...	2,132	...	...
Royal Mint	1,133	...	0,000	...
Special Acts—				
Interest	...	...	...	1484,507
Sinking Fund	...	...	13,750	...
Forests Act	...	...	...	14,205
Pensions	...	...	...	5,205
Residue	...	...	2,418	...
Departmental—				
Parliamentary	...	...	...	24
Premier	4,211	...	...	125
Treasurer	51,220	...	...	12,800
Minister for Forests	4,693	...	859	...
Minister for Justice	2,858	...	4,149	...
Minister for Public Works and Labour	...	6,638	5,583	...
Minister for Lands, Immigration, and Industries	...	4,904	1,522	...
Chief Secretary	...	2,831	1,098	...
Minister for Education	655	...	...	1,653
Minister for Mines	1,079	...	...	1,040
Minister for Public Health	...	5,476	7,069	...
Minister for Agriculture	4,662	...	2,206	...
Minister for Police	...	2,146	910	...
Minister for Child Welfare and Outdoor Relief	725	...	...	53,531
State Trading Concerns	40,090	...	...	...
Public Utilities—				
Aborigines Cattle Stations	...	200	418	...
Albany Cold Stores	...	...	...	...
Bunbury Harbour Board	11,750	...	...	...
Fremantle Harbour Trust	4,475	...	...	...
Goldfields Water Supply	8,935	...	340	...
Kalgoorlie Abattoirs	86	...	...	283
Metropolitan Abattoirs	...	1,257	...	430
Metropolitan Water Supply, etc.	1,542	...	1,338	...
Other Hydraulic Undertakings	4,347	...	2,266	...
Perth City Markets	...	...	65	...
Railways	583,124	...	167,352	...
Tramways	20,882	...	5	...
Electricity Supply	6,559	...	5,593	...
State Batteries	...	4,643	...	3,842
Cave House	1,215	...	959	...
Totals	884,280	615,197	223,909	578,245
Net Over Estimates	£269,083	...	...	...
Net Under Estimates	...	...	£354,336	...

* Shown as a rebate of expenditure in the Estimates. † Including £473,432 which was treated as a rebate of expenditure in the Estimates.

[Return No. 2.]

REVENUE.

STATEMENT OF RECEIPTS FROM 1921-22 TO 1929-30 AND ESTIMATE FOR 1930-31.

Heads.	1921-22.	1922-23.	1923-24.	1924-25.	1925-26.	1926-27.	1927-28.	1928-29.	1929-30.	Estimate 1930-31.
TAXATION—	£	£	£	£	£	£	£	£	£	£
Land Tax ...	42,549	79,983	71,449	113,867	145,830	147,415	162,908	196,301	219,066	220,000
Income Tax ...	320,874	390,003	502,265	478,842	566,344	345,527	323,597	329,603	340,501	275,000
Dividend Duty ...	177,005	189,057	218,395	237,467	265,895	273,613	324,940	315,235	410,615	325,000
Totallastor Tax ...	57,792	54,411	53,910	52,905	54,529	54,553	58,770	57,899	61,156	80,000
Stamp Duty ...	164,928	173,453	194,176	204,103	231,407	252,693	270,756	298,244	282,011	260,000
Probate Duty ...	76,817	45,997	66,969	68,114	84,635	66,366	81,452	82,469	75,707	80,000
Amusement Tax ...	...	...	...	...	...	...	...	...	...	50,000
Licenses ...	41,194	54,654	67,904	63,927	69,410	71,176	73,937	90,290	83,737	84,000
Total ...	681,159	987,558	1,173,568	1,224,030	1,418,050	1,211,343	1,296,358	1,370,039	1,452,793	1,380,000
TERRITORIAL AND DE- PARTMENTAL—										
Land ...	333,729	311,360	330,234	334,109	336,791	350,531	395,282	343,225	299,661	318,000
Mining ...	22,929	19,880	17,876	16,328	16,306	16,689	18,812	17,725	16,380	16,500
Loyal Mint ...	24,446	22,896	16,397	24,294	18,231	15,271	15,860	10,706	9,867	11,000
Timber ...	73,529	72,095	115,047	151,787	188,641	183,692	197,027	153,533	158,821	175,000
Departmental Fees, etc.	910,857	1,046,006	1,086,279	1,288,240	1,415,714	1,636,768	1,602,548	1,655,782	1,566,916	1,588,648
Law Courts ...	26,353	28,609	30,070	33,978	37,568	45,441	51,122	57,213	61,132	61,500
Commonwealth ...	583,767	583,186	585,723	589,184	588,510	1,153,132	809,061	811,446	300,000	300,000
Interest Contributions ...	...	...	...	...	...	...	...	...	473,432	473,432
Total ...	1,980,610	2,084,032	2,181,126	2,436,870	2,601,761	3,401,524	3,089,712	3,049,630	2,886,209	2,944,030
PUBLIC UTILITIES—										
Harbour Boards ...	173,188	168,223	224,850	262,124	245,283	279,034	285,307	305,931	308,775	265,000
Railways ...	2,806,335	2,886,370	3,139,894	3,334,008	3,317,140	3,574,289	3,835,299	3,783,492	3,631,876	3,690,000
Tramways ...	248,924	263,668	275,402	282,418	287,774	295,032	319,438	344,447	350,118	360,000
Batteries ...	57,663	56,691	39,235	17,816	27,336	21,921	19,196	14,523	18,643	18,600
Avondale, Harvey, Bucklands, and Yan- danooka Estates ...	7,543	4,943	2,966	...	...	...	...	...	...	...
Water Supply and Sewerage, etc. ...	406,151	416,633	424,835	441,982	469,519	498,272	528,712	568,826	615,476	640,000
State Dairy Farm... Abattoirs, Markets, etc. ...	2,514	a	a	a	a	a	a	...	...	...
Cave House, etc. ...	40,615	43,918	32,120	24,669	56,569	59,654	61,732	64,637	55,891	53,100
Electric Works ...	14,482	13,576	18,680	14,011	16,190	16,279	17,272	15,724	14,785	15,000
Butter Factories ...	119,120	128,938	162,796	186,867	205,073	221,221	247,440	278,535	302,441	329,000
...	17,756	17,187	17,310	13,329	15,224	4,577	...	...	...	...
Total ...	3,893,291	4,000,147	4,388,088	4,577,204	4,640,108	4,970,259	5,294,396	5,386,115	5,298,005	5,670,700
TRADING CONCERNS ...	152,047	135,755	122,813	143,342	148,247	167,707	127,482	142,167	113,508	110,070
GRAND TOTAL ...	6,907,107	7,207,492	7,865,595	8,381,446	8,808,166	9,750,833	9,507,948	9,947,951	9,750,515	10,104,850

a. Included in Departmental.

[Return No. 3.]

STATEMENT OF EXPENDITURE FROM 1922-23 TO 1929-30, AND ESTIMATE FOR 1930-31.

