

try may suffer to a certain extent, but the party with which the Government are connected will suffer perpetually. I hope that all will show sympathy, and co-operate with the Government in their endeavour to advance the best interests of the State.

Question (Address as amended) put, and a division taken, with the following result :—

Ayes	..	..	..	10
Noes	..	..	..	7
				—
Majority for	..	..	..	3
				—

AYES.

Hon. F. Connor	Hon. R. D. McKenzie
Hon. J. F. Cullen	Hon. M. L. Moss
Hon. V. Hamersley	Hon. C. A. Plesse
Hon. R. J. Lynn	Hon. C. Sommers
Hon. C. McKenzie	Hon. H. P. Colebatch
	(Teller).

NOES.

Hon. J. Cornell	Hon. J. W. Kirwan
Hon. F. Davis	Hon. B. C. O'Brien
Hon. J. E. Dodd	Hon. R. G. Ardagh
Hon. J. M. Drew	(Teller).

Question thus passed; the Address-in-reply as amended adopted.

House adjourned at 8.22 p.m.

Legislative Assembly,

Wednesday, 17th July, 1912.

	PAGE
Question: Railway Rolling Stock requirements	510
Leave of Absence	510
Bill: White Phosphorus Matches Prohibition	510
Address-in-Reply, eighth day	510

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

QUESTION — RAILWAY ROLLING STOCK REQUIREMENTS.

Mr. DOOLEY asked the Minister for Railways: 1, Has the Commissioner of Railways made any estimate of the probable amount of extra hauling power and

rolling stock which will be required to meet the demands of the forthcoming harvest, the construction of the Transcontinental railway, and the various State enterprises about to be inaugurated by the Government? 2, If so, what is the amount of such estimate? 3, In what way is it proposed to meet such extra demand?

The MINISTER FOR RAILWAYS replied: 1, Yes. 2, For rolling stock already authorised, £598,000, of which £252,000 has already been spent, and for future requirements to March, 1914, £690,000. 3, As explained in answers 1 and 2, and, if necessary, by reducing the time limit for loading and unloading, and by quickening the transit of goods trains by shortening the sections. Reasonable despatch should be possible to the extent of keeping both shipping and flour mills going, provided the balance of grain is stacked, and transport arranged as required during the year, as is the practice elsewhere. Transport of material for the Transcontinental railway will depend to a large extent on the date we have to commence to handle same.

LEAVE OF ABSENCE.

On motion by Hon. FRANK WILSON, leave of absence for two weeks granted to Mr. Nanson on the grounds of ill-health.

On motion by Mr. HEITMANN, leave of absence for two weeks granted to Mr. Bolton on the grounds of ill-health.

BILL—WHITE PHOSPHORUS MATCHES PROHIBITION.

Introduced by the Premier and read a first time.

ADDRESS-IN-REPLY.

Eighth Day.

Debate resumed from the previous day. Mr. MUNSIE (Hannans): I rise to say a few words on the Address-in-reply. I wish at the outset to take the opportunity of saying a word or two in connection with the attitude of the Government towards the purchase of steamers for the North-

West trade. I am perfectly satisfied with the explanation given by the Premier, but there is one thing I wish to refer to and that is the constant interjections from the opposite side of the House to find out in what way the Government are going to reduce the price of meat by introducing this State line of steamers. The leader of the Opposition will keep on insisting that the only method by which the introduction of steamers can reduce the price of meat is by reducing the freights on the meat brought down, but that is to my mind simply absurd. Hon. members opposite use the arguments very frequently that there is only one thing that controls the price of commodities, and that is the common rule of supply and demand. If I thought there were no rings in existence I would be prepared to admit that the price of meat is ruled by the common rule of supply and demand, but I take it that the object of the Government in purchasing steamers to put on the North-West trade was to take a hand in and control to a certain extent, so far as lay in their power, the supply of meat to the metropolitan area. It is a well-known fact—we do not need to go far for the proof of it—that the supply of meat, not only to the metropolitan area, but to the whole of this portion of Western Australia, has been controlled principally by the supplies that have been sent from the North-West by boat. I do not wish to say that there is a ring in existence between the large owners of the North-West and the shipping combine, but I am perfectly satisfied that there is something existing that closely resembles a ring in the shape of an honourable understanding. I believe the introduction of the State steamers on the North-West trade will have the effect of breaking up that honourable understanding, and that it will give an opportunity to land their cattle at Fremantle to people who have any amount of cattle in the North-West, but have not had the opportunity in the past, through the honourable understanding that exists between the large stock owners and the shipping proprietors, to get any stock whatever to

the market down here, except at the dictates of those who control the space on the boats. I believe the introduction of these steamers will have a material effect on the cost of meat to the consumers in this district. I compliment the Government on the action they have taken in connection with the starting of State sawmills. I think that matter has been well threshed out, and I do not intend to deal further with it.

Hon. Frank Wilson: But where is the contract?

Mr. MUNSIE: They will get the contract all right.

Hon. Frank Wilson: We want to know where it is.

Mr. Gill: It is an honourable understanding.

Mr. MUNSIE: Another matter is the contemplated action in regard to going in for State brickworks. I do not know from experience that there is a combine existing in brickmaking in this State, but I believe the price of bricks to the consumers or to those who require to have houses built is far too high, and I believe it can be reduced by the Government taking on the business themselves. The same argument was put forward in the Eastern States, that there were no brick combines in existence there; but strange to say, only a few weeks ago an article appeared in the *Melbourne Age*, a paper which the Opposition will not credit as being in the interests of labour, and I have copied some figures from that article because it dealt with the brick combine in Melbourne. There was a statement by one contractor who was prepared to take 170,000 bricks. He went to all the firms represented in the brick combine in Melbourne to place the order, and it was refused on all occasions bar one. On one occasion a clerk or accountant behind the counter said he thought the order could be fixed up, and he wanted to know what quantity the contractor required. The contractor gave the full details; but when he mentioned the class of bricks required and the number he wanted, the clerk simply turned round and asked, "Where are you getting the bricks for the remainder of the building?" The con-

tractor said that there were to be no bricks used in the remainder of the building because it was to be reinforced concrete, whereupon the clerk turned round and said, "We cannot supply the order." The contractor went further and made inquiries and ascertained that it was impossible to get from that combine any bricks for a building that was not getting the whole of the bricks from the combine, or for any building that was being partly built of reinforced concrete. So he put a proposition before the company for whom he was building, and they agreed to allow him to forego that part of the specifications which stated that the front of the building was to be of pressed O.K. Melbourne bricks. Then he applied to a Sydney firm who were making the same kind of bricks—this was after the State brickworks had started in New South Wales—and he made arrangements to get the bricks supplied from Sydney to Melbourne. After paying freight and wharfage and all other fees, he landed the bricks on the job in Melbourne at 8s. per thousand less than the Melbourne firms were asking for their bricks. The article gives the price quoted by the different firms. The Melbourne bricks were £7 a thousand and the Sydney bricks £5 5s. a thousand, or a difference of £1 15s. gross per thousand. After paying freight, wharfage at Sydney and Melbourne, transshipping charges to the wharf at Melbourne and the carting charge from the wharf to William-street, Melbourne, he saved 8s. per thousand on the bricks. I am firmly of opinion that after the State brickworks get going here, any individual desirous of obtaining bricks will be able to get them from the existing brickworks at less cost than at present. A good deal has been said also of the tyranny of unionism. I wish to say a word with a view to proving, if possible, that some tyranny exists on the other side as well.

Hon. Frank Wilson: What about the New South Wales' State brickworks before you leave that subject.

Mr. MUNSIE: Yes, I will give you a little history in connection with that. Recently Mr. Beeby, a member of the New

South Wales Ministry, speaking in connection with the State brickworks, said that about two years ago certain of the employees then working in the brick-making industry in New South Wales were working twelve hours a day for seven days in the week, or 365 days a year, for an average of from £3 10s. to £4 per week. Dissatisfied with the conditions they appealed to the Arbitration Court, and obtained an award under which they worked 48 hours per week. The difference this represented to the combine was 10½d. per thousand on the bricks produced, but immediately the award was given the combine put up the price of bricks by 4s. per thousand. The Minister for Works in New South Wales refused to pay the 4s. extra, and decided that it would be better to introduce State brickworks, and I am pleased to say they did it. At that time, mark you, the Minister for Works was taking, on an average, a million bricks per week from the combine, at a price of £2 5s. per thousand. In the State brickworks they were able to produce bricks at 25s. per thousand.

Hon. Frank Wilson: He spent £17,000 on a million and a-quarter of bricks.

Mr. MUNSIE: I would like to inform the hon. gentleman that they spent more than that. They spent £40,000, and at the present time are contemplating the expenditure of an additional £40,000 on improvements. The point is that the State has reduced the price of bricks to the taxpayers of New South Wales from £2 5s. to 25s., and it is anticipated that when they have spent the further £40,000 they will be able to produce bricks at 19s. per thousand.

Hon. Frank Wilson: Absolutely wrong.

Mr. MUNSIE: So much for the State brickworks. I only hope the Government here will be as successful with their State brickworks as have been the New South Wales Government with theirs.

Hon. Frank Wilson: But they have not been successful. It cost them £17,000 to produce one and one-quarter million of bricks.

Mr. MUNSIE: The report of the Auditor General for New South Wales, when it comes out, will prove whether or

not these works have been successful. I wish to deal with an incidental phase of the question, namely, the continuous interjections this side get from that side, suggesting that we are bound hand and foot by caucus. I am not mentioning this in any personal strain, but the member for Murray-Wellington is often very persistent in interjecting that we are bound to vote as caucus dictates. He is continually telling us that we dare not divide our forces, that we have no opinion of our own.

Hon. Frank Wilson: Is that not true?

Mr. MUNSIE: I will read to the hon. member some figures which will be of interest to him. No matter what arguments an hon. member may use he cannot hope to convince hon. members on the opposite side, so far at least as any principles of the party are concerned; but I hope members on either side may be able to convince other members on some points of detail, at all events, in connection with matters discussed in the House. We are constantly giped with being bound by caucus. I would like to quote the figures of last session. During last session 29 divisions took place in the House. In respect to these 29 divisions members on this side voted solidly on eleven occasions and were divided on eighteen; but members on the other side of the House, who we are told are absolutely free to vote as they choose without being bound or whipped up, as the member for Murray-Wellington constantly alleges of us; in these 29 divisions the Liberal party voted solidly on 26 occasions and were divided on only three. This, I think, shows conclusively to reasonable minds that the Labour party is a party with certain set definite principles, and that although they are prepared to stick by those principles and fight for them, yet when it comes to matters of detail, they are open to conviction. This, I think, is more than can be said of the gentlemen opposite. Another matter I wish to refer to is that of the new office created, of the portfolio presented by the leader of the Opposition to Mr. McCallum, a gentleman outside the House. Judging by the con-

stant interjections and gibes which we are getting about "Premier" McCallum, I have come to the conclusion that the ability which Mr. McCallum has displayed as a paid officer of the organised labourites of the State hurts the hon. gentleman opposite; for if it did not hurt, he would not take any notice. As for terming Mr. McCallum "Premier" McCallum, it would be just as logical to refer to the permanent secretary of the Liberal party as "Premier" Mrs. Foster. The idea of terming an outsider "Premier" only goes to prove that the Labourites should be thankful that they have a gentleman of Mr. McCallum's ability to call forth so much comment.

Hon. Frank Wilson: And to boss you; he is your boss, is he not?

Mr. MUNSIE: No. When speaking the other night the member for Beverley said it was impossible for the farmers of the State to get any farm hands, that no farm hands were available.

Mr. Brown: I said suitable farm hands.

Mr. MUNSIE: The hon. member said that the hands they did get had to be taught their work.

Mr. Brown: Quite true.

Mr. MUNSIE: I believe the member for Beverley told the truth when he made that statement. Why I have alluded to it is because twelve or eighteen months ago, when a certain organised body made representation to the then Colonial Secretary that the late Government were bringing out immigrants who were not farm labourers, and who were going direct from the ship to the goldfields, the then Colonial Secretary replied stating that such was not the case, and that all the immigrants were farm labourers. I am prepared to accept the statement of the member for Beverley. I quote that because I want to prove that the statements made by the then Colonial Secretary were not true. We have a similar instance in the case of a petition signed by 128 immigrants, of whom only three described themselves as farm labourers. Still we were told that the whole of the immigrants who were coming out were farm hands, and were not being brought out unless they were farm hands. In respect to the

Speech there is one other matter I want to refer to. I wish to congratulate the Government on this paragraph—

The amalgamation of the whole of the water supplies of the State, and the establishment of a Water Supply Department will bring about greater efficiency in this branch of the public service, and at the same time economise in the cost of administration.

I trust the present Government will succeed in their efforts, that they will be able to reduce the cost of administration, to, at all events, such an extent that they will be enabled to release the people of the eastern goldfields from the obnoxious meter rent. I believe the Government will, as soon as possible, do that amount of justice to the people up there. Some years ago a Bill was introduced which released the people of the metropolitan area from meter rent. I think it is an unjust tax to ask the people on the goldfields to pay 10s. per year meter rent. Other matters of special interest contained in the Governor's Speech are the Conciliation and Arbitration Act Amendment, the Workers' Compensation Act amendment, and the Mining and Mines Regulation Act amendment. I hope the Government will succeed in passing through this Chamber and another place a reasonable and workable Mining and Mines Regulation Act. At the present time we have no possible chance of giving justice to the mining community on the goldfields, more particularly in regard to the tributers, and also in respect to the way in which, under the existing Act, companies can hold up large areas of land without working them, without practically doing a tap on them. This is brought about by concentration of labour. I believe it is the intention of the Government to alter that, and I trust when doing so they will take into consideration the provision of reasonable facilities for the tributers all over the goldfields. Another question affecting the mining industry at the present time is even more vital than any of those previous matters, namely, the influx of foreigners employed by the various mining companies. I am not overstepping the mark when I say that on the goldfields to-day there are at

least 3,000 adult foreigners. We have at Kalgoorlie to-day a genuine unemployed difficulty. Honest men are trying their utmost to obtain work, but without avail. By certain sections of the community this is attributed to the delay on the part of the Minister for Home Affairs in starting the trans-Australian railway. Personally I believe that if one visited Kalgoorlie and Boulder to-day and hunted up every individual who went there with the express purpose of securing work on the Trans-Australian railway he would not find ten in all. The principal reason for the amount of genuine unemployment in Kalgoorlie is the fact that in the surrounding districts, Lancefield in particular, the big mines have closed down. Unfortunately for this State the Lancefield mine was employing 85 per cent. of foreigners. These foreigners have naturally come to Kalgoorlie, or a majority of them, and I am sorry to have to admit that we have men unpatriotic enough to put off Britishers, who have been working for years in the mines in Kalgoorlie, and to employ foreigners from Lancefield.

Hon. Frank Wilson: They are all members of your union.

Mr. Foley: They are not.

Mr. MUNSIE: I stated last night they were not and I still say so. The miners' unions on the goldfields do take in the foreigners. I say that and I give them credit for doing so, because we believe when foreigners are allowed to come here and compete with us the best method we can adopt is to make them conform to our conditions, or to make trade unionists of them.

Hon. Frank Wilson: They are unionists then, are they?

