

expended on places such as Bunbury, Busselton, and Esperance, had been expended on Albany, Western Australia would be able to point with pride to one of the finest harbours in the world with facilities second to none.

Hon. E. H. Gray: I don't think that man can have been much overseas or he would not write like that.

Hon. J. R. Brown: He must have been in a rowing boat.

Hon. H. STEWART: With a harbour such as we can have constructed at Albany, the Railway Department should run the wheat from the natural zones to the nearest ports. If that were done, then the wheat would be drawn from natural zones instead of from railway zones. Under that system industry would be stimulated at our various ports. Under the present system I know that the Railway Department has to send five train loads from Wagin to Bunbury, whereas the traffic could be dealt with by three train loads if the produce were sent to Albany. That sort of thing is not calculated to reduce the cost of production.

On motion by Hon. G. W. Miles, debate adjourned.

House adjourned at 6.18 p.m.

Legislative Assembly.

Tuesday, 6th August, 1929.

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

QUESTION—ABORIGINES AND POISON BAITS.

Mr. COVERLEY asked the Minister for Agriculture: Has permission been granted to any aboriginal in Kimberley to carry poison, or to lay poison baits; if so, how many, and by whom are the aborigines employed.

The MINISTER FOR AGRICULTURE replied: If the question applies to the period since the amending Dog Act came into operation, it is impossible to reply without reference to the various local protectors, because it is those officers who are empowered to issue the permits referred to. The Chief Protector has no knowledge of any such permits having been issued.

QUESTION—COLD STORAGE, SHIPSIDE.

Mr. SAMPSON asked the Minister for Agriculture: In view of the increasing volume and importance of fresh fruit export from Western Australia, is it the intention of the Government this year to provide shipside cold storage at Fremantle?

The MINISTER FOR AGRICULTURE replied: As ample cold storage accommodation is available at the W.A. Meat Export Company's Works, Fremantle, the erection of a cold store on the Fremantle wharf is not warranted at the present time.

QUESTION—UNEMPLOYMENT AT PEMBERTON.

Mr. J. H. SMITH asked the Minister for Works: 1. Is he aware that approximately 100 men are out of work at Pemberton? 2. If so, will he take steps to see that no more men are sent from the labour bureau until local men have been engaged? 3. As many unemployed men have been waiting at least ten weeks, and are practically starving, will it be possible for those men to receive assistance for living purposes through the local police until such time as railway construction is in operation?

The MINISTER FOR WORKS replied: 1, 2, and 3, It is known that a number of men are unemployed at Pemberton. The policy of the Government is to engage a percentage of local men and a small pick-up will take place at this centre on Friday next.

ADDRESS-IN-REPLY.

Fifth Day.

Debate resumed from the 1st August.

MR. BROWN (Pingelly) [4.37]: It was not my intention to take part in the debate at this early stage, but to my surprise I find a reluctance amongst older members

to deliver their speeches. Why that should be I really do not know. Perhaps it is that they have made so many speeches on successive addresses-in-reply that they are waiting for some of the younger members to give them an inspiration.

Mr. Panton: You should have started the debate.

Mr. BROWN: At all events, we will try to do our best, and probably by the time we have finished, something in the nature of inspiration will be forthcoming. In view of the redistribution of seats I, like a great many other members, feel that perhaps this will be the last speech I shall make on an address-in-reply. But I do not feel altogether downcast over that. If it should come to my lot to fall by the wayside, at all events I shall be able to say that conscientiously I tried to do my duty, to be loyal to my party and on every occasion to vote for the welfare and interests of Western Australia. Before touching upon the finances I wish to say a word about unemployment, for it is one of the most serious problems we have confronting us. We have been told that Western Australia is in a better position than are many other States of the Commonwealth. That may be so, but nevertheless we have a certain volume of unemployment, more than ought to obtain in a new country like Western Australia. The Premier has told us it is because of the influx of Southern Europeans and of people from the Eastern States. We know there is certain depression throughout all the States of Australia. That is very bad indeed, and something will have to be done, else that depression will extend and intensify. What is causing this slump? Some may say it is due to the value of our products, that there has been a slump and that there have been low yields, and that in consequence people are afraid to speculate in any new venture. Friends and acquaintances have said to me that the real cause of our depression is the fact that we have a Labour Government in power.