Head.	1922-23.	1923-24.	1924-25.	1925-26.	1926-27.	1927-28.	1928-29.	1929-30.	Estimate 1930-31.
	£	£	£	£	£	£	£	£	£
Special Acts	2,792,793	3,081,850	3,352,720	3,592,273	3,802,450	3,490,063	3,829,819	3,761,444	3,869,830
Parliamentary	12,258	11,855	12,568	13,557	13,901	13,954	14,173	14,991	14,949
Premier	15,522	15,420	18,798	18,529	15,516	15,936	14,843	15,462	11,595
His Excellency the Governor	2,166	2,856	2,399	2,549	2,508	2,518	2,439	2,522	2,457
London Agency	14,190	12,817	11,973	12,256	12,572	13,844	13,196	11,980	11,874
Public Service Commission	2,701	2,569	1,374	1,345	1,873	1,573	1,509	1,460	1,506
Government Motor Cars ...	2,193	1,053	3,947	5,534	5,838	8,478	7,228	5,677	761
Printing	68,270	63,389	62,875	64,946	67,053	67,929	74,237	75,991	69,028
Tourist and Publicity Bureau	...	...	...	1,579	1,738	1,934	2,120	2,105	2,043
Literary and Scientific ...	9,250	9,250	9,200	9,707	11,115	11,321	11,953	11,377	11,117
Centenary ... ..	...	...	...	...	...	...	4,915	15,085	...
Treasury	14,677	13,882	13,160	13,513	13,516	13,930	20,395	20,669	20,289
Audit	11,701	11,830	12,772	12,431	13,375	13,534	13,938	14,592	14,593
Compassionate Allowances	2,509	3,076	5,425	5,216	7,441	5,591	9,879	6,095	1,047
State Savings Bank	38,150	32,856	34,689	38,404	44,418	48,301	53,059	a 55,128	a 56,441
Government Stores	15,878	16,016	16,511	16,637	16,998	17,076	16,806	16,923	15,494
Taxation	13,200	13,635	14,341	13,937	30,224	30,212	30,000	30,000	30,000
Workers' Homes	11,366	12,853	12,014	12,559	17,722	17,212	15,554	a 16,529	a 15,088
Miscellaneous and Refunds	104,229	149,410	117,766	86,394	230,328	511,361	448,628	143,224	253,679
State Accident Insurance Office	...	...	...	...	2,550	3,164	3,475	a 3,617	a 3,700
Council of Industrial Development	...	1,065	1,487	1,088	1,168	1,176	1,160	1,192	1,175
Commonwealth Grants ...	...	...	...	...	855,905	...	...	...	...
Land and Surveys	101,056	100,897	82,963	72,089	72,191	69,141	71,843	72,823	66,709
Settlement for Soldiers ...	13,196	9,787	...	...	...	...	...	...	...
Agricultural Bank and I.A. Board	68,804	83,865	82,398	83,511	83,061	79,514	61,136	a 83,650	a 85,197
Group Settlement ... ..	...	8,401	9,865	9,243	10,825	12,978	14,017	b 15,819	c 13,808
Immigration ... ..	...	8,430	6,786	6,904	5,728	5,914	6,391	5,726	2,992
Town Planning ... ..	...	...	...	...	...	...	...	1,288	1,737
Mines, Explosives, Geological, etc.	67,817	63,002	61,481	68,492	66,160	102,066	102,148	105,116	94,254
State Labour Bureau ... ..	...	...	...	...	...	...	...	2,800	3,421
Forests	15,246	16,835	17,816	23,191	23,192	24,081	23,081	23,096	19,884
Agriculture ... ..	...	...	...	...	...	...	...	...	...
College of Agriculture ...	56,595	59,657	63,225	78,865	77,963	85,861	93,851	98,646	75,040
Crown Law and Branches	76,819	82,334	80,715	81,932	94,233	90,321	86,327	99,723	91,654
Police	175,332	180,079	187,240	209,459	215,903	220,611	236,832	250,200	254,842
Public Works	76,042	87,220	89,638	82,683	88,971	89,608	97,712	111,536	38,437
Labour ... ..	...	5,335	5,251	7,415	10,223	12,310	13,580	14,777	6,318
Office of Chief Secretary ...	c 32,277	c 27,110	c 29,584	c 29,308	c 30,478	c 31,165	c 32,190	f 26,496	f 28,820
Aborigines	6,108	6,623	6,699	4,615	5,652	12,376	13,989	11,208	...
Fisheries	5,789	5,414	5,465	6,211	6,448	5,385	5,347	5,687	4,707
Geols	24,022	23,198	23,366	23,351	25,400	25,712	28,204	31,569	33,598
Harbour and Light and Jetties	20,466	20,213	21,698	22,290	23,082	22,429	23,457	25,074	23,780
Lunacy	87,847	88,813	97,085	99,467	102,653	101,918	104,813	112,849	111,020
Child Welfare	95,626	93,523	100,496	109,220	108,425	106,352	136,222	170,462	293,902
Medical and Health	181,277	181,018	196,957	205,573	199,395	200,894	212,292	211,657	98,114
Education	563,183	680,548	685,465	595,209	647,061	668,685	679,019	692,072	681,131
Department of the North-West	20,989	21,813	19,005	23,229	...	...	...	...	...
Less Rebates, etc.	2,020,554	2,127,346	2,126,794	2,170,143	2,795,715	2,772,055	2,820,745	2,643,174	2,577,206
	131,516	147,768	188,866	143,817	154,571	161,229	69,181	172,434	171,990
Total, Departmental	1,895,038	1,979,583	1,987,928	2,026,326	2,641,144	2,610,826	2,651,564	2,470,740	2,405,516
PUBLIC UTILITIES.									
Aborigines Cattle Stations	10,560	7,643	6,074	6,232	7,254	6,079	6,791	6,709	6,172
Butter Factories	16,433	16,807	13,068	14,673	4,537	...	...	...	...
Water Supply	275,447	283,596	284,162	291,053	299,919	307,184	307,554	317,377	299,445
Abattoirs, Markets	24,967	24,558	25,070	31,180	32,592	30,120	32,773	32,850	37,712
Railways	2,210,851	2,307,380	2,381,760	2,519,712	2,684,728	2,903,084	3,075,568	3,119,648	3,020,000
Tramways	207,542	225,078	229,362	234,382	234,508	253,065	269,973	289,995	289,000
Electricity Supply	91,557	116,154	136,731	147,934	172,000	191,467	212,909	229,407	235,000
State Batteries	72,149	35,889	28,359	29,215	29,317	27,712	22,636	26,580	28,197
Cave House	a 13,341	a 14,412	a 14,610	14,379	14,139	14,815	14,332	13,313	13,000
Avondale, Harvey, and Yandooka Estates	1,678	1,702	...	...	...	...	...	...	...
Total, Public Utilities	2,925,025	3,033,810	3,099,196	3,283,710	3,478,994	3,783,526	3,942,536	4,036,335	3,923,526
Total	7,612,856	8,094,752	8,439,844	8,907,309	9,722,583	9,894,415	10,228,919	10,268,519	10,198,922
Less reduction of Salaries	...	...	...	...	...	...	...	...	100,000
	...	...	...	...	...	...	...	...	10,098,922

a Rebated. b £13,510 Rebated. c Includes Registry, Friendly Societies, Correspondence, Despatch, and Observatory, and Labour Bureau. d Includes Tourist and Publicity. e £11,269 Rebated. f Excluding Labour Bureau. g £85,192 Rebated.

[Return No. 4.]