Mr. MUNSIE: Some of them. I trust when the Government introduce a Mines Regulation Bill some provision will be made that will limit the number of foreigners to be employed to the number of Britishers.

Hon. Frank Wilson: You are going to turn them out then?

Mr. MUNSIE: Nothing of the kind. Our own people on the fields to-day are undoubtedly giving preference to foreigners; they are turning out Britishers to put foreigners in. I will draw the atten-

tion of the leader of the Opposition to one little phase of the question. The public of Kalgoorlie, represented by the Kalgoorlie Municipal Council, got into communication with the Chamber of Mines and asked for a conference to see if something could not be done to reduce the number of foreigners who were being employed in the mines, and the Chamber of Mines wrote back stating that there was nothing to discuss as it was a standing rule with the Chamber of Mines that where British labour was available preference should always be given to it. I say that statement is absolutely untrue. I have been on these mines, and on one particular occasion I can speak from personal experience. I attended with 21 other Britishers on a mine; I had had eight years' experience in the mines and three years in one employ; I attended at this mine looking for work with 21 others. There were nine foreigners waiting at that mine and six of the nine were put on and not a single Britisher. I undertake to say that any of the Britishers present were just as competent, and more so, than any of the foreigners put on.

Mr. Foley: That is only a mere circumstance at the Gwalia.

Mr. MUNSIE: The mere fact of their replacing Britishers is not the only detriment to Western Australia. The foreign element on the goldfields cannot be classed socially and, I think, morally with the British community. Physically they are a fine race, but I undertake to say that the average foreigner on the goldfields to-day lives, and I am putting it at a low estimate, for 5s. less per week than does the Britisher. Taking that into consideration, and believing there are 5,000 foreigners, and I believe there are, and more, you will find that means a total expenditure of £13,000 a year less being circulated in the different business communities on the goldfields through the employment of foreigners. Another aspect of the question. If the foreigners are replaced by Britishers at least 1,000 of these 5,000, again a very low estimate, would be married men. That would mean that you would have at least another 1,000 population to provide for. Putting them down at £1 per head for keep, or what they spend, you have 52,000

a year more expenditure. Including the amount the foreigner spends less than the Britisher, then you have a total of £65,000 that the commercial interests are being done out of through the unpatriotic action of the employers of this State. I wish to say the principal offenders are the firms controlled by Bewick, Moreing & Company, that is so far as the mining industry is concerned, but we have one employer who, I believe, is even worse than Bewick, Moreing & Company, I refer to the hon. gentleman, I was going to say who represents, but who misrepresents Fremantle in the Federal Parliament. He employs 95 per cent. of foreigners on his wood line. On one occasion he was taxed with the number of foreigners he employed, and he ridiculed the idea and produced a statement to the Press showing that he was not employing foreigners, and the statement he produced contained the names of the officials and clerks in the office. He said that he was not employing one foreigner, which was absolutely true as far as the office staff was concerned, but on his wood line at that time, and at the present time, he is employing 90 per cent. of foreigners.

Hon. Frank Wilson: Do they not earn the same wages as the others?

Mr. MUNSIE: No they do not. Even if they did that is no reason why we should not restrict them in some way. We should attempt to restrict them as far as the mining industry is concerned; we should limit the number to the number of Britishers employed. There is another phase of the question. Taking the last Commonwealth *Year Book*, we find that the population of Australia is taxed to the extent of 12s. 8d. per head to keep up the defence scheme. Right here I wish to state that I am absolutely in accord with the Commonwealth defence scheme, that being the case, and as we are taxed at 12s. 8d. per head, putting down the population of Western Australia at 300,000, we find that Western Australia is paying £190,000 a year towards the upkeep of the defence scheme. We are creating an absolute menace in our own country by the number of foreigners employed.

Hon. Frank Wilson: Are they not taxed?

Mr. MUNSIE: Yes, but would they be called upon, or would they respond to the call? I have no objection to them being admitted into the country providing they are regulated. I am going to say also that we are creating a menace by allowing them to be employed in large numbers. We are doing them no harm, I do not wish to do them harm, but I say the Commonwealth naturalisation laws are quite easy and reasonable enough, and if foreigners wish to stay and work in Australia, which I am perfectly satisfied they do, because they find it a better country than their own, why not compel them to become naturalised subjects. Then we should have some claim on them and they would be of some use to the State. Under existing circumstances they are practically of no use. They receive all the wages they possibly can get, and a considerable proportion of the amount they get is sent, not to the Eastern States as it is by the Britisher whose family lives in the Eastern States, but to European countries outside of the Commonwealth, and the Commonwealth gets no benefit from them.

Mr. E. B. Johnston: And they reduce the Labour vote up there.

Hon. Frank Wilson: They select two members.

Mr. MUNSIE: The leader of the Opposition says they select members. I will give the hon. member my assurance that that is not so. Taking the whole of the members sitting on this side of the House, if the whole of the alien vote as given in this election ballot was taken from it, that would not make one iota of difference.

Hon. Frank Wilson: Have they not a vote in the selection then?

Mr. MUNSIE: I will give the hon. member the information if he will give me the time. In the selection ballot I contested myself I polled, if my recollection serves me rightly, 537 votes, and there were three foreigners who voted in the whole of that selection ballot.

Hon. Frank Wilson: Did they vote for you?

Mr. MUNSIE: I do not know if they voted for me or not. There is another phase, so far as the mining industry is

concerned, in regard to foreigners. There is no question about it, the occupation of mining is one of the most dangerous that is being carried on in this or in any other State to-day. There is no doubt the number of foreigners employed underground or on the surface is a menace to the safety of the Britishers working in the mines to-day.

Hon. Frank Wilson: We have heard that thousands of times. They are good men, the hon. member admits that.

Mr. MUNSIE: I think the number of accidents that take place in the mines is sufficient evidence or proof of what I am saying, that the mining industry is a dangerous occupation. I would like to refer the hon. member to the balance sheet and report of the Miners' Federation of Western Australia for the last 18 months. In that report we find that among the members of the Miners' Federation during that 18 months there were 27 fatal accidents, and when we look at it we find that these 27 men were practically young and in the prime of life; their average age pans out at 36 years.

Hon. Frank Wilson: All foreigners?

Mr. MUNSIE: No, only two out of the lot.

Hon. Frank Wilson: Then it is not due to the foreigners.

Mr. MUNSIE: The mere fact of an accident happening and a foreigner not being killed is not to say that it is not due to the foreigners.

Hon. Frank Wilson: Do you maintain it is?

Mr. MUNSIE: In the majority of cases it is.

Hon. Frank Wilson: Can you prove it?

Mr. MUNSIE: Yes, I will give one illustration for the edification of the hon. member. Some time ago, in the Perseverance mine in Boulder, a foreigner was trucking and a fairly large stone came down on the chute. He decided to put a sand-blast on it. He got two plugs of fracture and put it on the stone, lit the fuse and walked to the dead end of the drive. The foreman coming along did not know that the charge was lighted, and when he got his face in front of the charge it went off. That would not have

happened had that man who was putting the sand-blast on been a Britisher. He would have had enough common sense to have gone down the travelling way to prevent anyone coming in. I will give another instance: I have been working alone on a baby-machine. I have had occasion to fire out and it is the custom when we do this, to get a mate. On one occasion my mate happened to be a foreigner, and it was a matter of impossibility for me to make that man understand what I wanted in order to ensure the safety of the truckers working on that level, and of the shift bosses when they came round. I had to get another man and send the foreigner about his business. There is another item in the report to which I would like to refer the hon. member, and that is "deaths from natural causes." We term them "deaths from natural causes" when a member of a union has died from other than accident. During that period we had no less than 71 deaths, and out of that 71, 11 were shown on the certificates as "death from natural causes." I am prepared to say that the percentage given on the certificates as miners' phthisis or tuberculosis is fairly small, but the greatest number given there is from pneumonia. I wish to draw attention to this matter, as it may be argued that those death certificates giving pneumonia as the cause of death, or those giving it as tuberculosis, fibrosis, or miners' phthisis are the only cases that have occurred. Having had considerable experience in trades union matters, I have had conversations with two of the leading medical men of Kalgoorlie and Boulder regarding the death certificates. In both instances they were prepared to admit that, in three cases out of four, when the death certificate stated pneumonia, the men were in a very advanced stage of miners' phthisis or fibrosis; and one of the doctors was of opinion that, had the men not had fibrosis or phthisis, they would have had a chance to recover from pneumonia. It is compulsory, so far as the doctor is concerned, to state the actual cause of death on the certificate. I would like to take this opportunity of congratulating the Government on the attitude they are ad-

opting in connection with the building of a sanatorium. Last session a Bill was introduced into this House for that purpose. Unfortunately, the measure did not go through, but I am pleased that the Government realise the absolute necessity that something should be done. They have begun work and found another site, and I believe are going on with the work of clearing in anticipation of starting building almost immediately. Reverting to the question of the employment of foreigners, there are one or two items to which I wish to refer. Some time ago, a commission was appointed to ascertain the number of foreigners working on the mines. In my opinion, the report of that commission was an absolute farce. I say so for the reason that I know from personal experience that, when the commission went to the different mines to ascertain the number of foreigners employed, they simply called at the companies' offices, and asked them to produce their books, and they then took the number of foreign names that appeared in the books. I undertake to say that close on 50 per cent. of foreigners in the Kalgoorlie and Boulder district are not working under foreign names. They are working under names such as "Tom Smith" or "John Murphy," and it would be a difficult task for any commission or anybody to ascertain the definite number of foreigners employed. We have a language test which is supposed to be applied under the present Act. But what do we find? From my experience of the present carrying out of that Act, it is absolutely unsatisfactory. The Great Boulder and the Golden Horseshoe, two mines adjoining, which are practically working the same reef, are inspected by two different inspectors. We have had an inspector on the Golden Horseshoe put a man off, because he could not readily and intelligibly speak the English language; the man has left, and gone to the Great Boulder, and got a job there, and the inspector there has passed him. We have also had experience of the inspectors on the Boulder putting a man off, and he has gone to the Horseshoe and obtained a job and passed that inspector. The language test is, to some extent, a hardship on many of the

best foreigners. I know the case of an Austrian, who has been 11 years in the mining industry on the goldfields. He can speak English sufficiently fluently to satisfy anybody and he has had to go before the inspector on nine different occasions. On the last occasion he was asked to go before the inspector on the Great Boulder, he threw in his candles and refused to go to work. I am of opinion that another method should be adopted, A board should be constituted to control the number of foreigners allowed to the number of Britishers, and that board should issue some sort of certificate that the man had passed the language test.

Mr. O'Loughlen: Would you apply the same thing to the timber industry?

Mr. MUNSIE: I would apply it to every industry. Something must be done to protect Australia from foreign invasion so far as labour is concerned. It would be no use to make it apply to the mining industry alone. If it is, we shall have the South-West infested with the foreign element as we have it on the wood lines and the goldfields to-day. The education test, under existing circumstances, cannot be applied, or is not applied. Another difficulty the inspector experiences under existing conditions is this: the matter came under my notice a few weeks ago, and I have reason to believe that the man who gave me the information was telling the truth. On one of the principal mines at Boulder, this man happened to be working between 3 and 4 o'clock on the day shift. The inspector, as is the common practice, sent notice to the mine that it was his intention to go through for the purpose of inspection on the following day. A foreigner was trucking close behind where this man was working. The shift-boss came along, and started to chat with the foreigner, asking him all manner of questions, and the foreigner could not satisfactorily answer him. The shift-boss then told the man he had better have a day off to-morrow. When the inspector arrived, the man was not there, and the inspector, of course, could not object to him. That has not been done once, but I have been informed it has been done on dozens of occasions. There are many other ways in which the employers defeat the honest

attempts of the inspectors to administer the language test.

Mr. Dooley: Hear, hear.

Mr. MUNSIE: I will give another instance which I believe to be absolutely true. In the Sons of Gwalia mine at Leonora, on one occasion, the secretary of the union was permitted to attend with the inspector while the language test was being made. He went there when the day shift was coming out and the afternoon shift going on. I believe there were six Italians on one of the flats in the mine until seven o'clock that night before they would go to the surface, because they knew the inspector was there to enforce the language test. Many of the foreigners who camp in close proximity to the mine are warned by the officials of the mine when they find out that the inspector is about to visit them. They are warned not to come, and they do not come. To prove that there is absolutely dire necessity for something to be done to curtail the number of foreigners employed on the mines, I would like to show the kind of thing which has to be resorted to by the principal firm of Gwalia—I refer to Brennan Bros. They are advertising their summer sale of goods in Italian—that in a British community. When we find that the business people of the State have to resort to tactics of that kind through the unpatriotic actions of some of our own people, it is time this House did something to eliminate the number of foreigners employed.

Hon. H. B. LEFROY (Moore): The intention of the Governor's Speech is to lay before the country a resumé of what has been done by the Government in the past twelve months, and to show the country and the House the Government's intentions with regard to the future. The Speech is always laudatory, and the Government have not failed in that respect on this occasion.

Hon. Frank Wilson: To lay on the butter.

The Minister for Works: There is more material on this occasion than usual.

Hon. H. B. LEFROY: The first part of the Speech is devoted to agricultural development, and the Government have been telling us what they have been

doing to assist the agriculturists in the time of difficulty during the last summer. We must all give the Government credit for what they have done. I am quite prepared to do so, and I am sure other members on this side of the House also are prepared to do so. They have come forward in a way in which any Government, no matter what party were in power, would have done on an occasion such as this, because the future of this country is bound up with the question of agricultural development. Every Government must know that anything they can do to prevent that industry from going back is in the interests of Western Australia as a whole. We recognise that we owe a great deal to the mining industry, and older settlers in this country, like myself, recognise that this great industry uplifted the State as in a night. But the gold industry is a decreasing quantity, and every ounce of gold taken out of the ground decreases the value of that industry to the country. I am pleased to think that the Government, although to a larger extent representing the mining constituencies than in the past, recognise apparently to the full from their utterances in the Governor's Speech, that the future of this country is wrapped up entirely with the development of agriculture.

Mr. Heitmann : Not entirely.

Hon. H. B. LEFROY : The future of this country and the settlement of this country are entirely wrapped up in agricultural development. We have gone through one of the worst seasons that the State has experienced for many years and the Government had perforce to come forward to assist this great industry. We have an enormous territory in Western Australia and it is the duty of the Government of the day and the Parliament of the country to try and people this territory so far as they possibly can. If a country is to become great, and I say that we want to make Western Australia a part of the great Australian continent, it must be peopled. We may boast of our enormous territory, of our great acreage and of our miles of coast line, but the bulwarks of the coun-

try are not rocks and sand, but men. I therefore regret that in the Governor's Speech there is no mention about immigration. Immigration is unpopular in some quarters, but to my mind it is the one great question that should exercise the mind of the Australian community, because we want to people this country as quickly as we can if we are to maintain it for the British Empire. There is a strong feeling abroad that the party represented by the Government in power are not concerned with regard to this question of immigration. In the old country I know that this feeling exists.

Hon. W. C. Angwin (Honorary Minister) : How do you know that?