Hon. Sir James Mitchell: I agree with that.

Mr. BROWN: I have asked them why a Labour Government should cause depression, and they have said because investors are afraid that there may be brought in legislation retarding progress and profits; legislation such as State insurance, increased insurance rates, workers' compensation and railway freights, the nationalisation of industry, increased basic wage, and social-

istic principles generally. At present there is only one Labour Government in all Australia, and that is in Western Australia. Yet there is considerable depression in the Eastern States. People say that the present Governments in the other States are suffering for the sins of their predecessors. I do not know whether that is so.

Mr. Kenneally: Does that apply to the State of Western Australia?

Mr. BROWN: I remember that back in 1880 I was in Victoria. At that period men were walking about for 12 months carrying their swags and finding it impossible to get work.

Mr. Kenneally: Was there a Labour Government in office in Victoria then?

Mr. BROWN: Men who had work were working for 12s. 6d. and 15s. per week, and glad to get it. Could it be said that our resources were fully developed 37 to 40 years ago? Why, the development of our resources was then only in its infancy. Millions and millions of acres have been brought into production since then, yet men are still walking about looking for work. As members know, in that early period nature came to the rescue, the Coolgardie goldfields broke out and every able-bodied man in the East able to get over here came to Western Australia. The result was there was not sufficient labour left behind to meet the requirements: wages went up and they have never come down since. The unions have taken a hand, Arbitration Court awards have been issued, and as a result wages have continued to rise. Just before the Great War there was another slump in Australia. Unemployment was again rampant. But on the outbreak of war every able-bodied young man went off to the war and so there was not sufficient labour left behind to meet the demand, and in consequence the slump disappeared. Now we have had an influx of people from all over the world and so there is not sufficient employment for all in Australia. In my view there is a way in which this existing problem of unemployment could be solved. We have in Western Australia certain work that is hung up, developmental work, reproductive work that the Government could go on with. If certain railways were built in new territory, they would serve to develop that area and settle hundreds of farmers. That would be reproductive work and would give employment to many hundreds of people. The 3,500 farms scheme has only been mooted. As far as I can gather, the men

are not really settled on the land yet. The scheme has been discussed, but that is about all that has been done up to the present. We want to be active and to get the people on the land as quickly as we can, so as to absorb all the unemployed that we have. Some six or eight weeks ago we read that there was an over-supply of wheat in the world, and that the Americans imposed a heavy duty on wool, so that the farmers of the United States could go out of wheat-growing and produce more wool. Nature has again come to the rescue. There has been a drought in some of the northern wheat-producing countries, and we are now told there is going to be a shortage of wheat. It is very probable, therefore, that wheat will be at a fair price, and that we shall hear no more about a slump in the price of that commodity. It is also suggested that the price of wheat should be stabilised. That is a question which requires great consideration. If the price of wheat could be fixed in Western Australia at 7s. per bushel, only the consumers in the State would pay that. The number of bushels consumed within this State each year is limited, and any surplus over the local consumption would have to be sold abroad at world's prices. If the price were stabilised locally, it would ensure much money being kept within the State. There is, however, a danger of increasing the cost of living and of the position re-acting upon the farmer to an extent worse than at present. In this State we are paying under the Paterson butter scheme 6d. a lb. more for butter than can be obtained for it in London. The move, however, was a good one. We are importing about half a million pounds' worth of butter and cheese. We also have a local market for what we produce here. Whatever butter we turn out is sold locally. Many years must elapse before we can overtake the local demand. The bounty was a splendid idea. If we want to settle the South-West and encourage the dairying industry, then this extra 6d. a lb. will go a long way towards the accomplishment of that end. When we overtake the local demand, we must sell our products abroad at world's prices. We are told that the influx of Southern Europeans has led to the present condition of unemployment. It may be that many Europeans are employed where our own people cannot get work. It is also possible that the newcomers are making homes here, and have migrated to these

shores with the intention of becoming good citizens. In my district whatever employment is given goes to local men. So far as I know, neither road boards nor Government officials in the Pingelly electorate are employing Southern Europeans. Some of the farmers are, however, doing so. They think they get a better deal from the foreigners, who are not cutting wages, so I am informed, but employers can always rely upon Southern Europeans to finish the work they take in hand. I have been told, on the best of authority, that there are always one or two in a gang who understand English fairly well. They certainly understand all about the standard price given for work. There is no bother with these men. They do not look for a draw every Saturday night. They wait until the job is finished, get their money, and try to get another elsewhere. Employers have no trouble with them, whereas frequently in the case of Britishers or even Australians they find that the men want a draw every Saturday night, go to the town, and do not return to work until the following Wednesday or Thursday.