**STATEMENT SHOWING ANNUAL SURPLUSES AND DEFICIENCIES OF CONSOLIDATED
REVENUE FUND, FOR THE FINANCIAL YEARS 1900-01 TO 1929-30.**

Year.	Revenue.	Expenditure.	Annual.	
			Surplus.	Deficiency.
	£	£	£	£
Balance, 30th June, 1900 ... ..	...	...	...	...
1900-01	3,078,033	3,165,244	...	87,211
1901-02	3,688,049	3,490,026	198,023	...
1902-03	3,630,238	3,521,763	108,475	...
1903-04	3,650,016	3,698,311	...	148,295
1904-05	3,615,340	3,745,225	...	129,885
1905-06	3,558,939	3,632,318	...	73,379
1906-07	3,401,354	3,490,183	...	88,829
1907-08	3,376,641	3,379,006	...	2,365
1908-09	3,267,014	3,368,551	...	101,537
1909-1910	3,657,670	3,447,731	209,939	...
1910-1911	3,850,439	3,734,448	115,991	...
1911-1912	3,966,673	4,101,082	...	134,409
1912-1913	4,596,659	4,787,064	...	190,405
1913-1914	5,205,343	5,340,754	...	135,411
1914-1915	5,140,725	5,706,541	...	565,816
1915-1916	5,356,978	5,705,201	...	348,223
1916-1917	4,577,007	5,276,764	...	699,757
1917-1918	4,622,536	5,328,279	...	705,743
1918-1919	4,944,861	5,596,366	...	652,015
1919-1920	5,863,501	6,531,725	...	668,225
1920-1921	6,789,565	7,476,291	...	686,725
1921-1922	6,907,107	7,639,242	...	732,135
1922-1923	7,207,492	7,612,856	...	405,364
1923-1924	7,865,595	8,094,753	...	229,158
1924-1925	8,381,446	8,439,844	...	58,398
1925-1926	8,808,166	8,907,309	...	99,143
1926-1927	9,750,833	9,722,588	28,245	...
1927-1928	9,807,949	9,834,415	...	26,466
1928-1929	9,947,951	10,223,919	...	275,968
1929-1930	9,750,515	10,268,519	...	518,004

[Return No. 5.]

SYNOPSIS AND BALANCE SHEET AT 30TH JUNE, 1930, AND PREVIOUS YEARS.

	1926.			1927.			1928.			1929.			1930.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Dr.															
Consolidated Revenue Fund							1,778	17	4						
Sinking Fund	10,852,929	7	3	9,129,910	0	0	9,250,811	2	9	949,767	7	11	1,010,231	17	6
General Loan Fund	113,965	12	11												
State Savings Bank	6,460,884	14	1	6,986,810	0	0	7,698,784	14	5	8,377,578	19	0	8,490,328	14	2
Insurance Companies Act, Deposits	290,000	0	0	290,000	0	0	295,000	0	0	305,000	0	0	320,000	0	0
Trust and Deposit Accounts generally	3,450,491	19	1	3,855,680	0	0	4,332,084	2	1	4,728,028	17	5	3,966,519	8	11
Westminster Bank, Ltd.	445,000	0	0	b			d			d			1,320,000	0	0
Commonwealth Advances													1,276,739	10	9
Government of Queensland													100,000	0	0
	21,413,271	13	4	20,261,880	0	0	21,578,458	16	1	14,360,375	4	4	16,483,819	11	3
Cr.															
Investments	18,350,203	10	1	17,313,293	0	0	17,881,787	19	1	10,359,962	18	3	10,936,986	10	1
Stores on hand	725,078	6	9	820,418	0	0	934,846	15	7	725,600	9	4	664,276	3	1
Treasurers' Advance, and other Advances	582,347	0	1	438,686	0	0	343,174	8	10	785,614	16	10	679,023	3	0
General Loan Fund				292,936	0	0	947,260	17	7	1,218,284	6	4	3,516,140	12	1
Cash in hand—															
Treasury	22,541	4	11				15,349	12	7	106,922	0	5	2,353	16	11
General Account with Bank	739,651	13	10	170,358	0	0	237,555	5	8	390,209	7	9	Cr. 5,518	5	10
State Savings Bank Account	320,151	8	8	207,949	0	0	361,589	4	6	431,161	6	0	68,483	19	7
Fixed Deposits with Bank	300,000	0	0				250,000	0	0						
Government of South Australia				600,000	0	0									
Government of Victoria							250,000	0	0						
Eastern States	151,357	16	3	90,957	0	0	103,259	17	4	87,117	10	11	96,198	4	10
London	2,952	8	11	2,187	0	0	4,871	1	9	2,054	0	5	1,531	14	9
Remittances and Drafts in transit	37,745	5	9	61,350	0	0	51,053	7	5	18,718	6	11	6,340	14	0
Consolidated Revenue Fund	157,540	8	4	129,296	0	0				231,730	1	2	518,002	18	9
Deficiency Account	15,892	12	9												
Sundry Debtors, etc.	7,809	17	0	128,452	0	0	145,761	7	8						
	21,413,271	13	4	20,261,880	0	0	21,578,458	16	1	14,360,375	4	4	16,483,819	11	3

b £1,465,000 incorporated with General Loan Fund. c £10,000 incorporated with General Loan Fund.
d £1,295,000 incorporated with General Loan Fund.

[Return No. 6.]

STATEMENT SHOWING RECEIPTS FROM COMMONWEALTH FROM 1909-10 TO 1929-30.

Year.	Contribution towards Interest.	Payment per Head, 25s.	Special Payment to W.A.	Interest on Transferred Properties at 3½ per cent.	Disabilities Grant.	Total.
	£	£	£	£	£	£
1909-10		703,723a	...	Nil	...	703,723
1910-11		569,578a	...	Nil	...	569,578
1911-12		365,614	232,265	40,648	...	638,527
1912-13		382,591	222,554	30,465	...	635,610
1913-14		400,855	212,761	27,358	...	640,964
1914-15		403,772	203,127	24,388	...	631,287
1915-16		398,076	193,544	24,485	...	616,105
1916-17		386,008	183,974	24,485	...	594,467
1917-18		386,779	174,350	38,110	...	599,239
1918-19		391,809	164,696	29,163	...	585,668
1919-20		414,068	154,937	29,268	...	598,273
1920-21		419,448	145,287	29,099	...	593,834
1921-22		418,966	135,738	29,063	...	583,767
1922-23		428,193	126,038	29,955	...	583,186
1923-24		442,269	116,301	27,153	...	585,723
1924-25		455,155	106,589	26,391	...	588,135
1925-26		465,229	96,890	26,391	...	588,510
1926-27		473,432	87,207	26,588	565,905	1,153,132
1927-28		b 453,286	...	25,775	300,000	809,061
1928-29		463,578	...	47,868	300,000	811,446
1929-30	473,432	...	...	...	300,000	773,432
Totals	473,432	8,852,429	2,556,248	535,653	1,465,905	13,883,667

a Surplus Revenue returned.

b Special payment under States Grants Act.

[Return No. 7.]

LOAN AUTHORISATIONS AND FLOTATIONS.