Hon. H. B. LEFROY : There is a feeling that the Government in power in this country and in power in the Commonwealth are not serious on this question, and that they were not consistent in this regard, their object being to restrict the operations of the individual as far as they possibly can, and that they wish to maintain the whole of Australia for themselves. That is the position that is recognised, and I think considered to be the correct position by many of those who are largely interested in the commercial affairs of Western Australia. I have asked financial men and men of knowledge, men who know what is going on in the industrial world, and who know more about Australia than perhaps is generally expected, men, who, if they do not say much, are of inquiring minds, and who are pretty well conversant with what is going on throughout the length and breadth of the world, why it is that Australia's credit does not seem to be as good as that of Canada.

The Minister for Works : They pay 4 per cent.

Hon. H. B. LEFROY : That of Western Australia is always quoted lower than that of Canada, and I have asked the reason.

The Minister for Works : You are out of date altogether.

Hon. H. B. LEFROY : The answer has always been—

Mr. Heitmann : What is the good of an answer which is wrong?

Hon. H. B. LEFROY : The statement is correct.

Mr. Heitmann : Take the last loan.

Hon. H. B. LEFROY : The hon. member will be able to correct me later on. At the present time I wish to state emphatically that the credit of Canada is better than that of Australia, and that is largely attributed to the fact that the Canadians appear to have more faith in their country than the Australians have in theirs.

The Attorney General : Is that true?

Hon. H. B. LEFROY : The Canadians appear in the minds of the outside world to have more faith in their country.

The Attorney General : That is wrong.

Hon. H. B. LEFROY : During the past ten or twelve years Canada has spent hundreds of thousands of pounds in encouraging people to settle in that country, and the result has been a flow of immigration into Canada, and the immigrants have been absorbed year by year until, as we know, the population of Canada has increased enormously.

Mr. Heitmann : And how many are leaving there?

Hon. H. B. LEFROY : A certain number do leave there as a number leave Australia, but the bulk remain. It is asked why it is Australians are not taking up the question of immigration seriously just as Canada is doing, and they say that the reason must be that Australia is of the opinion that the country cannot carry the people, and because of that the financial people will not lend us money to enable us to carry on our affairs.

Mr. Heitmann : You must have interviewed "Frosty Fraser."

Hon. H. B. LEFROY : Those are facts, and the people in the old country, at any rate, have got them in their minds.

Hon. W. C. Angwin (Honorary Minister) : They may have had those views when you were there.

Hon. H. B. LEFROY : And it will take a great deal to get those views out of their minds unless Australia becomes more serious on this great question of immigration.

Mr. Thomas : Have they ever refused to lend us money?

Hon. H. B. LEFROY : Nothing has been said in the Governor's Speech with

regard to this great question and I think many of us would have liked to have heard that the Government of Western Australia intended to take some action. Personally I object to bringing into this country men of the mechanical class who have never been used to what is called here laborious work. We should get people who have been accustomed to work in the country, and if they are willing to work here and wield an axe, I am sure they will readily find employment. I am averse to bringing people into the country to interfere with the labour market, that is to say men who engage in mechanical trades, but if we get people into this country to settle on the land, everything else will follow afterwards. The Governor's Speech informs us that the Government have devoted much attention to the provision of means for the reduction of the cost of living, and at an early date members will be asked to ratify the necessary appropriations for the trading enterprises which have been undertaken for this purpose. We are very pleased to think that the Government appreciate the necessity of trying to reduce the cost of living, so far as they can, but we know at the same time they are endeavouring as far as possible to increase the cost of production by raising the wages. It is an economic fact that you cannot raise wages and reduce the cost of living; if you want to reduce the cost of living, you must reduce the cost of production. If you pull a rope at both ends and keep on pulling, in the end that rope must break, and so it is an economic fact that it is impossible to reduce the cost of living by increasing the cost of production. I cannot see how the Government are going to reduce the cost of meat by the purchase of steamers. I am not one of those who think it is necessary in the interests of the country to have a State steamship service on this coast for bringing down stock. It has been stated that as the Government of the country manage the traffic on land, why should they not add to that some of the traffic on the sea also, but for the life of me, no member of the Government has yet told the House where the necessity exists. They say that the cost of meat is very high,

but they have not told us how the cost of meat is going to be reduced by running these steamers on the coast. We have been told a great deal about meat rings. I have heard about meat rings for the last twenty years. I came into this House 20 years ago, and at that time there were cries of a meat ring but no one has ever been able to discover it.

The Minister for Works: It has existed for 20 years.

Hon. H. B. LEFROY: I should say that hon. members on this side of the House are more opposed to any meat ring than perhaps hon. members on the Ministerial side. Most of us own land and represent people who own land; these people are the producers, and a ring will affect those producers almost more than the consumers.

The Attorney General: Do you say that the producers are getting a fair deal?

Hon. H. B. LEFROY: I might point out to the Attorney General that the whole thing seems to me to be one of supply and demand. Some years ago we were a small community, meat was down to 2½d. a pound and sheep were sold at 2d. a pound, but, with the advent of population and without a corresponding increase in stock, the price of meat naturally went up and the increase has been maintained to a certain extent ever since. Naturally, after the worst season perhaps which has been experienced in Western Australia, during the memory of living man, is it likely that the price of meat will be otherwise than high? We have had one of the worst droughts that has ever been known throughout the Murchison and Gascoyne country whence a great deal of our fat stock have come in the past, and throughout the eastern districts people have not been able to get their stock in condition in the same way as in former years. This all has caused the price of meat to go up at the present time. But all the stock that come from the North are brought to Fremantle and placed in the open market and go to the highest bidder. The object of those people is to get that meat as cheaply as they can, and I suppose they do. Perhaps hon. members will say the "ring" is

formed after the meat has left the market, and that it is in connection with the retailing of meat. Of that I know nothing. We know, moreover, that butchering, perhaps, is one of the most precarious industries that a man can enter into, and I have never heard of any butcher in this country making a fortune; I have heard of a great many failing, but never of any man in the butchering trade amassing, not a fortune, but even a competency.

The Minister for Works: Have you ever studied why it is?

Hon. H. B. LEFROY: I have studied these things perhaps more than the hon. member, because I am personally interested in them. My living depends entirely on what I raise from the soil. I have not a penny in the world except what I am able to make from what I produce in the country, and for that reason I consider I have some knowledge. Doubtless the hon. member has some also, but perhaps we have studied the question from different points of view.

Mr. Gill: There is a lot of information you could give to the House if you chose.

Hon. H. B. LEFROY: The only information I could give is that the question of the price of meat is one of supply and demand. If we can bring down several thousand sheep or a thousand head of bullocks and glut the market, I know perfectly well that down will go the price of meat to bedrock. But are hon. members on the Government side desirous of doing this, and so destroy the market in Fremantle entirely—swamp the market and so injure all the producers and growers of meat throughout the State? If that is not the intention of the Government, but at the same time they intend to bring down enormous numbers of stock from the North to glut this market, that will be the end—

Mr. Heitmann: Of the meat ring.

Hon. H. B. LEFROY: That will be the end of these enterprises which the Government speak about in the Speech, and it will be the end, as the hon. member has just interjected, of the meat ring.

Hon. Frank Wilson: It is only a temporary expedient, and it will ruin the small grower.

Hon. H. B. LEFROY: The best and only way to reduce the cost of living is to increase production. I do not say to lessen its cost, but to increase production. If we can get people to occupy the waste spaces of Western Australia and if we can make producers of them, we will be able to reduce the cost of living legitimately, and to the great advantage of the State. As I have already stated in this House, I am not in favour of the State taking control of all the means of production and distribution, and I hope that members on the Government side are not all in favour of that policy. We have adopted in Australia a system of State railways, and it has been a most satisfactory system. We must have one system or the other, either State railways or railways run by private enterprise. I am not going to say that railways run by private enterprise are a failure, because we know what such railways have done in Canada; but having adopted this State system, which we all consider is the best system in the interests of Australia, the whole of our railways should be in the hands of the Government. It is a State monopoly, and it should be a State monopoly. I believe in going a certain length with regard to these matters, but not that the Government should take control of the whole of the means of production and distribution, as perhaps some of the people are desirous of doing. We want to raise up a self-reliant and self-respecting people, and we will never do that if everything is done for them by the Government. If we are to have a hardy and independent race of people, we must have those whose individuality is drawn out, and who are able to do something on their own account. Life on the land is very hard, and why do men take to it? Few men except those who have engaged in the agricultural life know what a hard life it is. It is no matter of eight hours a day, but eighteen hours per day.

Mr. Heitmann: I have worked harder.

Hon. H. B. LEFROY: Yet they take up that life because it is independent and free and they are able to do what they

like. That is why a man becomes an agricultural worker, in the hope of getting a fair competence for himself to enable him to live and bring up a family. We want to encourage that as far as we possibly can. We want to foster and help them in every possible way by giving them means of transit, and any other legitimate aid that it is in the power of the Government to grant them. The matters I have referred to so far are such as I consider of national concern, but I would like now to deal with a few matters of what I might call purely local concern. I notice in a paragraph in the Speech it is said that the water supplies of Albany, Busselton, and Wagin are receiving attention, and that investigation is being made in regard to that for Geraldton. Now, I have something to thank the Government for in this respect. I am sorry they have left it for me to pat them on the back, and that they have not lauded themselves in regard to this matter as they did in regard to the water supplies of Albany, Busselton, and Wagin.

Hon. Frank Wilson: This is our scheme, that is why.

Hon. H. B. LEFROY: The people I represent asked, when they read the Speech, why no reference was made to Moora?

The Attorney General: Moora?

Hon. H. B. LEFROY: It is a far greater town than any represented by the Attorney General, and it is destined to be one of the great country towns in Western Australia. I have been for years urging that a supply of water should be established, and so far, it has been impossible to get it, although the Government have done a great deal. The Minister for Works informed me that if the Government Geologist would give a satisfactory report on the prospect of obtaining artesian water in that direction he would put down an artesian bore to test the district.

Mr. Green: That would destroy your self-reliance.

Hon. H. B. LEFROY: The Minister told me he would do this, and when a Minister of the Crown makes a promise—

Hon. Frank Wilson: He ought to keep it.

Hon. H. B. LEFROY: He does keep it. When a Minister of the Crown makes a promise to me I consider it as good as done. I have respect for the position of a Minister of the Crown, and I feel that Ministers have a respect for the position themselves, and would not have made a promise of this sort if it was not to be carried out. I have told my electors this, but they remarked that the work would never be done. I have urged them to be patient, and to remember that these things cannot all be done at once. I wish to thank the Minister for carrying out his promise. The plant is all ready and is going up there almost at once, and this great experiment will be carried out shortly. This will not be in the interests of my district only, but it will be in the interests of all of that coastline to discover the existence of a good artesian water supply. The Government Geologist, whom I know full well, and with whom I was associated for many years, is a cautious, canny Scotsman, and I felt sure that if he said there was a possibility of getting artesian water there it was pretty certain that it would be obtained. At the same time, I would like to point out that it has generally been considered that the district which I represent has been handicapped from one end to the other for many years past through the fact that it lay within the area of the Midland Railway Company, and that it did not receive the attention which such an important district demands from the Government. I do not wish to lay too much blame at the door of the present Government because they are assisting us in this direction, but at the same time I have been repeatedly told that certain things could not be done because the transport arrangements are in the hands of the Midland Railway Company. Railway connections are urgently required to link up portions of this splendid country. It is largely occupied, but very many of the settlers have a difficulty in getting their produce to the railway, but I am always told that this cannot be done while the transport arrangements are in the hands of the Midland Railway Company; and, as we would be only feeding that company

instead of assisting our own State railways, we are told these things cannot be done. It seems hard that a whole district should be handicapped in this way simply through the fact that the railway connection belongs to a company instead of to the country's own railway service. The sooner this state of affairs can be ended the better. There has been a great deal of nibbling, a great deal of procrastination, and a great deal of dilatoriness in regard to this railway. It might have been purchased long ago if the matter had only been gone into seriously. If it had been left to me, as I asked the Government of the day to leave it to me, when I was in London I could have purchased the railway at a price which I am absolutely certain would have been satisfactory to Parliament and to the country, but it is quite possible if such had been carried out I may have got the kudos instead of the Government.

The Attorney General: Whose Government was that?

Hon. H. B. LEFROY: It is so long ago and I am getting so old now.

Mr. George: He wants to let you down lightly, Mr. Attorney General.

Hon. H. B. LEFROY: Another matter in which the people I represent are greatly handicapped is their not being able to borrow from the Agricultural Bank. I know this again is a difficult matter, but, when I put the question to the Minister for Lands during last session, I was told he would go into the matter. I have heard nothing from the hon. member since, so I conclude that he has found this matter too difficult for him to grapple with, and the only solution I can see for this great question is for the Government to get the Midland Railway Company to make them a present of the railway line. I should have thought, and I believe, that if the Government went seriously into the matter they would find that some means might be arrived at to enable the securities held by the Midland Railway Company to be handed over to the Government. They, as business people, would appreciate this as an advantage to themselves, and in that way it would enable the Government to hold

the whole of the security if they advanced money under the Agricultural Bank. If the difficulties are so great that they cannot be surmounted, we cannot help it; but I would like to know what the difficulties are, and I would like the people to be able to judge whether they can be surmounted or not. Another matter I wish to refer to is the question with regard to what I am told is the deviation now proposed in the extension of the railway from Wongan Hills to Mullewa. This railway was approved by Parliament some few years ago. Whether it was a wise thing to do, or whether it was not, I am not going to enter into at present; but the people have settled that country and settled it on the understanding that the railway would go in a certain direction. Now, 15 months or more after the survey was made, the Government, we understand, propose to make a deviation and remove the line away from the great body of settlers.

Hon. W. C. Angwin (Honorary Minister): No, to the settlers.

Hon. H. B. LEFROY: Right away from the body of these settlers. I know that country better than the hon. member; I know the class of country itself.

Hon. W. C. Angwin (Honorary Minister): The officers report honestly; there is no fooling them.

Hon. H. B. LEFROY: I believe the officer was told to go up there and get into touch with the progress associations.

Hon. W. C. Angwin (Honorary Minister): And the residents.

Hon. H. B. LEFROY: And he was to get all the information he possibly could from the progress associations.

Hon. W. C. Angwin (Honorary Minister): And he was to see for himself.

Hon. H. B. LEFROY: But he did not go to the progress associations.

Mr. Moore: Yes, he did.

Hon. H. B. LEFROY: He did not go to the progress associations that were interested; he did not go to the one principally interested, the association at the north end of the Wongan Hills; he went to one which represents a small community, and the consequence is that this railway route is settled and the promise

made by the late Premier is unfulfilled. In the first instance, it was a debatable question as to which side of the Wongan Hills the railway should follow. It was thought by some that it should go to the west; but at any rate some sort of a compromise was arrived at whereby it should go along the foot of the hills on the east side, and the people on the west side were told distinctly that there would be a siding put in at a place called The Gap. The survey was made and that promise was made to these people by the late Premier. I am sorry he is not in the position to carry it out, because if he were in the position I am quite sure that he would do it, and that he would not have altered the line after the survey was made, and after the promise had been given to the settlers on the western side of the hills.

Hon. Frank Wilson: That is so.

Mr. George: The Bolgart line is to be extended.

Hon. H. B. LEFROY: We know that it is proposed to extend the Bolgart line, but the extension will be something like 20 miles away from the people I refer to.

Hon. W. C. Angwin (Honorary Minister): Who said so?

Hon. H. B. LEFROY: I say so.