Miss Holman: They spend their money in this country, not outside it.

Mr. BROWN: We are told that many Jugo Slavs have no intention of returning to Europe. They are living well, and every one is getting a cut out of the money they earn.

Mr. Thomson: Many are working on the mines.

Mr. J. H. Smith: And contributing to political funds.

Mr. BROWN: We are told that after a little while they become splendid unionists, and always try to get as much as possible for their labour. We have nothing to fear in that direction. Money must be scarce. When we have a dearth of unemployment, there cannot be much money about. I believe there is as much money in Australia as ever. People have money to invest, but are eager only to put it into properties, and not into anything of a developmental or risky nature. The Commonwealth Government have no difficulty in raising twenty or thirty million pounds within Australia. In the big cities there is always plenty of money for mortgages at 6½ or 7 per cent. This is not in the best interests of the country.

Mr. Withers: Not without security.

Mr. BROWN: These are securities already in existence.

Mr. Thomson: Do you lend money without security?

Mr. Withers: No.

Mr. BROWN: People are more prone to invest their money in mortgages than they are to embark upon any new venture. That is not right. We want people who are prepared to put their money into mines or agricultural areas for the development of the country. We do not want them to lend money on city properties. Far more good would be done if money were expended on developmental work. There is every indication that the price of our primary products will remain good, and that in Western Australia we shall enjoy a record harvest. If that be so, much brighter times are ahead of us than we see at present. I am sorry to learn of the drought conditions prevailing in the other States. Some of the wheat-producing areas over there are in a precarious position, but everything in Western Australia looks bright.

Mr. Withers: Do not be so depressing.

Mr. Wilson: And it has been brought about under the Labour Government.

Mr. BROWN: The Government have nothing to do with nature. Surely they do not take credit for the splendid season.

Mr. Sleeman: But you want to blame them for the depression.

Mr. BROWN: It is possible that Western Australia may have to send fodder and other products to the Eastern States. If so, a good time is ahead of our producers. I wish now to deal with the finances. In 1928-29 the State revenue was £9,947,951, an increase over the previous year of £144,002. Despite that, we have gone to the bad to the extent of £275,900. What is the reason?

The Minister for Mines: Too many requests for the expenditure of money.

Mr. BROWN: Last year we had a fairly good season, and yet we went to the bad to that extent. About two-thirds of the loss is attributed to the railways. The Premier told us that the railways did not make so much profit last year on account of the decreased wheat production. The Minister for Railways tells us that every bag of wheat was carried at a loss. The two statements are hard to understand. The Premier did not tell us of the concessions to railway employees helping to make up the deficit.

Mr. Sleeman: He did not tell us about the concessions on super.

Mr. BROWN: Then there was the increase of 2s. in the basic wage, which adds £50,000 to the railway expenditure. That will have to be passed on. I agree that wages should be kept as high as possible, for that indicates a prosperous country.

Mr. Thomson: Consistent with value received.

Mr. BROWN: Every time a demand is made for greater concessions, the railway employees get what they want. Something must be radically wrong.

Mr. Panton: It would be wrong if they got it every time.

Mr. BROWN: Have not the Government the backbone to stand up against these demands? They certainly have the backbone to stand up against the primary producers when they ask for anything. When the railway service or the civil service demand an increase, it is given.

Mr. Panton: It is like getting railway lines.

Mr. BROWN: It is possible that the staff of the Railway Department will be asking for something before long.

Hon. G. Taylor: There are not so many of these.

Mr. Panton: They get bigger wages.

Mr. BROWN: I do not believe in retrenchment.

Mr. Thomson: They have bigger responsibilities.