							£	£
Authorisations to	30th June, 1929 (adjusted)	...	...	...	...	...	88,563,302	
Do.	1929-30	...	...	...	...	...	2,250,000	
Total Authorisations								91,813,302
Flotations—								
General Loans	...	...	...	...	...	...	48,619,446	
Local Inscribed Stock	...	...	...	...	...	...	11,512,066	
Treasury Bonds and Inscribed Stock under Deficiency Acts	...	...	...	...	...	...	a 4,547,332	
Local Debentures	...	...	...	...	...	...	4,154,567	
Commonwealth Loans—Migration	...	...	...	...	...	...	4,602,734	
Do. Soldiers Land Settlement	...	...	...	...	...	...	5,463,782	
Do. Financial Agreement	...	...	...	...	...	...	4,578,277	
London Treasury Bills	...	...	...	...	...	...	729,734	
Treasury Bills	...	...	...	...	...	...	a 660,697	
								84,968,635
Balance available for Flotation								b 5,944,667
Actual Loan Indebtedness—								
Gross Debt on 30th June, 1929	...	...	...	...	...	...	69,355,449	
Flotation during year—								
London Treasury Bills	...	...	...	...	...	...	729,734	
Local Treasury Bills (4½ per cent.)	...	...	...	...	...	...	10,000	
Commonwealth Loans (6 per cent.)	...	...	...	...	...	...	371,626	
Commonwealth Loans (5½ per cent.)	...	...	...	...	...	...	1,698,470	
Commonwealth Loans (5 per cent.)	...	...	...	...	...	...	11,000	
Commonwealth Loans (Migration, 1 per cent.)	...	...	...	...	...	...	112,922	
								72,289,201
Less Redemptions—								
Debentures, Loans, 1884 (Crown Agents), 4 per cent.	...	...	...	...	...	...	1,200	
Treasury Bonds	...	...	...	...	...	...	87,323	
Treasury Bills	...	...	...	...	...	...	27,334	
Debentures (National Debt Sinking Fund)	...	...	...	...	...	...	235,089	
Inscribed Stock (National Debt Sinking Fund)	...	...	...	...	...	...	7,498	
Debentures (transferred properties)	...	...	...	...	...	...	736,432	
								1,094,876
								71,194,325
Less—								
Sinking Fund at 30th June, 1930	...	...	...	...	...	...		1,040,463
Net Indebtedness, 30th June, 1930								70,153,862
Net Public Debt per head of Population on 30th June, 1930								
Do.	do.	do.	1929	...	...	...	167	11 0
Do.	do.	do.	1928	...	...	...	165	17 11
Do.	do.	do.	1927	...	...	...	168	16 0
Do.	do.	do.	1926	...	...	...	160	14 1
Do.	do.	do.	1925	...	...	...	158	4 4
Do.	do.	do.	1924	...	...	...	148	2 2
Do.	do.	do.	1923	...	...	...	148	7 6
Do.	do.	do.	1922	...	...	...	142	9 6
Do.	do.	do.	1921	...	...	...	137	1 0
Do.	do.	do.	1920	...	...	...	*124	15 11
Do.	do.	do.	1919	...	...	...	119	7 3
Do.	do.	do.	1918	...	...	...	116	7 0
Do.	do.	do.	1917	...	...	...	118	0 8
Do.	do.	do.	1916	...	...	...	116	5 5
Do.	do.	do.	1915	...	...	...	100	19 9
Do.	do.	do.	1914	...	...	...	101	12 10
Do.	do.	do.	1913	...	...	...	94	4 11
Do.	do.	do.	1913	...	...	...	85	17 2

* NOTE.—Compared with the previous year, £2 16s. 11d. of the increase is due to an adjustment in the figures of the population at the Census.

a. Adjustments have been as between this and other items compared with the previous year in respect to Commonwealth Loans, where securities will not be issued, and also by conversions in 1929-30. b. Includes surplus of £52,981, under Treasury Bonds Deficiency Act, 1924.

[Return No. 8.]

LOAN FLOTATIONS, DEBT AND EXPENDITURE ON 30TH JUNE, 1930.

Works and Services.	Flotations.	Actual Indebtedness on Works.	Actual Cash spent.
	£	£	£
Railways, Tramways, and Electricity Supply	25,907,491	20,789,860	25,521,094
Harbours and Rivers	5,744,330	4,519,558	5,683,109
Goldfields Water Scheme	2,903,078	551,761	2,689,824
Water Supply Generally	4,624,665	4,251,862	4,679,251
Sewerage	1,877,883	1,618,542	1,945,091
Erection of State Batteries and Treatment Plants	336,726	229,062	322,418
Development of Goldfields	2,240,362	1,335,910	2,202,548
Development of Agriculture	3,965,331	2,566,759	a 4,051,879
Agricultural Group Settlement	7,479,461	7,431,036	7,746,792
Assistance to Settlers	2,950,598	2,929,810	2,829,120
Agricultural Bank	3,350,644	3,327,883	4,584,294
Land Settlement for Soldiers	7,902,527	7,023,560	7,914,933
College of Agriculture	68,634	68,201	63,284
Purchase of Wire Netting for Settlers	268,468	268,468	...
Workers' Homes—Working Capital	631,734	631,494	600,500
Telegraphs	276,724	...	269,308
Roads and Bridges	1,766,294	1,596,940	1,986,218
Public Buildings	1,509,927	1,230,212	1,565,337
Immigration	64,216	59,284	b 56,392
State Hotels	101,706	101,656	96,988
State Steamships	1,247,823	1,246,053	1,191,887
State Saw Mills	340,355	340,275	341,044
State Implement Works	153,656	153,656	168,270
South Perth Ferries	24,447	24,447	13,236
State Milk Supply	4,590	...	4,496
State Brickyards	62,382	62,382	54,421
State Quarries	30,385	30,383	35,092
State Fish Supply	3,286	...	3,162
Crawley, Dalkeith, and Harvey Estates, Aborigines Stations, Avon Valley Native Station, Savoy House, Purchase of Land at Nedlands, Purchase of House for Residence of Agent General, and Site at Point Heathcote for Mental Reception Home	131,441	131,441	119,684
Plant and Stock Suspense Accounts	265,124	265,124	291,500
Miscellaneous	203,712	93,913	218,506
Wyndham Freezing Works (Working Capital)	388,602	388,602	286,014
Fisheries	12,208	...	11,806
Carnarvon Meat Works	46,624	...	46,000
Metropolitan Markets Trust	24,237	24,237	101,352
	76,911,671	63,292,371	77,673,850
Redemptions ... ..	...	13,619,300	...
Cost of Raising ... ..	...	...	2,940,532
Further proceeds of Commonwealth Loan (estimated) ... ..	...	...	155,981
Loan Suspense Expenditure ... ..	...	...	200,543
			80,970,906
Less Loan repayments ... ..	...	...	543,094
Less Balance General Loan Fund ... ..	...	...	3,516,141
	76,911,671	76,911,671	76,911,671

a Includes £717,877, expended on Wyndham Freezing Works. b An additional amount of £445,607 was expended upon Agricultural Immigration from Development of Agriculture.

RECONCILIATION WITH PUBLIC DEBT.

	£	£
Indebtedness as above ... ..	...	63,292,371
Local Inscribed Stock, issued under Agricultural Bank Act, for conversion of Mortgage Bonds ... ..	...	1,566,000
Issues under Treasury Bonds Deficiency Act	6,332,328	...
Less redemptions	55,010	...
		6,277,318
Treasury Bills under Loan Act 1923 issued for payment of arrears of interest ... ..	...	58,836
Gross Public Debt ... ..	...	£71,194,325

[Return No. 9.]

LOAN EXPENDITURE FOR 1929-1930 COMPARED WITH PREVIOUS YEARS.

(EXCLUSIVE OF LOAN SUSPENSE EXPENDITURE).