Hon. W. C. Angwin (Honorary Minister): You are wrong.

Hon. H. B. LEFROY: Unless the Bolgart line is going somewhere where it should not go. In that case it would bring them closer. I believe a select committee has been called for in the other House to go into this matter, so I am not going to labour the question at the present time. It will probably come before us again. At any rate I have not had my official reply to the deputation that waited on the Minister for Works 10 days ago. When I get that official reply I hope at any rate it will be in the best interests of the community as a whole.

Hon. W. C. Angwin (Honorary Minister): It will be.

Hon. H. B. LEFROY: We are informed that a number of Bills are to be brought forward dealing with most important matters, matters of great importance to the constituents of hon. members on this side

of the House, among them being amendments to the Land Act, and the Land and Income Tax Act, and a new Roads Bill. We are not told in the Governor's Speech, nor is it customary to divulge in the Governor's Speech, what the intentions of the Government are in matters of this kind; but, at the same time, I hope that when these Bills come before the House they will not be of a confiscatory character, but will be in the best interests of the people most concerned.

Mr. George: They are only going to "bleed" with a capital B.

Hon. H. B. LEFROY: We are not informed what shape the proposals are to take, but they shall be dealt with when the time comes; and, as I have said before, it is to be earnestly hoped the Government will not bring forward anything of an oppressive character, or such as will tend to decrease the confidence in the country, or retard the free and unrestricted advancement of the people. Should they enter on some frenzied career of revolutionary legislation, the common sense of the people of this country must rise in revolt, and the answer will be sure to come, and the hand of the Government must be stayed. I hope that it will be stayed before it is too late.

Sitting suspended from 6.15 to 7.30 p.m.

Mr. GREEN (Kalgoorlie): I rise, in common with other members on this side of the House, to congratulate the Government on their achievements in spite of the adverse conditions in the agricultural areas. It cannot be gainsaid that this has been the leanest year Western Australia has known in the agricultural areas, and we have the spectacle of what has been termed a goldfields Ministry coming to the rescue of the farmers, and helping them to an extent that has never been contemplated by members of any Liberal Government. We find that not only has water been carried to the farmers of the State, and seed wheat given to them, but provision has been made for water supplies whereby to a large extent the drought will not affect the farmers in the future—that is to say, in certain areas where provision has been made for permanent water.

I believe, too, that the farmers, who are generally considered as supporters of the Liberal party, will not forget the Labour party at the next elections. In travelling through the different farming districts my experience is that even the Liberals among the farmers admit that the Labour party have done a lot for the farming community during the past nine months, and I believe that, at the present time, the Labour party are more favourably thought of than ever before, because they have been placed in office and given a trial to bring their platform into operation. I may congratulate the Government upon their purchase of State steamers, and on their intention to erect additional State saw-mills. I am pleased to see that these Labour people—a prominent member of whom was told only a few days ago in this Chamber that he was uncouth, uncultured, rude, ignorant, and that sort of thing—that we ignorant people are the first in Western Australia to establish a University Senate. We recognise that as the future of the country lies in the hands of the Labour party we must educate the youths, because we realise that the prejudice existing at the present time in the minds of those who do not understand our policy will be effectually dispelled by education. I am pleased also to note that a Chair of Geology has been determined upon for the University, for I feel certain that it will be of immense benefit to the gold mining industry. It is pleasing also to realise that we have in the State milk supply a recognition of the obligation upon the Government to see that pure food is retailed to the people. In the care the Government have manifested towards child life in this nucleus of a new industry, we see merely an extension of that humane principle for which the Labour party stand. I am also pleased to note that under the energetic Minister for Works it is proposed to start State brick-works. The member for Moore is very much worried—and no one has a higher respect than myself for the courtesy and kindness on all occasions of the member for Moore—that hon. member has asked where this State nationalisation is going to stop. We, on our part, answer by asking another question, namely, where are

rings and monopolies going to stop? Just so long as rings and monopolies show their heads in Australia, so long will the Labour party go after these monopolies and see that what is a private monopoly is converted into a State monopoly in order that the benefits derived may go into the pockets of the people. In regard to State brick-works, it has been said in another place that the State brick-works in New South Wales are a failure. I had the privilege, a few months ago, of viewing those brick-works in New South Wales, and I satisfied myself that they are a magnificent success. While there I interviewed the manager, who told me that they were turning out 140,000 bricks per week at a cost of 22s. per thousand, while the bricks turned out by the private concerns were being sold at the kilns for 45s. per thousand. The State brick-works were selling bricks to the Works Department and other departments at a price of 3s. below the combine's price, no matter what that price might be; consequently they were selling bricks at 42s. per thousand, and so making a profit for the State of £1 on every thousand of bricks. The leader of the Opposition interjected this afternoon that those brick-works cost £17,000, and consequently that large cost, as compared with what the brick-works were turning out, spelt failure. Interest at 4 per cent. on the £17,000 represents £13 per week, whilst the profit on 140,000 bricks at £1 per thousand is £140 per week. So we see that the Labour Government of New South Wales have established a magnificent proposition, and I trust we will have the same magnificent results in Western Australia. Because I find on consulting the *Western Australian Mining, Building, and Engineering Journal* of 13th July, 1912, that bricks on the trucks at the kiln cost £2 7s. 6d. I have consulted one of the leading brick manufacturers in the State, a man whom I have known from boyhood and upon whose word I can rely, and he assures me that bricks can be made in Western Australia by the present Government for 22s. 6d. per thousand. So we see this is going to be a magnificent asset for the State. If any doubt still remains in the minds of

those present as to the existence of a combine in bricks, as in several other ramifications, let me read the following extracts from the magazine entitled *Building*, published in Sydney. It speaks of the Melbourne brick combine. Having no State brickworks there, they have a brick combine instead. The article reads—

The brick combine in Melbourne, it would seem, is attempting to enforce the methods that have become so well known in America. Opposition, at all costs, must be silenced. In the case of the Queensland Insurance building, it was officially told us that the combine would not accept the contractor's order for double-pressed bricks, because the building was being constructed in reinforced concrete. In the circumstances, bricks for the building had to be obtained from Sydney, and now that all the costs have been checked it is said that 15s. per thousand is saved by doing so. Double pressed Sydney facing bricks can be delivered on any Melbourne city site for 15s. per thousand cheaper than double pressed Melbourne bricks. The combine, we believe, has also refused to sell moulded bricks on jobs where other makers' bricks have been used. A leading contractor in Melbourne has had an intimation conveyed to him that, as he has purchased some shares in an opposition brick company, he will not be supplied with combine bricks.

Now we come to the proposals of the Government; so much for what they have accomplished.

Mr. Heitmann: Do you not think, with certain other members, that the law of supply and demand governs the price?

Mr. GREEN: Supply and demand was a theory accepted by the orthodox political economists of 50 years ago, but the radical economists of to-day and average men of horse sense well know that supply and demand have very little to do with the difference between the cost of production and the price to the consumer. Any farmer in the State knows that very well, and knows that he is absolutely at the mercy of the combines. The idea of trying to throw dust in the people's eyes by saying that, because the rural worker

insists upon having butter instead of dripping upon his bread, the industry is going to be crushed! That tale may do for the ignorant farm hand, or the cockey that works from jackass to jackass, but so far as the enlightened farmer or farming employee is concerned, the day when that tale would be listened to has already passed. I am very pleased to find the Government are fully seized with the justice of giving assistance to the mining industry. Why should the industry not be assisted? We cannot too frequently reiterate the fact that towering above everything else in the State is the mining industry. The ingratitude of people who have grown wealthy, who have in a sense, battered on this mining industry, and have then refused, as other Governments have done, to give the goldfields a fair deal is most distressing to the people of the goldfields, and has caused bitterness of feeling between them and the residents on the coast. In 1911 the exports of gold were of a value of £5,666,790; all the other exports of the same year amounted to £5,051,227. The export of wheat for 1911—far be it from me to decry the importance of the wheat industry—the export of wheat in 1911 was of a value of £386,922, or one-fourteenth of the value, so far as export is concerned, of this so-called languishing mining industry. I therefore welcome the proposals of the Minister for Mines to give assistance to the mining industry, and to encourage the prospector, and I trust that the system of diamond drilling will be vigorously carried out in the vicinity of the Golden Mile. At the present time we have this enormously wealthy centre in which discovery has been confined to comparatively a mile of country. I believe in common with several other people who are perhaps in a better position to judge than I am that the expenditure of £100,000 if necessary on diamond drills in the vicinity of the Golden Mile to ascertain in which direction these lodes run, would prove an inestimable boom to the mining industry. Another question which I trust will be brought forward under this sympathetic mining

administration is a Tributers Bill. Even in the rich centre of Kalgoorlie and Boulder right from Hannan's Consols to Kallaroo practically the whole of that country is locked up with the exception of a few leases. Only 700 tributers are allowed on the ground and north and south of the Golden Mile also the land is locked up right to the Boulder Deep Levels. If conditions were brought in so that these mining companies were forced to work their properties or throw them up or give better conditions to tributers, it would be better for the industry. It is being recognised by the mine managers themselves that gold mining has more and more to depend on the tributer. As regards the Central Boulder gold mine, that in the first case was leased to the Associated mine on condition that the Associated mine and the Central Boulder company were to divide the profits; it was then leased to the Oroya-Brown Hill and thirdly to the Oroya Links and not a penny of profit was returned to the Boulder Central Company. The Oroya Links threw it up in November 1910, and tributers came in, but under what conditions? They could only get a twelve months' tenure and they had to pay a royalty of five to twenty per cent. on the gross returns. In a few months that company, which for fifteen years had been worked without a penny of profit had returns amounting to £3,800 by tributers. I trust that tributers will receive wise and reasonable consideration from the Minister for Mines, and I have the greatest faith that this will be the case. I am pleased that the Government is bringing forward the matter of the extension of the Workers' Compensation Act. One provision above all others for which there is the greatest necessity is the inclusion of miners' phthisis as an industrial disease, which should be a charge on the industry. Dr. Cumpston, in his report on pulmonary diseases among miners, in 1910—and he spent eight months in making the inquiry—shows in table 5 that deaths from lung disease of males over fifteen years

not engaged in the mining industry totalled 25.73 of all diseases, whilst the number of deaths of miners totalled 38.52 or an increase of almost 50 per cent. That is to say any man who undertakes to follow the occupation of mining takes 50 per cent. greater risk of dying from lung disease than a man following any other avocation. Under such circumstances it is hardly necessary to point out that this industry creates an extra risk, and that the mining companies should be required to see that men in the flower of their manhood, who are helping to develop this great industry should receive fair conditions.

Mr. Heitmann : Is it not possible to bring about fair conditions by regulation.

Mr. GREEN : I will leave that to the Minister for Mines. I am pleased to know that an amending Mines Regulation Act will be introduced with the idea of improving the conditions of working for the health and safety of miners. It is peculiar that as far as the health of the community is concerned, it is always left to the Labour party to take action in matters of this kind. I feel a certain amount of pride that I am associated with a party that has for its object humane legislation and a kind heart for the people. The Industrial Arbitration Bill will be welcomed in the hope that it will do away with a great number of strikes. We have been threatened with many strikes, but owing to sympathetic Labour administration, these have been less during the last nine months than at any other period of our history. I am pleased to notice mention in the Speech of mining revival. While the Golden Mile stands as an object lesson to the world for producing enormous wealth, I have sufficient faith in Western Australia to believe there will be scores of Golden Miles discovered long after we have gone to our last sleep. The question of Austrians and Italians on the mines is a serious one. It concerns us more particularly on the Goldfields, because we are brought face to face with it day after day. No one in this Chamber is more cosmopolitan in his

sympathies towards other nationalities than I am. I have no quarrel with the foreigner, who is called a Dago, but the foreigner who comes to Australia and is not prepared to stay and live and marry in Australia is no good to the country. If foreigners do not feel sufficient obligation to the Australian flag to live here and help to develop the country by staying here, I trust we shall adopt regulations which will provide that they are not allowed to monopolise the labour of the country to the exclusion of our own countrymen. During the three months ended March, 1912, the arrivals of Austrians and Italians numbered 209 in excess of departures and 29 women. I ask the House to notice the disparity in the arrivals of men and women. That rate for one year would give us an increase of 836 or including women 920. The total number of Austrians and Italians in the State is 3,324 males and 317 females, a total of 3,641. At the present rapid rate of increase, the present total will be doubled in four years. The disparity between males and females shows that under ten per cent. of the Austrian and Italian population are females. I wired to the Inspector of Police at Kalgoorlie yesterday to find out how these foreigners were entering into the business of the country. I contend that if there is one business which requires to be conducted decently it is that of a hotel. It is unfortunately a fact, and Goldfields members will bear me out, that in regard to Dago hotels—I may be excused for using the term—the position of the police is very difficult. These foreigners are unfortunately unclean—they have not such a high sense of morals as we have, and the difficulties of the police in Kalgoorlie and Boulder are great. Inspector Brophy tells me that these Dago hotels are simply dens of iniquity. He states that Austrian and Italian hotels at Boulder comprise four Italians, publican's general; one Austrian, publican's general, and one Italian wine and beer license; and at Kalgoorlie one Austrian publican's general, four Italian, publican's general, and one Italian wine licence. That is twelve dens in Kal-

goorlie and Boulder controlled by Austrians and Italians, and the police have confessed to me that it is almost impossible to keep them under control.

Mr. Heitmann: They are naturalised British subjects. They cannot hold a licence under the new Act unless they are.

Mr. GREEN: Well, the leopard cannot change his spots. I wish also to deal with the question of railway employees. Under the Ministry's regime, there has been a fortunate increase of £120,000, covering railways and other State services, but the position of stationmasters working twelve hours a day, a position which was tolerated for so many years by previous Governments should not be allowed to continue much longer under the sympathetic Labour administration. I believe that there are a few anomalies at present, but the expenditure has removed a large number of anomalies and a comparatively few pounds will rectify the rest. With regard to railway construction, the first line mentioned in the Speech is the Norseman to Esperance railway. The second is the one to the Margaret River area, which is in a farming district.

The Minister for Works: Most important too.