Mr. BROWN: Retrenchment is a bad thing. I wonder sometimes if our service is overmanned. We must train young men in the different branches, and must have a number available in case they are required. In the Civil Service there is such a thing as overmanning. I hope that is not the case in the railways. I congratulate the Railway Department upon the efficiency of the management. There are many miles of railway per head of the population, and the management must be doing good work or else the deficiency would have been greater than it is.

Mr. Panton: Consequently they should be well paid.

Mr. BROWN: We are told that there is a sum of £350,000 in suspense, but the Premier has not said what he will do with it.

Mr. Sleeman: It is a secret.

Mr. Thomson: Do you know?

Mr. BROWN: I hope the money will not be required to make up losses under the Workers' Compensation Act, the Miners'

Phthisis Act, or anything of that sort. If the money were used to wipe out last year's deficit, we should have a small surplus.

Mr. Panton: That is what the Premier has been telling you.

Hon. G. Taylor: But it is not right.

Mr. BROWN: We do not know what the Premier intends to do. He has not said whether the money will be used to wipe off the deficit or whether it will be spent on developmental work.

Mr. Latham: He will not use it for developmental work.

Mr. BROWN: That remains to be seen. Of the Agricultural Department we are indeed proud. Agriculture is making wonderful progress in Western Australia. However, pests have been imported into the State. One of them made its appearance first at Bunbury—red mite. Closer inspection should have been made by entomologists to keep out this South African pest, which is most serious. Owners of small gardens in the towns along the Great Southern railway find it almost impossible to grow anything, especially at the beginning of the season. The eggs are hatched in myriads after the first rains, and render the growth of vegetables almost impossible. Red mite is attacking even peas and oats in the field. Looking carefully into the soil, one finds the mites in millions. Science will have to be brought to bear with a view to eradication of the pest by a parasite or other means. The lucerne flea has been here a considerable time. It attacks the clovers when they have reached a considerable height, whereas the red mite attacks the plant only in its young and tender stage. The lucerne flea, however, destroys luxuriant growth. The economic loss caused by these pests is heavy indeed; and I suggest to the Minister for Agriculture that he do his level best, with the assistance of entomologists or other scientists, to find a cure for them. Wool prices are not going to be so high as they were, though I think they will be very fair. A few years ago five or six pounds was considered a good average fleece: to-day eight or nine or even 10 pounds represent the average of small flocks. What is lost in price will, therefore, be made up in extra weight of wool; and so returns should continue to be fair. We are told that the number of sheep in Australia is now greater than it has been for 30 years. In that case we

shall have to look for an overseas market for fat lambs, though with all the sheep in Australia, and especially in Western Australia, it is strange that the price of mutton should be higher here than anywhere else in the Commonwealth. There is great danger, too, that beef will remain high. Station holders in the North-West, on the Murchison, and around Kalgoorlie are turning from cattle to sheep. There is a risk that we shall not have sufficient cattle in Western Australia for our own beef requirements. Freezers, erected with Government assistance, exist here; but so far as I can learn they are not at present in operation, all the surplus stock in the way of fats being used for home consumption. The home market is undoubtedly the best that one can get, but we cannot expect that market to expand indefinitely; and therefore in future we shall have to look abroad. I sincerely trust that new mining fields will be discovered. If there were a discovery to-morrow, our unemployed problem would disappear. Some of the concessions granted to companies in the North-West may result in the location of gold, tin or other mineral; and in that case things would be much better in the labour market. I congratulate the Government on having granted those concessions. It was a wise move, the Government not having the finances, or perhaps not the inclination, to foster the mining industry or to subsidise prospectors. Oil may yet be discovered in Western Australia; if so, it will be a splendid thing for the State. As to public works, I am indeed pleased to know that the State is now on a sounder basis regarding their execution, a great many works being let by contract. Contracts are frequently let to road boards, who do splendid work. I should like to take the Minister for Works to see the roads constructed by one road board, which for £1,000 builds five or six miles quite equal to many roads that have cost thousands of pounds per mile. I live in hopes of showing the Minister the road construction I have in mind. A further consideration is that frequently there are local unemployed seeking work, and it is these men the road boards employ. Most of them, I may mention, are married men. The road boards obtain good results from the money expended. A few railway lines already authorised should be proceeded with as quickly as possible by the Government. One of