Undertakings.	1929-30.	1928-29.	1927-28.	1926-27.	1925-26.	1924-25.	1923-24.	1922-23.	1921-22.	1920-21.	1919-20.	1918-19.
	£	£	£	£	£	£	£	£	£	£	£	£
Railways, including Land Resumptions ...	824,952	826,500	806,395	642,225	642,354	534,103	661,988	619,557	323,296	145,724	75,786	154,720
Tramways—Perth Electric ...	24,710	8,551	75,247	32,444	16,380	28,671	57,816	72,057	95,835	34,419	27,473	7,239
Electric Power Station ...	44,050	48,479	69,304	104,752	110,540	80,661	31,717	87,761	184,345	18,783	17,890	25,386
Fremantle Harbour Works ...	109,086	133,066	113,954	62,652	66,539	56,437	37,891	42,728	49,009	46,089	51,855	46,346
Fremantle Dock and Slip ...	...	...	...	...	...	...	...	...	...	...	...	...
Harbours and Rivers generally ...	154,169	140,994	137,891	128,535	152,764	124,576	101,122	77,414	42,632	72,246	50,322	23,603
Sewerage—Perth and Fremantle ...	102,250	151,211	129,430	108,414	109,891	114,798	39,762	47,190	21,348	19,436	...	...
Water Supply ...	236,650	425,004	452,367	338,431	568,570	535,497	395,903	163,667	196,231	194,172	49,115	46,630
Development of Goldfields ...	92,219	79,752	81,915	87,598	84,070	85,731	84,221	64,618	43,630	43,902	32,681	18,152
State Smelter, Ravensthorpe ...	...	...	...	...	...	...	...	...	...	...	...	...
Development of Agriculture ...	37,019	143,971	67,091	51,238	127,326	100,826	74,941	91,952	58,692	73,075	112,807	159,421
Assistance to Settlers ...	67,121	92,907	110,959	84,960	107,784	102,710	441,546	400,000	74,674	81,698	6,458	80,000
Agricultural Group Settlement ...	639,611	766,893	1,122,829	1,428,486	1,335,009	1,124,252	822,910	506,803	...	...	...	...
Land Settlement for Soldiers ...	46,313	116,914	170,484	170,921	326,247	598,649	778,603	958,132	983,914	1,627,664	1,947,772	283,319
College of Agriculture ...	1,100	10,305	5,371	25,859	5,043	16,598	...	...	...	...	...	...
Immigration ...	7,182	11,897	10,072	11,203	...	7,148	16,229	11,209	8,278	12,024	6,205	1,867
Agricultural Bank—Working Capital ...	849,849	704,445	221,170	105,678	229,511	257,072	264,027	266,410	13,516	151,825	118,285	75,948
Purchase of Wire Netting for Settlers ...	...	...	25,650	132,854	...	...	...	...	...	...	...	...
Steamships ...	...	20,796	419,119	178,353	94,989	...	...	6,658	200,000	10,000	14,591	...
Workers' Homes Working Capital ...	...	25,000	50,000	...	...	...	...	...	...	...	...	...
Saw Mills ...	7,000	8,346	36,934	50,000	...	...	...	...	...	38,863	...	...
State Hotels ...	749	1,653	16,905	953	986	1,424	2,831	3,108	6,858	5,056	2,767	1,793
Agricultural Implements Works ...	...	...	25,000	...	...	7,500	...	...	...	39,829	15,772	...
Brickyards ...	2,000	1,925	1,506	9,537	1,712	7,500	...	141	...	705	1,326	1,166
Ferries ...	268	...	...	...	...	...	...	...	...	...	...	...
State Fish Supply ...	...	...	...	...	...	...	...	...	...	...	...	...
Public Buildings ...	64,140	92,353	126,512	117,483	77,795	91,140	88,595	18,680	44,440	24,963	10,602	21,670
Roads and Bridges ...	315,325	335,718	287,584	175,930	96,835	92,606	77,744	34,331	12,566	32,121	14,719	4,231
Perth-Fremantle Road Reinstatement ...	...	...	...	...	...	...	...	...	...	...	...	...
Purchase of Plant and Stock (Suspense Account) ...	...	66,000	50,000	...	...	30,500	30,000	10,000	...	50,000	...	...
Fremantle Road and Railway Bridge ...	...	18	847	...	...	...	...	...	19	...	1	79
Sundries ...	d18,354	c18,058	a14,264	b23,108	16,991	25,140	23,280	13,892	9,710	7,841	3,089	2,282
Wyndham Freezing Works—Working Capital ...	...	...	...	...	...	...	...	14	86,000	...	100,000	100,000
Fisheries ...	...	...	...	...	...	...	...	...	32	5,870	5,904	...
Urgent Minor Works throughout the North-West ...	...	...	...	...	3,770	1,714	5,708	2,979	...	...	...	...
Purchase of Site at Point Heathcote for Mental Home ...	...	...	...	...	91	7,089	...	...	...	...	...	...
Purchase of Avon Valley Native Station ...	...	156	368	6,459	...	...	...	...	...	...	...	...
Reconstruction Cannock Road ...	...	38,907	75,792	8,981	...	...	...	...	...	...	...	...
Gull Inland Road—East Street to Midland Junction ...	...	10,042	...	...	...	...	...	...	...	...	...	...
Metropolitan Markets ...	8,935	92,418	...	...	...	...	...	...	...	...	...	...
Totals ...	3,693,052	4,372,269	4,080,260	4,113,054	4,078,686	4,009,021	3,936,833	3,389,299	2,454,925	2,588,404	2,663,320	1,049,786

Includes Loans to Local Authorities for erection of Country Hospitals, etc., a £10,379; b £21,625; c £9,780; d £5,084.

[Return No. 10.]

SINKING FUND AND INVESTMENTS.

ANALYSIS OF FUND.

NATIONAL DEBT COMMISSION.

Receipts and Expenditure on account of the State of Western Australia for the Financial Year, 1929-30.

	£	s.	d.	
Balance brought forward from 1928-29, excluding special investments	25,815	16	1	
Balance of State Sinking Fund, 30th June, 1929, in the hands of the Crown Agents, in respect of—				
London Loan, 4 per cent., 15th January, 1934	2	13	5	
Debentures (Annual Drawings)	646	15	4	
	26,465	4	10	
<i>Receipts :</i>				
Contributions by the Commonwealth	97,862	8	0	
5s. per cent. Contributions by State	174,188	4	10	
4½ per cent. Contributions by State	20,954	10	7	
3 per cent. Contributions under the Federal Aid Roads Act—	£	s.	d.	
Paid to 30th June, 1929, in respect of State's Loan Expenditure during 1928-29	1,896	11	6	
Paid to 30th June, 1930, in respect of State's Loan Expenditure for—	£	s.	d.	
1926-27	3,515	18	0	
1927-28	3,982	7	5	
1928-29	4,635	15	2	
	12,134	0	7	
	14,030	12	1	
Interest paid by the State, in respect of re-purchased securities, from date of purchase to date of cancellation of the securities	945	13	8	
Proportion of interest on temporary investment of State's Funds in London ...	105	8	2	
Proportion of interest on the temporary investment in Australia of the general balance held on behalf of the States	3,529	17	0	
Interest on investments, bank balances, etc., controlled by the Crown Agents, in connection with the funds of the—				
London Loan, 4 per cent., 15th January, 1934	39,218	10	5	
Debentures (Annual Drawings)	1,183	14	5	
	40,402	4	10	
Total Credits	£378,484	4	0	
<i>Expenditure :</i>	£	s.	d.	£ s. d.
Redemptions and Repurchases at net cost	322,204	7	9	£ s. d.
Redemption of Annual Drawings	1,200	0	0	
Investments made during the year on account of the 4 per cent., 15th January, 1934, London Loan ...	37,305	16	8	
Premiums on Policy of £140,000—Legal and General Assurance Company, London	5,250	0	0	
	42,555	16	8	
	£365,960	4	5	
Balance of Sinking Fund Moneys held on 30th June, 1930	£12,523	19	7	
Balance is made up as follows :—				
Cash in Australia—National Debt Commission	4,986	7	4	4,986 7 4
Cash under the control of the Crown Agents, in respect of—				
London Loan, 4 per cent. 15th January, 1934 ...	6,907	2	6	
Debentures (Annual Drawings)	630	9	9	
	7,537	12	3	
	£12,523	19	7	

[Return No. 10]—continued.