Mr. GREEN: This goes to show that the Labour Party have a keen eye on the wants of the farming community. There is also an extension of the Bolgart line which is also a farming district. I am not sure that this Ministry will not hand down their name to posterity as the farmer's friend. Another is a line westward of Wagin and the fifth is a line to serve Cowcowing, which is also in the constituency of the member for Toodyay, who never gives the Labour Government credit for anything. The sixth is the extension of the Yilminning-Kondinin line. I am not sure whether the Labour Government, in their anxiety to do a fair thing all round, have not neglected the good old motto "Charity begins at Home" by helping those who have been their friends right along the line. The line from Fremantle to Kalgoorlie will soon be under way. This is a national concern. The harbours at Fremantle, Albany, Bunbury, Geraldton and on the north-west coast are to be

put into repair. I regret that no mention is made of the magnificent harbour at Esperance, but since the visit of the Attorney General to Esperance, I think he will see that that is the one natural harbour in the State, with the exception of Albany, and where no expenditure is necessary. A railway can be run to that particular port and ships can come in and load and unload with safety without the expenditure of a £5 note, so far as accommodation is concerned. Now we come to the vexed question of the Government steamers. This is intimately associated with the food supply, and if it can be contended that the price of meat in this State depends on the law of supply and demand, I want to know how it is that when these stations were bought in the North-West—Greenvale, Dawson Downs, and Mt. Barrett—by the late Colonial Secretary, how it was that the price for cattle was £1 9s. per head, if there were available markets down south. The fact is that that price paid by the late Government shows that it was an impossibility for the small people to sell their fat cattle to the big men. I have taken the opportunity of wiring over to a friend of mine at Spottiswood in Victoria with regard to the prices of meat ruling in that State at the present time. I find that they compare with our own prices as follows:—Roast beef in Victoria yesterday, 4d. to 4½d. cash on delivery; Swan Meat Company, 8d. and 9d. Rump steak, Victoria, 8d. to 9d.; Swan Meat Company, 1s. 1d. to 1s. 2d. Sausages in Victoria, 3d. to 4d.; Western Australia, 6d. to 7d. This meat trade is one that particularly lends itself to exploitation. We find that the meat ring in Western Australia are only copyists of the meat trusts that exist in America, and we find that they are worthy copyists of what is called the greatest trust in the world. I would call the attention of this House to a quotation from a book called "The Greatest Trusts in the World," on page 185 of which it shows how the beef trust in America, by taking hold of distribution and production, were able with one hand to reduce the price paid for cattle by several hundreds of millions of dollars, and at the same time to raise the retail price to the

consuming public. Where does supply and demand come in there? The following figures show how the prices were gradually raised, and I will give the prices in English money for the benefit of the benighted member for York:—Sirloin of steak in 1900 5d., in 1905 10d.; chuck steak in 1900 4d., in 1905 6d.; veal cutlets in 1900 6½d., in 1905 10d.; leg of mutton in 1900 5d., in 1905 10d.; I have just quoted these figures to show that the price of meat has gone up considerably under the trusts in America, and the price of meat has also gone up under the ring that exists here.

Mr. Allen: What is the price of sucking pigs?

Mr. GREEN: It is all very well for the affluent member opposite to talk about the price of sucking pigs, a luxury that seldom appears on the working man's table, but which may often be seen on the table of the boodler and the stock jobber, with whom it would be a favourite dish. It has been said in another place that the small man had never any difficulty in disposing of his cattle to the big man. Mr. Connolly, however, when he was arranging for the purchase of the three stations I have referred to, wired to the people who owned the stations, asking that if they had so many cattle on the run, how it was that sales were so small, and they replied that for two years it had been impossible for them to sell a hoof to the wholesale man. Mr. Connolly even admitted in a speech at Broome in effect that the purchase of the stations for the aborigines had opened his eyes to the fact that the small man could not sell his bullocks. He made the discovery then and has forgotten it since. Mr. Gale, who took possession of the stations, could not sell any cattle from any of those stations, and hawked them around to the wholesale men and found it impossible even then to sell them. It was found necessary by the then Government to charter a steamer to bring down the cattle. The present Government have purchased steamers to do an exactly similar thing, and have, to some extent, followed the example set them by the previous Government. The member for Northam quoted figures, and after all,

when one gets a confusion of figures one begins to see daylight through the lot of them. The hon. member said that beef could be brought down for 1d. a pound. The beast averages in weight 650 pounds, and that beast can be brought down for £2 14s. 2d. Those were Mr. Mitchell's figures. An hon. member, who is fairly conversant with putting joints on the Table in another House, said that cattle could be brought down for £2 7s. 6d. a head. As a matter of fact, I have secured documentary evidence just to get at the truth of this matter. I have received a telegram sent by a station owner, whose name I will not disclose until the State secures the ownership of the steamers. It would be unwise to disclose that name except to hon. members on this side of the House, but if an hon. member opposite pledged his word I would divulge the name to him also. This telegram was sent on the 12th April from Fitzroy, and read—"Can get our bullocks delivered Fremantle jetty for £3 10s. per head including droving from Fitzroy." Droving from Fitzroy to Derby, I may state, cost 7s. 6d. a beast, so that would bring the price to £3 2s. 6d. per beast or 15s. more than the amount claimed by an hon. member in another place. I am very pleased indeed to find that I am in a House and with a party who are determined to do things. I am pleased to find that these people with whom I am associated are determined to fight the different trusts and combines, or any other terms we might apply to the different rings which are at present menacing the producer and the consumer.

Mr. Monger: Name one of them.

Mr. GREEN: I have tried to mention several of them, but there are none so blind as those who will not see. It frequently happens that personal interest is the one factor in warping the individual's judgment, and I have long since come to the conclusion that if you wish to convert a person to a different way of thinking you want to start on that person when he is at a youthful and an impressionable age. I have given up trying to proselytise the old man. It is asked when we intend to stop nationalisation. I say

that we are going to stop when these nefarious rings and combines discontinue their operations in our midst. I find that the Government of the day are going to bring in a Bill to make our Constitution more in accordance with modern ideas, and I trust that that Bill will be brought forward this session. I believe I belong to a party from which only reform can come, and I consider that I am fortunate indeed in being on the right side. Reform can only come from a party that is not allied to vested interests. Why is it, not only in this State, but all over the Commonwealth, and indeed, in every country in the world, that the Tory party, or the Liberal party as it is called in this State, can do nothing further, so far as social reform is concerned? How is it that Mr. Deakin has no programme? How is it that the leader of the Opposition had no programme to offer the country? It is because in the social reform that must be made in this country, any forward step must be against vested interests that are crushing the life-blood out of the people of the country. Under those circumstances it is only possible for one party to move forward, and they are the party who are in power at the present time. We recognise that the fight made for reform in the past is a remembrance to cheer us on our path to victory. We believe, even if we had a temporary set back, that would spur us on to fight harder. Our politics are our religion, and we are fighting because we know it to be right and just, and because we know that progress all over Australia can only be made on democratic lines, and because we have seen the warnings of the United States, where monopolies have blocked the people, and if human ingenuity and courage can stop the trusts from securing a place in Western Australia the Labour party will thwart those designs.

Mr. LANDER (East Perth): I am sure it gives me very great pleasure to stand up here and congratulate the Government who have done so much good for the settlers. We must take into consideration the good work which has been done by the Minister for Lands irrespec-

tive of what has been said by the leader of the Opposition and his followers. Their criticisms I do not think will carry much weight with the general public in Western Australia. When I take into consideration the attitude of the Minister for Lands, I look upon him as a ministering angel with wings outstretched coming down to assist the settlers. What would the leader of the Opposition have done had he been in power? He would have allowed the farmers to remain on the rocks, but what did our party do? They came out and did what the previous Government promised for years to do, and that was to provide a water supply, and, not only did they do that, but they freed the farmers from those who were closing upon them. Is it not a fact that in all parts of Australia immediately a dry season has made its appearance most of the public institutions which have advanced money close upon the settlers? And not only that, but we find that the Government are still going further. What are they going to do? They are going to establish agricultural colleges at the principal centres for the farming population, and if we can only get the young settlers to look through the scientific eye-glass, instead of working by rule of thumb, the Government will have done a good work. Another thing the Government have promised to do, and that is to construct new railways. The Government have been twitted with adopting a "mark-time" policy, but I am sure that when they promise these new lines they will carry them out, and, if necessary, secure more plant. It is possible to push on these lines at a greater rate so that the farmers can be benefited by them. The argument will be advanced that the Government cannot get either the plant or the men; but if the Government are prepared, as I am sure they are, to pay a fair minimum wage to men who are following the railway works, those men will do the same as they have done in the goldfields districts, and will come forward and offer their services to the Government.

Mr. George: What about the unemployed?

Mr. LANDER: The unemployed will be swallowed up directly. The hon. member wants to have unemployed about because he can pay cheap wages then.

Mr. George: There are not any.

Mr. LANDER: If the hon. member will walk round to Irwin-street he will see them there. There were not any unemployed during the term of office of the late Government because the Government used to establish depôts in the country and send the new chums there to find work the best way they could. They had depôts at Narrogin and other places, and there were unemployed at all times at those places. I am pleased to see that the Government have "put the boot into the St. George's-terrace push" and that the regulations introduced by Mr. Bath have been the means of stopping this land jobbing. Can hon. members see the same number of farms advertised for sale in the Press as they could previous to that regulation being put into force? Can they see land jobbing being carried on as it was under the previous Government? Prior to the Labour Government coming into office, in almost every district, one could see land being dummied. There was hardly a repurchased estate on which land dummying was not going on, and I am pleased indeed that the Minister for Lands has taken steps to dispense with the land jobbing that was taking place. Another proposal on which I congratulate the Government is the introduction of a Workers' Compensation Act, because I certainly think that if some of the employers, not only in the mining industry but in our workrooms and factories, will not make proper provision so that their employees can work under sanitary conditions, it is the duty of the Government to bring in a Bill that will make them contribute something towards the support of those people who are compelled to work in disease-breeding dens. I am pleased to support the purchase of steamers to combat what is known as the meat ring, although our friends opposite deny that there is such a combination. I have had the pleasure of going into the Kimberleys, and I have heard small people complaining that it is impossible to

sell their cattle on account not only of the meat combine, but also of the shipping combine. It is practically impossible for any of these small settlers to get their cattle brought from the Kimberleys to Fremantle without the sanction and consent of both the meat ring and the shipping combine. Notwithstanding what an hon. member has said in another place, it is practically impossible for the people in West Kimberley to sell their cattle. What has been the cause of the increase in the price of meat? It has been the scandalous way in which sheep and cattle have been carried down from the Kimberleys to Fremantle. I have in my possession a letter from a gentleman who was bringing sheep down the coast, saying that he protested against 140 sheep being placed in pens that would carry practically about 120. What was the result? On the first night out, 26 sheep died. He raised a protest against this inhuman conduct, and the mate to whom he complained said, "I got into trouble when I was in Fremantle before for taking notice of where I packed your sheep, and I am going to pack them in just as I please." The result was that of over 2,000 sheep there were only 600 fat sheep when the vessel arrived at Fremantle. Another thing which has been very detrimental to the meat supply in the Kimberley areas has been the diseased condition which the cattle have been allowed to get into on account of inbreeding, and different maladies which have been permitted to grow without any attempt whatever to eradicate them. When I was up there about four years ago, I saw cattle, which it would be practically impossible to land at Fremantle, being placed on the boat, and when objection was raised to the captain I was told that in the event of his finding any fault with the condition of the cattle somebody else would take over the ship. I raised the same objection to the agent when I reached Fremantle, and he told me that if he took any exception to carrying these cattle, there would be another boat put on to bring them down. When these things go on we can under-

stand why meat is so dear at Fremantle. We have been told by members opposite that there has been a dry season in the Gascoyne district, and that it has had an effect on the price of meat. We agree that there has been a dry season in the Gascoyne and other parts of the North-West, but that has not been the sole reason for the high cost of meat. The real reason was that the meat ring would not allow the stock to be brought to Fremantle and go into consumption. Now, the Government have placed a steamer on the coast and I trust that before long another one will be in commission. When we realise that we can buy a bullock in Wyndham for £2 10s. and we are told by a gentleman in another place that it costs £2 7s. to land the bullock here, our financiers on the other side can quickly tell us what that amounts to per pound; and when the Government steamers have been running for a short time the public will, I am sure, be able to buy meat at Fremantle wholesale for 2d. per pound, and then there will be the fifth quarter of the bullock left, which will pay all expenses. Another thing I give the Government great credit for, and one which has been very much overlooked, is the interest they are taking now in the South-West district. They are about to establish an irrigation scheme, and I am sure that if some of the Liberal Governments—or rather those who professed to be liberal, but mostly to themselves—had taken this scheme in hand, a very large population would be now occupying lands which have been allowed to lie idle for a great number of years. I have no hesitation in saying that when this scheme is in working the South-West district will carry a very large population and a population which will be of great benefit to the whole State of Western Australia, because this scheme will no doubt be the means of securing not only a pure milk supply, but also of founding butter and cheese factories in that portion of the State.

Mr. George: We will have your vote for that?

Mr. LANDER: Yes, the hon. member will. Another thing the Government de-

serve credit for is the decision to take in hand the erection of new offices for our public servants. Some of the offices in which our public servants have been employed for a number of years are nothing more than disease-breeding dens for tuberculosis and other diseases that are bred in those dark dungeons. Some of the Government offices are totally unfit to be occupied by public servants, and when we take into consideration the amount paid in rent for a number of years—of course, it has been paid to friends, and that is why the past Governments took no action to remedy it—and when we capitalise that amount, we find that the Government have been paying interest on a sum amounting to £80,000. If the Government put that £80,000 into the buildings that are shortly to be erected—and I hope they will take the town hall site as well as the old offices of the Medical Department—we will have healthy and up-to-date offices for our public servants; for there is not the least doubt that if we were to speak the truth, we should have to brand some of the Governments as murderers for compelling public officers to work in such hovels. Many of them have come to their death through occupying these insanitary buildings.

Mr. SPEAKER: The hon. member must not refer to the Governments as murderers.

Mr. LANDER: I withdraw that, but it is my opinion, Mr. Speaker.

Mr. SPEAKER: The hon. member must withdraw it absolutely, even though it is his opinion.

Mr. LANDER: I withdraw it absolutely. The Minister for Works deserves great credit for the establishment of a Water Supply Department. For a great number of years the metropolitan area has always in summer time experienced a scarcity of water, and I trust that the Minister will take immediate steps to secure for the people of Perth a proper supply before the next summer comes on. There is not the least doubt that he will not be able to establish the comprehensive scheme which he wishes to establish, but I think it will be possible to take more water from the Mundaring reservoir than

has been taken in the past. Hon. members will recollect the serious position in which Perth, particularly the higher districts, was placed last summer through lack of a water supply. As a practical illustration of the scarcity that prevailed, I need only refer to the Children's hospital. During the hottest period of last year the force was not sufficient to drive the water into the tanks over the hospital. When the Minister takes into consideration the necessity for a metropolitan water supply, I hope he will make a bigger draw on Mundaring weir, until a comprehensive scheme from the Canning river can be put into operation. If he does this he will deserve the thanks of the metropolitan area. The present state of affairs should not be tolerated. Steps have been taken to connect many of the houses with deep drainage, and without water that scheme cannot be a success. The Minister for Works deserves credit from the people in the metropolitan area for his promise to provide a dredge in the river north of the Causeway. This locality has been a menace to health, and it has been a standing disgrace to past Governments that they have allowed the Claisebrook drain to exist. They have tried to attribute the nuisance to the filter bed, but anyone who looks can see that it is the old drain which has been causing the trouble. I am pleased that the Government are taking up the household connections which have been causing the trouble, and if the dredge is provided it will remove one of the greatest menaces to the public health. There is an item on which the Government should give us a lot of information and on which we have not had much, and that is the Fremantle dock. I should like to express myself in forcible terms, because I regard that work as one of the greatest political jobs in the annals of Western Australian history. In my opinion it was only a bribe a few years ago flung out for the purpose of buying the Fremantle seat. When we look at the vast amount of money practically thrown away, I say it is up to the Government to hold an inquiry, place the blame on the right shoulders, and if a highly paid officer is to blame, to send him about his business. It was a scandal to attempt to put a dock there without tak-

ing the necessary precautions. If a select committee is necessary to conduct the inquiry, I hope the Government will sanction it and decide who is to blame. Instead of members of the Opposition going about the country and talking of caucuses and the tyranny of unionism, they should give consideration to some of their own corrupt actions, such as the Fremantle dock. I would like to know more about the transactions of the ex-Minister for Lands with respect to the Narrattarra estate. From what I have heard from the member for Northam and from the Premier, I am not satisfied. I consider that the member for Northam when in the office of Minister for Lands prostituted his position for the benefit of his family.