these is the Karlgarin line. People have been farming in that district for about seven years, and they were promised railway communication years ago. Although the necessary Act has been passed, there is no indication that construction will be undertaken this year. Settlement extends to about 60 miles out from Kondinin. In that district land is under cultivation as far as 50 miles from a railway. Obviously it is impossible for such settlers to exist for long without railway communication. Fortunately they are at present working under the Agricultural Bank, but when funds from the institution become exhausted the shoe will begin to pinch. In the absence of railway communication, what will be the result? Many of the holdings will fall back on the Agricultural Bank. That is extremely undesirable. If there is no chance of the railway reaching Karlgarin this year, I hope the Government will institute a dump there. The wheat could be carted to the dump, and advances then made to the settlers; and when the railway reached the dump, the wheat could be lifted. Some of the settlers in question have to pay as much as 1s. per bushel to get their wheat carted into the railway station. How can farming pay under such conditions? We well know that the cost of production is too high, and that it must be reduced. I have indicated one reason for the present high cost. The men I refer to have gone out into the country for the benefit of Western Australia, and have put up with all sorts of hardships. Undoubtedly they will eventually prove a great asset to the State. In the circumstances it is most desirable that the Government should push on railway construction to districts already proved to be sound wheat-growing areas. If the Brookton-Armadale railway is pushed on, a railway could be built to join with it from Dwarda, thus bringing the settlers I have in mind much nearer to the chief seaport than they are now. I hope the suggestion will receive consideration from the Government. I know that other railways which have been authorised should also be constructed as quickly as possible. That would absorb a great many of the present unemployed. As to education, we know that the present Government are doing as much as any previous Administration has done; but a great deal of hardship still accrues in outback districts. I have in mind a case where it was promised that a school should be removed from one district to another.

Something happened to prevent the removal - I think the reason was a protest from residents of the former district. As a result the people who had been promised a school were left without one. The fault lies not with the Education Department, but with the Public Works Department, because they hung fire and would not build a school. I have in my possession a letter stating that some of the children in the district referred to had reached the age of 13 or 14 years without obtaining education, and that the parents were obliged to send these children away to relatives or friends in order to secure for them a little schooling. There are many younger children affected, however, and the parents are wondering how these younger children are to get on for education. Money spent in educating our young people is money well spent. It may not be immediately reproductive, but we know that in the battle of life as it is fought to-day our children require as good an education as we can possibly give them. I trust the Government will refuse no genuine request in that respect. When speaking on last session's Address-in-reply I mentioned several works for which my constituents had been waiting for years. I am pleased to be able to say that at last I have the promise of the Minister for Railways to proceed with the improvement of the Pingelly railway station, which is long overdue. The Minister has undertaken to start the work as soon as money is available. I trust that the money will be made available, and that my constituents will not be called upon to wait during another series of years. Trucking yards are also promised, and improvements to various outback railway stations. So far as my district is concerned, therefore, I have nothing to cavil at. The Pingelly water supply is very bad. The Minister for Agricultural Water Supplies informs me that he realises that the Pingelly people for 18 or 20 years have been paying 3s. per thousand gallons for water that is unfit to use. He appreciates that something must be done to give Pingelly a better supply of water, and he has stated his intention of placing on the Estimates an item for the purpose of investigating whether a better scheme can be devised. I hope that success will attend his efforts. Turning now to the Lands Department, I wish to draw attention to a peculiarity in the attitude of the Agricultural Bank. Any settler on the books of the bank is refused advances for

clearing purposes if he employs Italians. Britishers must be employed. It came under my notice recently, however, that in the case of an abandoned property such a preference does not obtain, and that if an Italian or any other Southern European offers £5 more than a Britisher offers, the Italian or Southern European gets the property. That is a most remarkable thing. We have been told that the Minister has no control over the trustees of the Agricultural Bank. If that is so, where did those instructions come from to the effect that no Italians were to be employed?

Hon. G. Taylor: The Minister for Lands issued those instructions.

Mr. BROWN: Certainly they did not come from the trustees of the bank. The Minister raises no objection to Italians or Chinamen getting land, if they give £5 more than a white man. I am told on the best authority that Chinamen, Italians and all sorts of foreigners can get land, the reason being, we are informed, that the Britishers do not tender for such holdings.