		CROWN AGENTS.		£	s.	d.	£	s.	d.
Balance brought forward on 1st July, 1929	...	...	...	896,700	5	6			
Investments during the period 1st April, 1929, to 30th June, 1930	...	...	...	57,791	7	2			
Cash on hand on 30th June, 1930, in respect of—	£	...	...	...	...	...
4 per cent. 15th January, 1934, Loan	...	6,907	2	6					
Debentures (Annual Drawings)	...	630	9	9					
				7,537	12	3			
Total investments and funds under the control of the Crown Agents	...	...	...	£962,029	4	11	962,029	4	11
Endowment Policy £140,000—Legal and General Assurance Company, London, in respect of M.V. "Kangaroo"—									
Balance on 1st July, 1929	...	68,197	10	0					
Premium paid, 1929–30	...	5,250	0	0					
				£73,447	10	0	73,447	10	0
Sinking Fund—Cash on hand and Investments held on 30th June, 1930	...	...	...	£1,040,463	2	3			

[Return No. 11.]

CLASSIFICATION OF LOAN ASSETS 1929–30.

APPROXIMATE STATEMENT, BUILT UP FROM DEPARTMENTAL REPORTS.

Classification of Loan Assets.	Loan Liability.	Interest Charged for the Year.	Net Earnings for the Year.	Result.
Business and Industrial Undertakings—	£	£	£	£
Railways	22,973,997	934,702	530,213	*404,489
Tramways	1,094,157	49,658	52,935	3,277
Electricity Supply	1,253,311	57,166	74,035	16,869
Other	3,346,924	180,907	88,161	*92,746
Water Supply, Water Conservation and Sewerage—				
Metropolitan Water Supply	2,511,453	139,059	149,651	10,592
Goldfields and Country Water Supply	4,113,619	185,113	51,655	*133,458
Sewerage and Drainage	1,507,491	71,647	87,708	16,061
Harbours and Rivers	5,630,133	263,652	366,405	102,753
Roads and Bridges	1,927,178	92,357	6,040	*86,317
Land Settlement and Development—				
Agricultural Bank Advances (£5,700,172)	5,600,239	246,251	393,347	147,096
Assistance to Settlers (£2,481,011)	2,310,899	132,003	17,639	*114,364
Soldier Settlement	1,227,135			
	5,164,793	414,253	341,527	*72,726
Group Settlement	4,740,037			
	2,997,100	274,321	43,433	*230,888
Development of Agriculture	1,504,924	70,432	34,562	*35,870
Public Buildings	1,236,295	58,823	2,754	*56,069
Loans to Public Bodies, etc.	26,270	1,577	1,615	38
Miscellaneous	1,397,842	66,860	3,552	*63,308
Development of Mining	1,889,634	85,033	1,057	*83,976
	£72,453,431	3,323,814	£2,246,289	*1,077,525

* Loss.

	£
Public Debt	71,194,325
Overdraft on General Loan Fund	3,315,598
Loan Suspense	200,543
	£74,710,466

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[Return No. 14.]

RETURN RELATING TO RAILWAYS.

—	1929-30.	1928-29.	1927-28.	1926-27.	1925-26.	1924-25.
Number of miles open ...	miles. 4,111	miles. 4,079	miles. 3,977	miles. 3,918	miles. 3,865	miles. 3,733
Capital Cost of Construction and Equipment of Lines open	£	£	£	£	£	£
	Loan ...	22,973,997	22,552,665	21,488,043	20,923,104	20,368,658
	Revenue	641,492	643,943	642,034	643,158	658,134
		23,615,489	23,196,608	22,130,077	21,566,262	21,026,792
Working Expenses ...	3,119,648	3,075,563	2,903,084	2,684,728	2,519,712	2,361,760
Interest Charges ...	950,797	923,017	920,569	887,740	860,225	813,849
Total Annual Cost <i>a</i>	4,070,445	3,998,585	3,823,653	3,572,468	3,379,937	3,175,609
Gross Revenue ...	3,631,876	3,783,492	3,835,298	3,574,269	3,317,140	3,334,008
Surplus ...	...	...	11,645	1,801	...	158,399
Deficiency debited to Consolidated Revenue, being burden on Taxpayers ...	438,569	215,093	...	...	62,797	...

a These figures do not include Sinking Fund, estimated to be £57,435.

[Return No. 15.]

RETURN RELATING TO TRAMWAYS.

—	1929-30.	1928-29.	1927-28.	1926-27.	1925-26.	1924-25.
Capital Cost of Construction and Equipment ...	£ 1,094,157	£ 1,069,352	£ 1,060,247	£ 983,140	£ 949,929	£ 932,317
Working Expenses ...	289,995	269,973	253,065	234,507	234,332	229,362
Interest Charges ...	51,522	50,155	48,799	46,236	45,155	44,835
Total Annual Cost <i>a</i>	341,517	320,128	301,864	280,743	279,487	274,197
Gross Revenue ...	350,118	344,447	319,438	295,032	287,774	282,418
Surplus ...	8,601	24,319	17,574	14,289	8,287	8,221

a These figures do not include Sinking Fund, £2,735, nor payments to Local Authorities, £9,200.

[Return No. 16.]

RETURN RELATING TO ELECTRICITY.

—	1929-30.	1928-29.	1927-28.	1926-27.	1925-26.	1924-25.
	£	£	£	£	£	£
Capital Cost of Construction and Equipment	1,253,311	1,210,710	922,395	895,629	880,042	864,128
Working Expenses	229,407	212,909	191,467	172,000	147,934	136,731
Interest Charges	59,492	56,654	43,627	42,340	41,540	40,039
Total Annual Cost <i>a</i>	288,899	269,563	235,094	214,340	189,474	176,770
Gross Revenue	302,441	278,535	247,440	221,221	205,073	186,867
Surplus	13,542	8,972	12,346	6,881	15,599	10,097

a These figures do not include Sinking Fund, £3,133.

[Return No. 17.]

RETURN RELATING TO METROPOLITAN WATER SUPPLY, SEWERAGE, AND DRAINAGE.

—	1929-30.	1928-29.	1927-28.	1926-27.	1925-26.	1924-25.
	£	£	£	£	£	£
Capital Cost of Construction and Equipment	4,695,313	<i>a</i> 4,497,566	<i>a</i> 4,297,531	<i>a</i> 3,988,353	3,796,396	3,313,032
Working Expenses*... ..	149,126	142,785	143,831	139,004	134,286	124,756
Interest Charges	183,436	169,841	128,901	125,646	113,665	104,389
Sinking Fund	8,408	7,129	6,002	23,374	21,855	20,205
Total Annual Cost ...	340,970	319,755	278,734	288,024	269,806	249,350
Gross Revenue	398,458	374,974	324,900	290,334	250,729	236,386
Surplus	57,488	55,219	46,166	2,310	...	...
Deficiency ... ..	...	...	...	...	19,077	12,964

* Each year 1924-25 to 1928-29, includes Interest and Sinking Fund on debentures, £33,510 ; 1929-30, includes Interest and Sinking Fund on debentures, £34,581. *a* Adjusted under Financial Agreement Act.