Mr. SPEAKER: Order! The hon. member must withdraw that remark; he must not refer to a member in those terms.

Mr. LANDER: I withdraw it, and will say I am of opinion that the member for Northam took advantage of his position for the benefit of his family by trying to secure the whole of that re-purchased estate when hundreds of people were spending pounds and pounds travelling through the country trying to find land. I trust the Government will go into this matter and give us more information. I would like to see a select committee appointed to inquire into it. I am not satisfied as to whether the hon. member is innocent or guilty, and where a doubt exists he should be proved either guilty or innocent. The Minister also deserves credit, and all right thinking men and women will agree with me on this, in connection with the milk supply. We have received gibes from the other side about running a milk supply with ten cows. Members of the Opposition should make inquiries as to what the Government really are doing, but they were gibing with a blunt stick all the time and it had no effect on the Government. The action taken by the Government has been the means of saving the lives of many innocent little children who have been inmates of the hospital, and it has also been the means of building up a healthy constitution in a great many patients who were practically being poisoned by tuberculous milk. Instead of there being only

ten cows, I think nearly 80 cows are being used to supply, not only the Children's Hospital but other public institutions, with pure milk. Most of these 80 cows have been subjected to the tuberculin test. In one instance, out of 80 cows which were subjected to the tuberculin test only 56 passed it. This shows that many cows are suffering from tuberculosis. If we take the history of the milk supply of Perth and its surroundings, we can come to no other conclusion than that the milk supply has been responsible for filling many a grave and has provided a footing for bacilli in many young men and women. I am glad the Government have taken in hand the work of building a sanatorium. I have been the means of getting one or two patients into the Coolgardie sanatorium and they have spoken highly of it. I will be very pleased when the one at Woolloomooloo is built so that the numerous applicants can be provided for. The fact that there are so many applicants can be attributed to the apathy and indifference shown for many years by previous Governments in not taking the matter in hand. Whenever anyone brought forward the matter of tuberculous milk, he was treated with scorn by gentlemen in another place and those who formerly occupied the Treasury benches in this Chamber. When in the city council I brought up the question of the inspection of dairies, the Government of the day sent out inspectors to ascertain whether the dairies were clean or dirty. Two Government inspectors and Police Constable Smith went out and inspected the dairies. Of that inspection we heard nothing in the Press, but a little over a week later a so-called unexpected visit arranged by the inspector was made. What sort of treatment was that; was it just? It was an inspection which did not reflect any credit upon the Minister.

Mr. George: I will take a note of that.

Mr. LANDER: The hon. member ought to. It was a well known fact that the sick and dying in the Perth Hospital were fed upon milk which was taken from diseased cows. On one occasion the city council desired to take some action, inspectors held up supplies which were being conveyed to the hospitals and the con-

tractors were fined £45. On the following day the cows were inspected by officers of the Central Board of Health and several were found to be in a very bad state. Was any action taken by the city council? No. Several institutions in Perth, including private hospitals, were being supplied with tuberculous milk. If members take the list of convictions since last year they will find that there have been more since the present Government took office than heretofore. What is the explanation of that? It is that the previous Governments were too apathetic and indifferent to the health of the people to put the law into operation. The value of milk supplied daily from the Government dairy amounts to £9, or approximately £3,285 per year. That does not mean that the Government have gone into the retail milk business. They have simply taken it up with other things, and they are running it on business lines, and the public, especially the sick and dying, are going to receive the benefit of it. There is an item not mentioned in the Governor's Speech that I would like to see brought forward; that is a Bill to deal with light-weight bread. At present there is practically no Act in the State to deal with light-weight bread except in regard to what is called the tinned loaf. Any other style or weight can be sold underweight, and there is no possible means of a person obtaining redress if served with light-weight bread. On many occasions during the past two or three years I have taken an interest in this, and have gone to different people and asked them to weigh a number of loaves, which they had to retail. They have always done it for me, and on all occasions the bread has been ounces short in weight; but on no occasion is it possible to prosecute the wholesale baker, because there is no Act to deal with it. I trust the Government, before the session is over, will be able to bring in a measure dealing with these bread thieves and with this light-weight bread. I am pleased to see another innovation introduced by the present Government. They are about to establish a different department in connection with liquor inspection. The liquor inspection in Western Australia has been

a complete farce. If the Government could only induce inspectors to go to some of the places between 5 o'clock and 11 o'clock at night, without the slightest doubt, if my informants are right, they would find some very dangerous stuff being hashed up as drink in some of the drinking dens. Another thing in connection with the drinking inspections here is that on many occasions when the inspector is about to visit a district those in the district whose places he has to inspect are always aware that he is coming. I call to mind one occasion on which it was a very costly visit to the Government. A long time before the inspector was there a telegram went to the district informing a publican that the visit was about to be made. It was in the North-West. A public officer challenged the publican to show the telegram telling him that the inspector was coming, and the telegram was proved. What is the good of carrying on inspection under such a farce as that? It is simply ridiculous. A publican told me recently in front of another gentleman that such-and-such a place was to be visited by the liquor inspector next day. What is the use of inspections like that? I trust now the Government are about to establish a department to deal with State hotels and liquor inspections, they will carry out the inspections on better lines, and not only have the liquor inspected between the hours of 9 a.m. and 5 p.m. but also between 5 p.m. and 11 p.m.—in fact, at all times, and at unexpected times. Another thing which is very popular with the masses is the appointment of another lady factory inspector for Perth. I am pleased to hear that the Government are about to appoint another lady factory inspector. Let us hope that she will not be, as the present lady inspector is, a bottle-washer in the Health Department. For a long time we have had a lady inspector attached to the Health Department, but what do we find? I took the member for Kalgoorlie into this department one Saturday to confirm the report that, instead of inspecting factories, this lady was washing bottles in the department.

Mr. Heitmann: She is assisting in the laboratory.

Mr. LANDER: If the hon. member takes the return of inspections made, he will find there have not been very many factory inspections made by this lady. Now that another lady inspector is to be appointed, I trust the Government will see that her duties are carried out on proper lines. Another thing that I hope will receive favourable consideration from the Government, and also from members of the Opposition, is the establishment of what the Premier promised previous to the elections, a maternity home. Now that the Federal Government are taking steps to give maternity bonuses, let us help in this State where a maternity home is really a necessity on account of the excessive charges made by those places which people compelled to use them have to pay. I hope we shall soon see a maternity home as an established fact. There are in the possession of the Government plenty of places that could at once be turned into maternity homes. I trust if Crawley is not taken by the University Senate, it will be used as a maternity home in a few months. Another matter that I trust will receive favourable consideration from the Government and members of the House is the aborigines question in the North-West. There is no use denying the fact that, though many years ago it was claimed that under the British flag slavery had been wiped out, in the North-West we will find slavery existing, and under unfavourable circumstances not only in regard to labour, but also in regard to disease. If hon. members can rely on the information which has been given to them, and I have no reason to doubt it, one of the most dangerous diseases it is possible to have in our midst in tropical countries is germinating and spreading in the North-West in some parts. I refer to leprosy. When we know from the medical authorities that such is the case, it is the duty of members on all sides of the House to plead with the Government to take some steps to isolate and try to eradicate this disease which is reported to exist in the Roebourne district. When the member for Roebourne speaks upon the motion that he has on the Notice Paper, he will say more with reference to

this important question; but if we are going to allow these aborigines to be practically slaves, as they are, it is our duty to see that some recompense is paid to the Aborigines Department for the labour they give to the squatters. It is a well-known fact that some of the stations in the North-West, especially in Kimberley, are practically run with black labour. It is a common occurrence in Wyndham to hear men talking about blacks cutting out the sheep in drafting and white men driving them into them; and when we realise things like that in the midst of a white population, it is simply scandalous. I trust the Government will take some action to deal with the aborigines question.

Mr. ALLEN (West Perth): I hardly think any evidence is necessary to convince those present that the Address-in-reply is becoming very wearisome. The number of empty benches has demonstrated that beyond doubt. Several speakers have said at the outset of their addresses that the time has arrived when the old-fashioned idea of every member of the Chamber having to speak at some length might very well be altered. With those sentiments to some extent I agree, and I would suggest to the Premier and the leader of the Opposition that, possibly on a future occasion, some arrangement might be come to whereby, if the number of speakers may not be limited, at least the time of some of them may be limited. A great deal of the matter that has been traversed on the Address-in-reply will be gone over again when certain measures are brought up later on. The member for Bunbury congratulated the Premier on the very able speech he delivered. At the risk of flattering the member for Bunbury I copy his example, and I tender to the leader of the Opposition my congratulations on the very able speech he put up. Indeed the Attorney General referred to that speech as a "forcible speech," and it was a rather strange contrast that I could not help noting that the member for Bunbury referred to it as a "decidedly feeble speech." I am satisfied that the Attorney General was correct, because we had only to look at the faces of members on the Government side of the House to see how

telling the points went home when the leader of the Opposition was addressing the House. On becoming a member of the House, I said it would be my desire to assist the Government in every possible way to carry such legislation as would be for the benefit of the people of the State; such is my ambition; but I am at a loss to know why, because I am not sitting on the Government side of the House, I should not be fully aware of what the Government are doing. That brings me at once to the action of the Government with regard to the purchase of steamers. I do not give second place to any member in the desire I have, and I think every member on the Opposition side has, to bring about, in every legitimate way, the cheapening of the food supply for the people of Perth; but as a member representing a constituency, I say I and other members of the House should have had the opportunity, and had the right to expect it, of knowing what the Government intended to do, and of expressing opinions. The Government were able to ask for money to carry out their contemplated scheme of erecting workers' homes, and the cheapening of the supply of meat and the working of ships were leading planks in the Labour platform. The cheapening of the meat supply was also in our platform; but I venture to say that if the Opposition were occupying the Government benches, before launching on the expenditure of a huge sum of money like this they would have taken the opportunity of asking Parliament to grant the money before exploiting the business. We had a perfect right to know what the Government contemplated doing. I support the Government in any legitimate effort to cheapen the food supply, but I have not heard a single argument or reply to questions to show that the purchase of the steamers and the bringing down of cattle will cheapen the meat supply. The member for Bunbury, in reply to an interjection, said that the most likely cause of the high price of meat is in the retailing of it. I venture to think he was nearer the point than this idea that the purchasing of ships is going to be the solution. It has been said, and I believe rightly so, that

the means by which meat might be cheapened is by the erection of chilling works at Wyndham. I feel certain we are all agreed that a great deal of loss takes place in bringing down the cattle from the North-West to Fremantle, which, had the chilling works been established, we could have saved; and I am given to understand that the by-products which are entirely lost represent 14s. per head which could be saved. If we take cattle out of the scrub or try to domesticate them, they pine. No doubt a considerable amount of weight is lost on their transit from Kimberley to the coast.

Mr. Lander: There is more loss in the yards at Fremantle.

Mr. ALLEN: A certain firm came to Western Australia and entered on this butchering business and I heard to-day from an undeniable source that that firm had lost no less than £80,000 in the course of four years.

Mr. Heitmann: What does that signify?

Mr. ALLEN: It signifies that a big amount of money is made by the wholesale butchers.

Mr. Green: Is meat cheap?

Mr. ALLEN: It is not, but the prices are accounted for by the retail distribution. The leader of the Opposition when he moved the amendment to the Address-in-reply made—

Mr. O'Loughlen: A big mistake.

Mr. ALLEN: A telling speech, and one only had to look at the faces of hon. members opposite to see how it made them wince. I expected to hear something in the nature of a reply to the criticism of the leader of the Opposition from the leader of the Government, but what was the whole burden of the reply? Simply that the present Government are doing what the previous Administration had done, and that other Governments had been guilty of these acts, and that the present Government had followed suit. I have yet to learn that two wrongs make a right. There is one question I should like to refer to, a question in which I am particularly interested, being a member for a metropolitan constituency. I refer to the question of the proposed nationalisation of the trams.

Mr. Lewis: You are on the right track now.

Mr. ALLEN: The Government have been showered with congratulations from outside local boards and outside municipalities, all of whom, I might mention, have a lot to gain and nothing to lose from the purchase by the Government of the tramway system. I am going to congratulate the Government in connection with the action they have taken for the purchase of the trams, and I do so in a generous and liberal manner because of the way in which they have gone to the rescue of the tramway company. The Government who have undertaken to purchase the system for £475,000, were aware that the Perth City Council were negotiating for the purchase, and had obtained expert advice and secured valuations, and in their wisdom the council turned the proposal down because of the excessive price asked. I have no doubt from the information I have received that had the council seen fit to give the mayor of Perth, while he was in London, a free hand to purchase the concession for £450,000, it could have been purchased for that amount. The matter, I understand, will be debated later on, and it is not my intention at the present moment to take up too much time in connection with it. I would, however, like to refer to the valuation which was made for the Perth council by Mr. McCarthy. Mr. McCarthy valued the plant at £257,500, the stores at £13,224, and the goodwill at £105,500, making a total of £376,224. On that valuation the Perth City council were prepared to purchase, but what would the ratepayers have thought of the council if they had completed the deal at £475,000 for a concern which was shown to be worth only £376,000. Let me also give an estimate which we had prepared for the laying down of a new tramway system altogether. The system was for installing a new system to cover 18 miles 20 chains, and it included power house, cars, car barn, and all necessary appliances, and the amount was £179,394, a sum less than £200,000 to put down an up-to-date tramway. We know well at

the present time that the existing tramway system is in many respects obsolete.

Mr. Lewis: Then why did you wait so long?

Mr. Heitmann: You were busy discussing the town hall question, I suppose.

Mr. ALLEN: I will tell the hon. member. I have always taken up this position, that the tramway company had a valuable concession given them. The council have an agreement with that company, and we know well that the company are only too eager to sell. If we are going to buy at their price, and it suits their convenience, well and good, but I contend that there are other means of bringing them down in their price or working them out. The council have never exercised any of the powers which are given them under the agreement they hold. One of these is with reference to the time table, and everyone will know that the time table is largely the trouble at the present moment. The particular clause in the agreement relating to the time table reads—

A time table to be observed for running trams on each route shall be decided in consultation between the local authority and the promoter, and in case of difference, such time table shall be fixed by the Commissioner of Railways, whose decision shall be final.

I have always advocated in the Perth City Council, before we were prepared to go on with the purchase, that the company should be compelled to give us a better time table.

Mr. O'Loughlen: What would be the good of that if they had no more cars?

Mr. ALLEN: They should have put on more cars. We notice now that they intend to do so. Why should we spend all the money that the Government propose to give the tramway company for their concession? Let me say that the Government may want that large sum before they get much further on the track. If the tramway company had given us a better service their concession might have been as valuable as they are trying to make out. The first agreement the tramway people made was with the Perth City

Council, and no one has suffered in connection with the services that have been given more than the ratepayers of Perth. The suburban people on the in-journey have the first right to use the cars. The result is that when the trams get to the boundaries of the city all the seating accommodation is taken up and those who get on have the privilege of standing.