The Minister for Lands: You are a wonderful man, who is always hearing things! You sweep up things like a willy-willy and you accept them all as true.

Mr. SPEAKER: Order!

Mr. BROWN: I am speaking of what is within my own experience.

The Minister for Lands: Give us the facts; give me one instance.

Mr. BROWN: I can name one foreigner, an Italian.

The Minister for Lands: Give me the name of one Italian who is not naturalised?

Mr. BROWN: I do not know that I could swear that the individual is not naturalised.

The Minister for Mines: And is not an Italian who has become naturalised, a British subject?

Mr. BROWN: At any rate, the Government do not object to Chinamen getting land, and they know it.

Mr. Sleeman: Where do they get the land?

Mr. BROWN: You know that is a fact; they got the land down here.

The Minister for Lands: I do not know anything of the sort.

Mr. BROWN: I have been told so on the best of authority.

The Minister for Lands: You are a perfect garbage collector! You are told some-

thing and you believe it. What you have been told does not represent the facts.

Mr. BROWN: I will not withdraw what I have said, because I know the truth of the statements.

Mr. Panton: Anyhow, where has the Asiatic got the land here?

Mr. BROWN: We know that if white men will not grow vegetables that are required by the public, the Chinaman will do so. If the white people cannot make vegetable growing pay—

Mr. Sleeman: Do you say that is a fact?

Mr. BROWN: Then why do not the white men go in for that branch of production?

Mr. Sleeman: They are doing so.

The Minister for Works: Come down to my district, and I will show you where they are doing it.

Mr. BROWN: How many Italians are growing vegetables; how many Chinamen, and how many Britishers? I know there are a good many more foreigners now than there were formerly. I have no objection to that. It is far better to have the land occupied and put to use than to have the holdings going to waste. Facts like these have been brought under my notice from time to time. I have a letter now indicating that an Italian was going to get a block in preference to a returned soldier, because he gave a little more for the land.

Mr. Panton: Did you say he was going to get it?

Mr. BROWN: Yes.

Mr. Panton: I know a man who was going to win at the races on Saturday, but didn't!

Mr. BROWN: I do not know whether our system of labour has anything to do with it, but I am convinced that the day-work system tends to increase the cost of production. I recently perused an article in the "West Australian" with reference to experiments carried out at the Pelaco works, in the course of which it set out that day-work had not proved successful, but piece-work had been much more so. The explanation was advanced that under piece-work conditions a man worked a great deal harder and secured better returns both for himself and for his employers. Of course we know there must be a certain amount of piecework done and a certain amount of day work as well. There is certain work that it would be almost impossible to have constructed by contract. That applies particularly to the railways. In that branch

of the State's activities we have huge works where material, particularly ironwork, can be manufactured and handled easily. With such works at our disposal it would be easier to carry out various jobs there, than it would be to let the work by contract. Payment by results seems to me to be a great deal better than the prevalent system to-day under which we have to pay a standard rate of wages, and certainly the basic wage under various conditions. If a man were to come to me at my house and ask for a little employment, intimating at the same time that he was willing to do 5s. worth of work for 5s. worth of food, I could not employ him under those conditions. I would be afraid to do so. I have no workers' compensation policy and anything may happen to such a man when working on my property. He could even demand payment at the rate of the basic wage, although he might not be worth half that remuneration. In the circumstances it would be far better for me to refuse to give him work; if I were a philanthropist it would certainly be wiser for me to give him something and let him pass on.

Mr. Panton: Do you suggest we should repeal the Workers' Compensation Act so that you may overcome your difficulty?

Mr. BROWN: I think the Government should leave that class of work to the private companies. We know what has been happening up to the present. Some of the private companies were only too eager to part with the bad insurance business and hand it over to the Government.

The Minister for Works: Where would the poor employer be if it were not for the check we have on these insurance companies.

Mr. BROWN: You can have a check over them by law.

The Minister for Works: But you refused to give the legislative check to me.

Mr. BROWN: You have a check on them now through the banking institutions.

The Minister for Works: None at all.

Mr. BROWN: I notice it is the intention of the Government to introduce a Rural Bank Bill. I do not know whether that institution will be in competition with the Agricultural Bank or whether it will engage in general banking business in opposition to the private banks.