[Return No. 18.]

RETURN RELATING TO GOLDFIELDS WATER SUPPLY.

	1929-30.	1928-29.	1927-28.	1926-27.	1925-26.	1924-25.
	£	£	£	£	£	£
Capital Cost of Construction and Equipment	3,329,393	3,312,089	3,289,021	3,266,603	3,250,085	3,154,727
Working Expenses ^a	136,805	134,941	136,603	133,432	128,858	131,457
Interest Charges	40,157	38,808	37,308	60,055	79,893	75,579
Sinking Fund	11,549	11,023	10,547	10,385	8,698	7,356
Total Annual Cost	188,511	184,772	184,538	203,872	217,449	214,392
Gross Revenue	173,365	171,181	164,909	171,145	180,942	171,850
Deficiency	15,146	13,591	19,629	32,727	36,507	42,542

^a Includes interest on Debenture Capital.

[Return No. 19.]

RETURN RELATING TO OTHER HYDRAULIC UNDERTAKINGS.

	1929-30.	1928-29.	1927-28.	1926-27.	1925-26.	1924-25.
	£	£	£	£	£	£
Capital Cost of Construction and Equipment	499,844	471,806	416,971	429,797	406,191	400,350
Working Expenses	31,073	29,828	26,719	27,483	30,385	27,949
Interest Charges	21,984	20,981	19,109	18,120	18,725	20,951
Sinking Fund	5,476	5,273	4,364	4,449	5,807	7,951
Total Annual Cost	58,533	56,082	50,192	50,052	54,917	56,851
Gross Revenue	43,652	42,671	38,903	36,792	37,848	33,726
Deficiency	14,881	13,411	11,289	13,260	17,069	23,125

[Return No. 20.]

RETURN RELATIVE TO OTHER UTILITIES FOR 1929-30.

Utilities.	Capital Cost, etc.	Working Expenses.	Interest Charges.	Total Annual Cost.	Gross Revenue.	Surplus.	Deficiency.
Fremantle Harbour Trust ...	£ 2,335,533	£ ...	£ 98,288	£ 98,288	£ 300,525	£ 202,237	£ ...
Bunbury Harbour Board ...	455,721	...	21,350	21,350	8,250	...	13,100
State Batteries ...	414,899	26,535	14,556	41,091	18,643	...	22,448
Aborigines Stations ...	31,756	6,709	1,275	7,984	3,800	...	4,184
Albany Cool Stores ...	20,915	Nil	937	937	...	...	937
Perth City Markets ...	20,000	785	1,000	1,785	1,570	...	215
Metropolitan Abattoirs ...	99,881	29,301	5,917	35,218	47,257	12,039	...
Kalgoorlie Abattoirs ...	9,360	2,764	438	3,202	3,264	62	...
Tourist Resorts ...	24,390	13,313	1,086	14,399	14,785	386	...
Total ...	3,406,455	79,407	144,847	224,254	398,094	214,724	40,884
Estimated Sinking Fund...	...	...	...	...	...	...	8,248
NET SURPLUS ...	...	...	...	...	...	£185,592	...

[Return No. 21.]

ESTIMATED CASH POSITION OF PUBLIC UTILITIES FOR YEAR ENDING 30TH JUNE, 1931.

Items	Estimated 1930-31.		Balance.	
	Receipts.	Payments.	Deficiency.	Surplus.
	£	£	£	£
Aborigines Native Stations (Moola Bulla and Munja) ...	4,750	6,172	1,422	...
Goldfields Water Supply Undertaking ...	187,000	135,100	...	51,900
Kalgoorlie Abattoirs ...	3,300	2,681	...	619
Metropolitan Abattoirs and Sale Yards ...	42,250	29,181	...	13,069
Metropolitan Water Supply, Sewerage, and Drainage ...	400,000	136,323	...	263,677
Other Hydraulic Undertakings ...	53,000	28,022	...	24,978
Perth City Markets ...	1,600	850	...	750
Railways ...	3,990,000	3,020,000	...	970,000
Tramways ...	360,000	289,000	...	71,000
Electricity Supply ...	329,000	235,000	...	94,000
State Batteries ...	18,600	28,197	9,597	...
Cave House, etc. ...	15,000	13,000	...	2,000
State Ferries ...	1,200	(a)	...	1,200
	£5,405,700	3,923,526	11,019	1,493,193
Net Surplus ...	...	...	£1,482,174	...

(a) Rebated to Profit and Loss Account.

STATEMENT SHOWING TONNAGE AND EARNINGS ON GOODS CARRIED.

Class of Goods.	1920-1930.		1923-1929.		1927-1928.		1926-1927.		1925-1926.	
	Tonnage.	Percentage of Total.	Tonnage.	Percentage of Total.	Tonnage.	Percentage of Total.	Tonnage.	Percentage of Total.	Tonnage.	Percentage of Total.
Coal, Coke, and Charcoal ...	206,654	7.78	252,963	7.10	240,011	6.08	242,478	7.26	209,929	6.69
Ores and other Minerals ...	629,499	18.36	688,233	19.32	678,812	18.80	580,232	17.38	523,862	16.69
Wool ...	23,909	0.70	22,433	0.63	25,280	.70	21,334	0.64	10,941	.54
Hay, Straw, and Chaff ...	63,640	1.86	73,011	2.05	80,128	2.23	80,646	2.60	100,113	3.19
Wheat ...	850,046	24.79	864,536	24.27	851,229	23.68	663,745	19.68	499,066	15.90
Other Grain and Flour ...	139,775	4.08	146,086	4.10	181,005	4.50	168,683	4.99	175,277	5.58
Firewood ...	348,540	10.16	350,070	9.83	359,790	10.01	381,457	11.43	441,826	14.03
Local Timber ...	402,854	11.75	457,689	12.85	554,409	15.42	603,840	18.08	619,037	19.72
Imported Timber ...	6,029	0.17	6,811	0.19	5,546	.15	4,881	0.15	4,135	.13
Fruit and Garden Produce ...	62,458	1.82	72,327	2.03	55,364	1.54	64,441	1.93	55,077	1.78
Fertilisers ...	276,058	8.05	257,999	7.24	217,141	6.04	190,897	5.72	170,834	5.44
All other goods ...	359,418	10.48	370,057	10.39	365,144	10.16	323,699	9.85	322,022	10.26
Total ...	3,428,374	100.00	3,562,215	100.00	3,594,465	100.00	3,338,113	100.00	3,139,010	100.00