Mr. Lewis: That shows the necessity for an improved service.

Mr. ALLEN: I agree with the hon. member, and I say, make the company do it; if not, buy at a reasonable price. Reverting, however, to the inconvenience to which the people have to submit, I may say that on the outward journey it is just a scramble, and those who live in the outside municipalities and who have congratulated the Government on their action have had the best of the bargain all along. I shall have another opportunity of speaking on this matter further, but I trust that whatever the Government do they will fully recognise the existing rights of the municipalities. The leader of the Opposition did promise that he would be prepared to nationalise the trams, but he declared that he would do so under the present agreement which the Perth City Council hold. There is no denying the fact that the city council have valuable rights and I hope the Government will not allow the House to take away the rights which belong to the ratepayers, and have members hall-marked as robbers and thieves or confiscators. If the Bill which the Government propose to submit goes through, it will have to be amended and the rights of the city council will have to be conserved.

Hon. W. C. Angwin (Honorary Minister): Three per cent. is sufficient.

Mr. ALLEN: The Government do not propose to give even us that. This system, I repeat, belongs to the local governing bodies, and they have a right to either the profits or existing rights. I am not here to oppose either nationalisation or municipalisation, but I would like to see the company compelled to give us an up-to-date service, and if the system is to be taken over I would prefer that it should be municipalised. We have heard

a good deal in regard to State enterprises and if the Government are in earnest, and they are going to carry out all they say they intend to do, I think they are being designated by a wrong name. The true Liberal party are on this side, and we have to face a socialistic party. We are told, among other things, that the State is to begin the manufacture of agricultural machinery, but we have had very little information about that. I do not know what class of machinery it is proposed to manufacture, but I would remind the Government that a great deal of the agricultural machinery which is being used to-day is patented.

Mr. Heitmann : That is a poor old gag.

Mr. ALLEN : But it is a perfectly true one. The Government will have to buy the patent rights or pay something for them. I am glad to see that it is proposed to provide an improved water supply for the metropolitan area, and I notice that the Government are building a reservoir on Mount Eliza, the holding capacity of which will be ten million gallons. I only wish the Government were making it double that size because the sewerage system will necessitate the use of an increased quantity of water, and even with the new reservoir, I think it will be found that there will be a dearth during the summer months. It would have been wiser to have made that reservoir of a capacity of twenty million gallons. Something has also been said with regard to the Mundaring water scheme. It seemed to me possible that some of that water might have been used in the past, but in view of the fact that the agricultural areas are now being supplied to a large extent from that reservoir, I am inclined to think that we had better leave it and go in for our water supply scheme at the Canning. The Governor's Speech contains a reference to the fact that it is intended to build a block of administrative offices. I am in accord with that policy, and on that question the Government have told the Perth City Council that they intend to take away from them that block of land situated on the south side of the Town Hall.

Hon. W. C. Angwin (Honorary Minister) : Not take away from the Perth City Council.

Mr. ALLEN : It is marvellous what the Government will not take from the city council. At the swearing-in ceremony a little while back the Premier said he was a friend to the council and that he was anxious to assist the municipality, and at the same time he takes away everything that he can, even this block of land.

Mr. Heitmann : We will take away your mayor next.

Mr. ALLEN : The mayor can look after himself. I am of the opinion that, seeing the Government are going to build on the block on the south side of the town hall, it would be desirable for them to have the town hall site as well, but seeing that the Government have taken so much from the city council, the Premier, who is considering what sort of a cash offer he will make for this site, ought to show his liberality, and make a decent offer, one which the city council will be able to accept without further dilly dallying. The Government, owing to the large resumptions of land which have taken place, have also taken from the city council a large portion of their revenue by way of rates so that whichever way one looks at it instead of the Government giving that assistance which the Premier spoke of, they have done the very reverse. I am pleased to notice from the Speech that land settlement is going on apace. That, of course, is only to be expected, because the late Government had put in train all the necessary work, but what I want to know is why the present Government should shut off one of the avenues of immigration. I refer to the Melbourne Agency. I should like to have seen that agency not only remain open, but agencies started in the other States. We know well that the other States are never over-anxious to advertise Western Australia. Rather than close up one of our means of advertising, I would prefer to see other agencies opened in other States, where people could come to see for themselves the products of the land, and also obtain any information they

desire. I would be glad to give my support to the Government in anything advancing the mining industry. I believe, with other speakers, that the mining industry, which has brought the country to the fore, is still going to do great things for us in the future. We must do everything we can to encourage the prospector, and in that connection the Government will have my entire sympathy. I am prepared to support the Government in any legitimate measure which has for its object the benefiting of the people, but I do think we have a perfect right to know, and should be afforded some opportunity of expressing an opinion, before the Government launch out in these enterprises. I think we have reason to congratulate, not only ourselves, but the country on the beneficent rains which have fallen. If the rain came from a different source, we would feel inclined to say that a certain individual takes care of his own.

Mr. LEWIS (Canning): In supporting the motion for the adoption of the Address-in-reply, I can with confidence declare that the Government have accomplished more work during that short term of office than did any previous Administration in this State. The last Labour Administration was termed the "mark-time" Government; we might well term this Administration the "quick-march" Government. They have already redeemed many promises and adjusted many difficulties, without causing any of the dire calamities predicted by the leader of the Opposition. The State is young and vigorous, full of possibilities, and it badly needed bold men with progressive ideas, animated and imbued with energy, faith and practicability, to guide its destinies. At the outset the Government amply demonstrated the possession of these qualities by coming to the assistance of our settlers on the land who were faced with a serious difficulty in having to contend with the worst season the State has experienced. The prompt action of the Government enabled the settlers to tide over their difficulties, and, Providence having already given every indication of a good season this year, that action

will meet an ample reward, and the nightmare of a deficit will before long prove a blessing in disguise. The means justified the end, and the Government deserve every credit and the support of every well-wisher of the State for having faced a deficit under such conditions. This State has no room for croakers, and the croakers to-day occupy the Opposition benches. I also desire to congratulate the Government on the improved conditions effected in the various industrial agreements they were forced to consider immediately on taking office. I venture to say that the great bulk of the public service have vastly improved their positions, and I feel sure we will have better results, as a contented service means increased efficiency. There is one section of the railway service, namely, the officers, who have some reason to complain, but I know the Government will extend to them the same conditions that prevail generally in the public service. These officers desire to have an independent classification, and an appeal board. Every other section of the public service now have that privilege. There are many anomalies in the railway officers' classification. They are called upon to work very long hours. Recently we had officers at Narrogin working something like 88 hours a week for a period of seven weeks. When they complained about those conditions they were penalised, and removed to other districts. Some officers have been laid up, owing to the excessive hours they have been called upon to work. These conditions might undoubtedly be represented as sweating. Many station-masters and their assistants are working twelve hours a day, seven days in the week. These officers are called upon to carry out highly important and responsible duties. Their hours must be reduced; they are far too long for democratic Australia. The minimum salary paid to these officers, in some instances, is as low as £140 a year. I hope the Government will adjust these anomalies. I realise they have done much in connection with the railway service, and I desire to extend to them my hearty thanks for what they have done for the public

service generally. Look at the condition of the railway service to-day and compare it with what it was a few years ago, when the member for Murray-Wellington, in his famous citation, in 1905, presented at the court a minimum of 6s. for the lowest grade men, and 7s. for other grades. To-day these men are receiving a 9s. minimum. I am also pleased to see that the Minister for Lands has decided to withhold subdivisions until provision is made for water-supplies and transit facilities. To my mind it is criminal to force settlers miles into the interior, where they have to cart water long distances over rough and undeveloped country. Such tactics create failure. The Minister should have every assistance in his efforts to stamp out the traffic in land for speculative purposes. We want our land developed, but bona fide settlers have been severely handicapped through speculators securing large areas of agricultural land close to existing railways. The reference in the Speech to the necessity for rendering every assistance to our mining industry will commend itself to the people. The most effective immigration agent, attracting the best class of people, is gold. Remember the magnetizing influence it exercised in the early nineties, when every boat brought loads of young men and women who now constitute our finest asset. If the Minister can encourage prospectors to explore undeveloped country and discover another Boulder our population will soon increase by leaps and bounds without any assistance from an immigration vote. Victoria did a good deal by an aid to prospectors vote. The Minister is a practical man, and may success attend his efforts. In his masterly speech the other night he put forward what the present Government have already done to encourage the great mining industry. It is satisfactory to learn that one of the first measures to be introduced will be the Arbitration Act Amendment Bill. This is urgently required in order to inspire confidence in those who have to apply to the court. It is absolutely essential that we should remove the technicalities and restrictions brought

forward to defeat the worker. Whatever the condition of public opinion was when the first of these Acts was passed, indifference is the last word one would now use in describing the attitude of the people towards this class of legislation. No other measure discussed by Parliament is of more general interest or exercises more influence in determining our general welfare. If we can frame a Bill that will create confidence, and thus enable those concerned to arrive at a satisfactory solution of the difficulties that exist industrially, and ensure industrial peace and settlement of these differences without the disturbing effects of strife, which at all times affect every unit more or less in our community, we will have accomplished a great deal. The structural unit of the law is an industrial union or association of workers or employers. These organisations must observe certain forms in order to have legal existence, and they possess specific rights and responsibilities. They alone appear as parties before the court; they nominate the lay representatives of the workers and employers respectively upon that tribunal. Such being the case, and individuals not being recognised, the court should have power to grant preference to unionists. Bogus unions and individuals may cause disaster, and lead to industrial trouble; hence the necessity for granting power to the court to solve that difficulty. The general intent of the law should be to give the court power to settle every point that might cause a strike or a lock-out. The Workers' Homes Act should be given effect to as speedily as possible. There is a number of families to-day who are called upon to share a house, and have to pay extortionate rents for what the member for Forrest rightly terms "shacks." In connection with the administration of this Act, I would like to see the Minister advertise the localities where land is available. There is a number of people who would avail themselves of the leasehold if they could get land near to their work. The purchase of steamers has my hearty approval, and I think that matter has been

dealt with very exhaustively and effectively by other members who have spoken in connection with this question. It is pleasing to learn that the Government have secured contracts for the supply of sleepers to the Federal Government in connection with the construction of the Transcontinental line. I hope that the Government experts will prove to be right in recommending karri timber, but many practical men assert that karri is not suitable for sleeper purposes, and, as far as powellising goes, I have recently seen jarrah piles taken from the North Fremantle bridge, which were riddled with worm holes, and also pieces of sleepers taken from the Port Hedland-Marble Bar railway which were crumbling to dust. These illustrations put forward by practical men make one have some doubts as to the efficacy of the powellising process. The wood is heated in the process and consequently it closes up, and the treatment, as a result, does not penetrate, but only forms a crust, which, when the sleeper is placed in the earth, soon decays, exposing the timber to the ravages of vermin. I hope that the Government will make very exhaustive enquiries in connection with this question. I know that experts have already recommended it, but I have seen these practical illustrations which clearly prove that every investigation should be made before finally adopting the process. We know that very often an expert is a man who is paid a large salary to draw up an elaborate report cast in technical terms which very few people understand. In fact the Fremantle dock was recommended by experts. Another very important proposal that will engage the attention of hon. members during this session is the State section of the route of the Transcontinental line. This is yet to be determined by the Government, but I would like to see the line constructed over a route that will open up and develop new country altogether away from the existing line? Mr. Deane has laid down in his report the necessity for preventing a break of gauge, and the adoption of curves on a 20-chain radius, and Lord Kitchener

has also pointed out certain principles which he considers it is necessary to observe in order that the railway system may assist in defending Australia, and not, as is now the case, be very likely to aid the enemy. The grades are also an important consideration. We have over the Darling Range on the existing lines very heavy grades. From Bellevue to Chidlows the grade is from 1 in 35 to 1 in 40; this is a distance of 17 miles, and according to the existing time table, it takes a train to travel that distance something like 62 minutes. All railway men know that in running a train over heavy grades like this it is possible to take only half a load, and that limitation permanently increases the cost of railway work. The speed of the train is another consideration on main trunk lines; therefore it will be a lasting advantage in every way if the Government can prevent the possibility of travelling over the existing line, so far as the Darling Ranges are concerned. The tunnel will not accommodate trains of 4ft. 8½ in. gauge, the curves are not suitable, and the cost of construction will be considerably greater than by taking the route through a new area altogether. Further, by building the line over a new route away from the existing railway, we will prevent the two systems converging upon each other. This leads to confusion and increased risk of accident. Again, the naval base at Cockburn Sound must have connection with the railway system, and therefore, in my opinion, we should consider the south side of the river and make this important connection, linking up the defence forces with our railway system. I now desire to refer to a very important question and to heartily congratulate the Government on bringing about the nationalisation of our tramways. I venture to say without fear of contradiction that it will prove in the very near future to be one of the finest assets that this State possesses. We will have an opportunity of extending the system to suburbs whose development absolutely depends on securing a cheap and frequent means of transit to and from the city. Belmont, for in-

stance, is a suburb where the extension can be made and it will pay from the outset. The race traffic alone will provide a large source of revenue, and there is nothing like rush traffic at any time to show a return and a good profit. We have in the capitals of Australia, Melbourne, Adelaide, and Sydney, a comparison between three different systems. The Melbourne system is owned by a monopolistic company whose sole object is profits. In the year 1887 they built up a reserve fund and returned to the shareholders a profit of 72 per cent. ; in another year 57 per cent., another year 38 per cent., several years 26 per cent., and even in the years of depression in Victoria, from 1890 onwards, they returned a profit of nine per cent. They have no regard for public interests ; their stock is obsolete, their system is out of date, the fares are extortionate, they sweat their employees, and the whole system generally is regarded as a burden. In Adelaide they have a system municipally owned and controlled, such as is advocated and championed by the member for West Perth. The system is controlled by a tramway trust, but they have already experienced industrial trouble and that body is dominated by one or two autocrats who use it to bolster up the Electric Power Supply Company. After all, there is little difference between a private monopoly and a trust, because both are hide-bound and Tory-ridden. Sydney, under Government control, has a magnificent tramway service.

Mr. Allen : And they are crying out for municipalisation.

Mr. LEWIS : Yes, because one or two of the city magnates are anxious to get hold of the profits and reduce the rates of property owners in their particular area without any regard to the general interests of the people. The tramways have sectional fares and the public convenience is their first consideration. The system makes a clear profit after giving the people the benefit of these concessions, it carries all the suburban traffic, and I have here a few figures which are very interesting, and absolutely conclusive. In the year 1911 the

capital expenditure was £5,121,586, the earnings £1,365,631, the working expenses £1,143,949, and the nett profit, after providing for working expenses and interest, was £174,055. In the working expenses were included an amount of £45,000 for depreciation and £10,000 towards an insurance fund. In addition to this return the system had given the public the concessions that I have mentioned. Now, if the public are to receive anything like due consideration the proper method is to nationalise the trams, and not place them in the power of a close corporation like the Perth City Council, who regard themselves as the hub of the universe and have no consideration for the outlying suburbs where these means of transit are so essential to bring about their development. The Perth City Council are anxious to secure the municipalisation of this system so that they may have the profits, in order to reduce the rates on properties within their boundaries. They have no regard for the public interests, and the only way that the people can get a fair deal is by the nationalisation of the system. Even if we have had to pay £475,000 for the system it will prove a magnificent asset. The profits last year would pay four per cent. and still leave a fair margin with which to pay interest. The ferries also being nationalised, the Government can link all these services together by a system of transfers. To-day if a family of five wish to travel from North Perth to the Zoo, it costs them about 10s. ; it should be possible to have that outing for half that amount or even less. The ferries in New South Wales under a monopoly are a huge octopus ; they control the pleasure resorts in many instances, and divert the traffic to suit their boats, and absolutely disregard the public interests altogether. I say that this Government will be blessed in years to come for securing control of our ferries, but I am desirous of seeing that done properly. The Coode-street ferry has yet to be taken over.

Hon. W. C. Angwin (Honorary Minister) : So has Applecross.

Mr. LEWIS : So has Applecross, and I hope to see all these ferries taken over.

Last year the Coode-street ferry carried 65,000 persons to the racecourse at South Perth at a shilling per head. The population is growing there, and there is no doubt that with a properly controlled ferry service this delightful suburb would develop very rapidly. We have also at Como one of the finest beaches near the city, and I want to urge upon the Government to run boats to Como this summer and so give the people an opportunity to avail themselves of this fine beach, and, at the same time, have an enjoyable trip on the river. In connection with this nationalisation scheme we do not want any piecemeal affair. One of the objects of our tramways and ferries should be the prevention and relief of the congestion of population by providing cheap and speedy travelling between the industrial centres and suitable residential areas, and we should also provide for cheap and easy communication with the sea beaches. Another matter I wish to congratulate the Government upon—and it is pleasing to see we have a sympathetic Administration—is the administration of the charities vote, in extending assistance to widowed mothers who are rearing their own children. This vote has been increased. It was something like £7,000, but since the Labour Government came into office, it has been increased to £15,000. There are at present 250 widows in this State who are receiving assistance—widows who are bringing up their children—and this is a humane action on the part of the Government. Many of these widows have large families and have to go out to work to earn their living, and the Government, by their action, are extending sympathetic consideration towards them. I would like to go further and institute a scheme so that every mother, who is left a widow, and who desires to keep those nearest and dearest to her and bring up those she loves, might receive a certain amount of assistance for every child under 14, whether she has a home or not. If her husband has been sufficiently thrifty to leave her with a home she should be rewarded the same as others. It should not be necessary to resort to

charity in this connection. If the Government take this action I think it will be endorsed by the people throughout the State. During this debate we have heard a great deal about the tyranny of trades unions. I will give one or two illustrations to show where tyranny has existed for many years. We have the Chamber of Commerce, the Chamber of Mines, the Settlers' and Producers' Association, the Chamber of Manufactures, and the Employers' Federation. What are these? They are all unions united in order to secure for the commodities they have to dispose of the best results. Surely, if it is right that these combinations should exist to protect their interests, it is right that the workers should combine to secure for their only commodity, namely, their labour, the best result. That has been the case throughout the history of this State when years ago in establishing unions we had these combinations fighting against us for all they were worth. Any man who took an active part to secure for his fellow man the best results for his labour was victimised. In Australia we have scores of instances where shearers who took part in the formation of the shearers' union received a reference from the squatters or the Pastoralists' Association couched in most eulogistic terms but containing certain code words, and these men could travel the continent and not get work. The code words were directed against men who took an active part to secure relief for their fellow man, and thus they were victimised. In 1890, when a depression existed, the Melbourne tramway company had to look after the profits of their shareholders; humanity was a secondary consideration. In those days of depression they brought about a reduction of 5 per cent. in the wages of employees. No union existed; the employees realised that a depression prevailed, and accepted the reduction very quietly and calmly, with the result that the Melbourne tramway company thought that they were anticipating a reduction, and in a month or two they came along with another proposal for another 5 per cent. reduction. Thus

the bleeding process was practically applied in this instance. The men thought it was time they made a move, and a meeting was called on a Sunday morning, and was attended by a thousand employees. A proposal was put forward to form a union to protect their interests, and on the following Sunday a meeting was arranged at which a report was to be submitted regarding rules drawn up and steps which had been taken towards the formation of the union. The company, however, issued a circular threatening the men that if they formed a union the consequences would be serious, and the result was, that on the following Sunday morning, instead of having a thousand present, only 300 attended. I blame the men largely for that. Those who took an active part on the platform and moved the resolutions were all dismissed within three months. Where does tyranny come in now? These men were only doing what they considered right; they were doing only what their employers had done for all time to protect their interests; yet they were tyrannised in this way. The Melbourne tramway company always blocked the men from forming a union until the Federal Arbitration Court was brought into existence, and then they could do it no longer. In order to show how they treated their employees, I might mention that a man at Brunswick was driving a horse car from the cable terminus to the Zoo. The wages board brought about a determination in connection with drivers and carters, and this man came under the award. He had been receiving 38s. for a week of 54 hours, which was increased to 42s., but when the wages board determination was given it was laid down that he should receive 50s. a week for 48 hours. This man was living in a house belonging to the company. By that means they used to get him to groom the horses and they got extra work out of him that they could not have got under other conditions. He was called upon still to work the 54 hours, but they started to deduct rent for the cottage he occupied. When his overtime amounted to 8s. 3d., they deducted that amount,

when his overtime was 17s. 6d. they deducted that amount, and consequently the man got no overtime whatever. This case was brought before the Arbitration Court recently and what was the effect of the evidence given? It clearly showed that this powerful monopolistic company have no regard whatever for humanity. There is only one force to combat it, and that is to meet combination with combination. It is the only way. I could give instances for the next four hours of victimisation on the part of employers, not only in Western Australia, but throughout the civilised world. In Ceylon there is no unionism; individualism reigns supreme, and the men coaling boats at the ports there where no unionism exists receive 1½d. per hour. They have to beg for a drink of water to quench their thirst. They are labouring there and what do the ship-owners who are making enormous profits care? What is human life to them? The whole consideration is that of profit; and members of the Opposition to-day should be ashamed to stand up and talk about tyranny. What do we find with regard to the famous meeting at Bayswater, where the leader of the Opposition was thirsting for information? Invitations were sent out trying to drag people in in order to see Mr. Wilson come along and draw up a formidable indictment about Labour Administration. Mr. Wilson went there but did not attack one of the principles of the Labour party. The Opposition cannot attack our principles; they are sound, therefore they resort to subterfuge; they build up bogeys. If we follow the political movement in Australia we will find that ever since the Labour Party started on their policy opponents have never attacked principles. They have always built up bogeys. In Victoria, years ago, when this fight was taking place, they had a bogey that the Labour Party would sever the marriage tie, and another that they would take the people's homes from them. Thanks to education and manhood suffrage, which gives every person in the community equal political power, the eyes of the people have been opened, until to-day those who do the

work and create the wealth are going to have a say in conducting the affairs of the State. In regard to the Bayswater meeting, the leader of the Opposition did not attack the principles of the Government. He did not refer to them at all. He made references to the demonstration at which so many of the people of the State showed their support of the Government in their laudable effort to cheapen the meat supply. At that demonstration there was a larger number of people present than there are voters on the roll for the Legislative Council. The next bogey Mr. Wilson trotted out was that of tyranny, and he got hold of some individual cases with which the member for Subiaco has dealt. The member for Beverley, true to conservative instincts, trotted out the rural workers and said that if they got certain concessions, reduced hours and improved conditions, the farming industry would never pay. I recollect having heard the same arguments when a boy. My grandfather was a butcher; he had old conservative ideas and I recollect having heard him in argument with a miner. Butchers used to work about 14 hours a day for 35s. a week. The miner said it was a great pity that butchers did not realise the effect that organisation would have in the direction of bettering their conditions, and the reply was "Nonsense, it could not be done, eight hours is all right for a miner, but it would not do for a butcher. We could not supply the people; their supplies would be cut off. Butchers could not exist and pay the rates. The miner ought to get his £2 5s. a week for an eight hours' day but in the case of the butcher, that is impossible." The old gentleman would turn in his grave if he could know now that butchers have eight hours and receive £3 a week and a holiday on Saturday afternoon. These are the old conservative ideas that the member for Beverley has in his head; He was reared in the old school and nothing will convert him. The farm labourer is just as essential an individual in the community in our production as any other unit, and he is entitled to the same conditions as any other unit works

under. Machinery has improved the conditions of the workers, and why should not every individual in the community share in that improvement? The production has increased, yet the hours have been shortened; all the statistics could be quoted to prove it, and the farm labourer has a perfect right to the same conditions as any other worker. If he does, the farmer will be just as prosperous, and just the same amount of production will take place, so those platitudes trotted out by the member for Beverley should be disregarded; they cannot be proved. I am pleased to see included in the Governor's Speech reference to the fact that the Government are going in for irrigation at the Harvey. We have a very valuable object lesson in regard to irrigation in Victoria. At Mildura and Renmark, which were wildernesses a few years ago, men to-day can get a good living on 10 acres by intense culture assisted by irrigation, producing marvellous wealth on that small area; and Renmark and Mildura are important townships. We find Victoria, with its small area, owing to these methods of irrigation, has marvellously improved the production of the soil. Water is a fertilising agency. We also find, even in the old abandoned Bendigo diggings, that by the aid of water, dozens of men are able to earn a good living. There are men on those old diggings making a living even by the production of tomatoes and vegetables. I am pleased to see the Harvey is receiving consideration. We have far too few rivers in our State, and far too little assistance so far as natural waters are concerned. In my electorate we have the Canning river. A number of men have already grown vegetables there, but they are handicapped by the fact that in certain seasons of the year the tide rises and impregnates the fresh water with salt. This has been brought under the notice of our energetic Minister for Works, and he has promised to put a lock across the river as low down as possible, so as to make as large an area as possible available for production. Along that river they have a splendid field for

dairying, Mr. Connor, the Agricultural Commissioner for the South-West, who is a whole-souled enthusiast in connection with production generally, in the splendid lecture he gave the other night, clearly pointed out that at the present time this State imports something like £661,000 worth of products yearly from Victoria, which we can produce here if we only make use of our natural resources. We have a splendid market in this State, the finest market of any State in the Commonwealth. I mention this matter so that the Minister will get that lock put across the Canning as soon as possible, and I am confident that right along that river, that magnificent asset we have there, that fine stream of water, we have opportunities to establish dairies quite close to our city. I congratulate the Government on realising that fact. As a matter of fact it does not matter where we look, whether it is in regard to cheap food, or the development of our agricultural areas, or the development of our mining districts, or the utilising of our natural resources, the Government have shown during their short term of office that they are alive to all these needs. It has been pointed out times out of number that the only truly national party in Australia is the Labour party. It is the party that has regard for every interest. A good deal has been said in connection with population. I realise that population is a question that must be considered sanely and reasonably, like every other question. A country wants sufficient people to defend it; Australia needs population, but it does not want so many people that they will become poverty-stricken, diseased, stunted, half-starved, and lost to the decencies of life through having to live, as in older countries of the world, a whole family or two families living in one room. There was a commission seat in Victoria recently. There are to-day, in Victoria, something like 4,000 men out of employment, yet manufacturers and others who desire to flood the labour market and desire to have eight or nine men running after one job in order to bring about a reduction in wages, so that they

can get cheaper labour, are going round saying they cannot get hands to work in their factories. Recently a factory manager in Melbourne pointed out that he could make provision for 40 hands, with the result that one of our Labour friends got 40 men, and rang up this manager and told him he had 40 men desiring employment; but the answer was that the manager could only provide employment for three. This clearly shows that there is, so far as our immigration policy goes, in connection with these combines I have mentioned previously, these unions that exist to protect their own interests, a concerted move so as to try to flood the labour markets of Australia. We need population, but that population should be brought out and dealt with in a discriminating way, so that we are not going to bring about greater trouble than we now have. Some mention has been made that our Conservative friends do not object to unionism, because they realise it has done a great deal, but they object to unions becoming political combinations. The representative institutions I have mentioned, who are fighting for their own particular classes, contribute funds to the Liberal or Fusion or Tory party to fight their battles, and they exercise every power they possess in order to secure what they believe is their policy, to secure spoils to the victors and to protect their own interests. Therefore, I contend, and I have always fought for it in the railway society, that the railway organisations or any other organisations, existing for the betterment of their fellow-men, should use every power they possess, and that they have a perfect right to concentrate their political power to send into Parliament representatives who will truly represent their desires and their wants. I do not wish to take up any further time. There are many more proposals in the Governor's Speech on which we shall have an opportunity of voicing our opinions when they come before the Chamber; but there is one little matter in connection with the Municipalities Act. I would like to see the principle instituted in that measure

to give permission to the municipality to tax all unimproved land values, as is provided for in the Roads Act. With regard to other matters, I shall reserve my remarks until the Bills come before the Chamber.

On motion by Mr. McDonald,] debate adjourned.

House adjourned at 10-10 p.m.

Legislative Council.

Thursday, 18th July, 1912.

	PAGE
Motion: Railway construction, Wickepin-Merredin, select com.	549
Bills: Election of Senators Amendment, 2a.	554
Supply (Temporary Advances) £150,254, all stages	556
Adjournment, one week	557

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

MOTION — RAILWAY CONSTRUCTION, WICKEPIN-MERREDIN.

Select Committee.

Hon. H. P. COLEBATCH (East) moved—

That a select committee of this honourable House be appointed to inquire into the reasons for the deviation of the Wickepin-Merredin railway authorised to be constructed by Act No. 10 of 1911, with power to send for persons, papers, and records, and to report thereon, and on the line generally, on Tuesday, 13th August, 1912.

In submitting the motion standing in my name I do not propose to detain the House for more than a few minutes. At the outset I should like to state that as a young member of this House, in submitting this motion I copied a similar motion dealing with a matter of the same nature, and consequently it contains the same defect as

that which referred to the appointment of a select committee to inquire into the Wongan Hills railway and which it was found necessary yesterday to rectify. I would therefore seek the indulgence of the House in asking to be permitted to add the words to the motion, "with power to adjourn from place to place." The proposal is that a select committee should be appointed to inquire into the deviation of the Wickepin-Merredin line. I do not propose to debate at any length the merits of this question, and I should not at all events be disposed to add to the bitterness of the controversy already raging around this matter. My own personal position is that of one who has no convictions and no opinions in regard to the matter. I am scarcely acquainted with a single settler in those districts and no settler has approached me in any way in connection with the proposal. I have received requests from associations numbering a great many people, and these requests I consider to be of sufficient importance to take notice of. The facts briefly are these: during last session of Parliament 82 selectors holding no less than 86,000 acres of land in Kuminin and Kurrenkutten agricultural areas forwarded a petition to the Legislative Assembly praying that their railway should be constructed on the surveyed route, approximately following the advisory board's recommendation and promised to them by the Wilson Government. The petition was presented in another place but it was not agreed to, and an attempt made then to appoint a select committee was also negatived. The Lands Department, when subdividing the Kuminin agricultural area, showed on their locality plans the Wickepin-Merredin railway in close proximity to the subdivisions, whereas the present route will be from 10 to 30 miles distant from the settlers. The prices charged for the land were high, and one of the reasons given for charging those prices was that the railway would run through these lands. On the public plans issued the railway is shown serving these particular districts. This applies not only to the original plans but also to the plans issued since the present Government came into office. It is