Class of Goods.	1920-1930.		1923-1929.		1927-1928.		1926-1927.		1925-1926.	
	Earnings.	Percentage of Total.	Earnings.	Percentage of Total.	Earnings.	Percentage of Total.	Earnings.	Percentage of Total.	Earnings.	Percentage of Total.
Coal, Coke, and Charcoal ...	£ 146,056	6.14	£ 186,587	6.52	£ 190,700	5.29	£ 127,638	5.61	£ 112,280	5.54
Ores and other Minerals ...	148,363	6.24	156,629	6.33	150,064	6.08	132,862	5.85	120,765	5.96
Wool ...	89,854	3.78	84,408	3.41	93,321	3.78	80,011	3.62	58,001	2.89
Hay, Straw, and Chaff ...	49,672	2.09	57,143	2.31	62,824	2.54	63,858	3.03	73,045	3.60
Wheat ...	520,540	21.88	531,317	21.49	536,511	21.72	404,020	17.77	302,945	14.95
Other Grain and Flour ...	80,073	3.37	83,346	3.37	91,761	3.72	82,748	4.08	96,865	4.78
Firewood ...	31,011	1.30	32,004	1.29	35,639	1.44	37,575	1.65	44,076	2.17
Local Timber ...	307,546	12.92	342,999	13.88	391,237	15.84	422,878	18.80	416,630	20.55
Imported Timber ...	4,845	0.20	5,136	0.21	3,552	.14	3,112	.14	2,764	.14
Fruit and Garden Produce ...	80,161	3.37	84,806	3.43	72,057	2.94	76,659	3.37	71,345	3.52
Fertilisers ...	83,528	3.51	92,509	3.74	75,943	3.07	68,025	2.99	57,132	2.82
All other goods ...	837,469	35.20	865,887	35.02	825,562	33.44	759,129	33.39	670,535	33.08
Total ...	2,379,118	100.00	2,472,771	100.00	2,489,771	100.00	2,273,519	100.00	2,027,000	100.00

TRADE, PRODUCTION, POPULATION, ETC.

	1917-18.	1918-19.	1919-20.	1920-21.	1921-22.	1922-23.	1923-24.	1924-25.	1925-26.	1926-27.	1927-28.	1928-29.	1929-30.
Railway Revenue ...	£1,970,393	£2,012,811	£2,463,136	£2,913,611	£3,054,253	£3,150,037	£3,465,297	£3,816,426	£3,604,914	£3,869,300	£4,154,737	£4,127,939	£3,981,095
Railway Mileage ...	3,491	3,539	3,539	3,539	3,539	3,555	3,626	3,733	3,865	3,918	3,977	4,079	4,111
Wool exported ...	£535,819	£1,952,141	£3,937,106	£2,988,119	£3,202,145	£3,232,596	£4,237,152	£3,736,300	£3,527,865	£3,518,313	£4,982,916	£3,910,886	£2,771,533
*Wheat produced (bushels)	9,309,787	8,845,387	11,222,950	12,248,080	13,904,721	13,357,432	18,920,271	23,887,397	20,471,177	30,021,616	36,370,219	33,790,040	39,081,183
*Hay produced (tons) ...	267,163	250,014	379,025	284,244	368,720	457,371	368,122	448,525	355,269	423,839	416,707	421,504	428,181
Gold produced ...	£3,024,197	£3,580,850	£2,637,932	£2,425,852	£2,885,763	£2,204,257	£2,186,568	£1,391,310	£1,890,141	£1,781,662	£1,708,924	£1,638,211	£1,668,048
Timber exported ...	£274,280	£332,080	£405,794	£1,137,223	£1,040,640	£997,454	£1,867,713	£1,477,997	£1,522,958	£1,658,018	£1,265,321	£980,435	£807,427
Coal produced ...	£102,248	£219,260	£311,731	£893,424	£404,521	£372,130	£365,567	£371,162	£364,304	£405,770	£414,451	£415,926	£410,350
Other Minerals (exported)	£275,856	£247,691	£218,067	£199,394	£75,534	£143,898	£140,153	£151,896	£118,021	£75,655	£22,389	£26,379	£17,468
†Number of Sheep ...	6,384,191	7,183,747	6,697,951	6,532,065	6,508,177	6,664,136	6,595,867	6,398,564	6,861,795	7,458,766	8,447,480	8,943,002	9,556,823
†Number of Cattle ...	927,086	943,847	880,844	849,803	893,108	939,596	953,764	891,564	835,911	827,303	840,735	837,527	836,614
†Number of Horses ...	178,151	180,094	174,919	178,664	180,334	181,169	181,944	175,116	170,563	166,463	163,021	160,376	159,479
Area of land selected (acres)	547,583	611,135	1,466,684	1,723,455	1,924,129	1,830,270	1,830,083	1,584,963	2,023,671	2,179,616	2,147,202	2,618,318	1,544,058
Area of land leased (acres)	20,383,857	39,571,703	19,178,124	20,354,785	28,641,869	7,605,229	20,389,232	20,899,952	9,931,282	10,823,845	11,106,900	14,822,663	a 8,686,464
c Area of land under cultivation	7,587,820	7,682,716	7,325,519	7,583,272	7,704,242	8,305,232	8,866,204	9,099,933	9,767,189	10,474,172	11,486,803	12,927,793	a 13,797,067
*Area of land under crop (acres)	1,679,772	1,605,938	1,623,163	1,804,936	1,901,680	2,274,998	2,323,070	2,710,856	2,932,110	3,324,623	3,720,100	4,259,269	a 4,566,000
Tonnage Shipping, Inwards	1,094,000	2,122,439	2,660,040	2,843,470	3,231,392	3,166,116	3,097,385	3,666,226	3,268,883	3,763,957	3,795,310	3,688,802	a 4,000,000
Tonnage Shipping, Outward	1,102,295	2,111,894	2,659,302	2,825,586	3,231,366	3,087,946	3,101,166	3,657,520	3,256,132	3,796,564	3,808,078	3,674,298	a 4,000,000
Exports, including Gold ...	£5,807,335	£10,922,675	£16,068,700	£12,258,639	£13,628,883	£11,105,220	£14,128,289	£14,664,548	£14,581,657	£15,151,959	£18,240,775	£17,185,954	£17,761,701
Exports, excluding Gold ...	£3,607,335	£5,927,471	£12,619,962	£10,440,617	£10,647,324	£8,858,726	£11,796,689	£13,976,719	£13,521,377	£14,048,867	£17,569,994	£15,900,545	£13,114,886
Imports ...	£7,649,233	£8,023,990	£12,368,331	£14,899,241	£12,937,779	£13,777,679	£14,344,145	£16,074,035	£16,462,572	£18,376,083	£18,287,633	£20,053,772	£18,732,015
State Savings Bank Deposits d	£3,006,076	£4,415,732	£6,045,930	£6,142,756	£5,276,218	£5,321,616	£5,696,912	£5,796,113	£6,312,143	£7,057,317	£7,972,142	£8,932,830	£8,541,412
State Savings Bank Withdrawals d	£3,549,293	£4,128,161	£5,936,576	£6,223,806	£5,571,830	£5,380,578	£5,904,923	£5,940,585	£6,061,332	£6,742,398	£7,491,095	£8,520,572	£8,766,702
Excess of Arrivals over Departures	b 2,754	7,488	6,795	b 1,077	1,557	3,132	7,374	2,749	2,368	4,967	9,516	6,893	a 1,804
Population ...	308,232	319,636	330,172	333,644	340,059	343,119	360,352	368,027	375,158	385,043	399,700	411,734	a 418,699

* Season ended 28th February.
Arrivals.

† Year ended 31st December.

c Area cropped, cleared, fallowed, ringbarked, etc.

‡ Including Perth Tramways.

d Not including School Savings Bank.

e Preliminary figures, liable to revision.

f Excess of premium realised on export sales.