Mr. Marshall: What a pity that would be!

Mr. BROWN: Where would any country be if it were not for private enterprise?

Mr. Marshall: Where was the Empire on the 7th August, 1914?

Mr. Thomson: Where were you, anyhow?

Mr. Panton: In the same place as you were.

Mr. BROWN: We have to thank the Associated Banks for much of the development of our State, because the Agricultural Bank carries settlers only to a certain stage. Then when those settlers want more money, they are met with a refusal and an intimation that they have received the full amount the Crown was permitted to advance. The only alternative is for those producers to go to the Associated Banks and ask those institutions to take them over. I had that experience myself when I could get no more from the Agricultural Bank. I went to the Associated Banks and they helped me over my difficulties. That shows that the Associated Banks will give the people a fair deal. Is that not right and as it should be? Whether this rural bank is to be another business undertaking launched by the Government I cannot say; if it is in that category I hope it will be a great deal more profitable than the State operations under the Workers' Compensation Act.

Mr. Thomson: That is for the poor employer, of course!

Mr. BROWN: If I want to insure clearers, I have to pay 250s. for £100. That is abnormal.

The Minister for Mines: That is because too many of you employ foreigners who do not speak English.

Mr. Thomson: That is not true.

Mr. BROWN: Of course it is not true.

The Minister for Mines: Well, I know that it is.

Mr. BROWN: It is extraordinary, seeing that the Government claim they look after the interests of the primary producers, that we have compulsory insurance of employees and that the rates for that insurance are extremely high. That sort of thing does not tend to lessen the cost of production. The Premier told us he was not responsible for the increase in land values. To a certain extent he is quite right. In some of the settled districts, however, first-class land that was taken up at

10s. an acre, is now valued at 50s. I have one or two instances that I can quote. In one instance there is a holding 20 miles from Pingelly and 12 miles from the nearest railway station. Formerly the value of the property was £50, whereas now it is £191. Another man has his property 18 miles from the railway and a third of his holding consists of rock. That property is now valued at 23s. per acre.

The Minister for Mines: What would he sell his property for?

Mr. BROWN: He bought it for £2 15s. per acre, and I think he would be glad to sell if he could get his money back.

Mr. Panton: I will have a look at it.

Mr. BROWN: I valued the whole of the land in the Cuballing Road Board district and in one instance I valued a block at 5s. 6d. per acre. Now there is a new valuator in the district and his valuation is 22s. 6d. per acre. The owner of that property said to me, "I will sell that land to anyone for 22s. 6d. per acre, improvements and all." That sort of thing is not fair.

Mr. Thomson: It shows the necessity for an appeal board.

Mr. BROWN: That is so. Even then that is not where the shoe pinches. Immediately that man's holding is valued at 22s. 6d. per acre, the possibilities are that the boards will adopt that valuation, the Vermin Board will adopt it, the local board's vermin authorities will adopt it as well, and thus the people will have to pay considerably increased taxation on the land because of the higher valuations. At this rate, very soon land owners will have to pay Federal land tax as well as the State land tax. The farmers have told me in different centres that if this sort of thing goes on, they cannot exist. Instead of decreasing the cost of production, all this sort of thing helps to increase it. The Minister for Railways will probably tell us that he must make the railways pay; and if the railways are not paying, the loss must be passed on.

The Minister for Railways: We have not been passing the extra cost on to the farmers.

Mr. BROWN: No, and I congratulate the Government on the railway service they have provided. On the other hand, if the railways continue to make a loss of £200,000, will the Minister be able, conscientiously, to allow that to continue? Something will

have to be done to meet the difficulty and the way out will probably be by increasing rate and charges.

Mr. Panton: You should not put bad ideas into the Minister's head.

Mr. BROWN: It is possible that we are carrying superphosphate at a loss.

Mr. Panton: That is not a possibility; it is a fact.

Mr. BROWN: On the other hand, if the railways haul superphosphate now at a loss in order that production may be increased, the railways will ultimately get the benefit from the increased freight charges payable on augmented production.

Mr. Latham: Unless super is carried at a cheap rate, the railways will not get an adequate return.

The Minister for Mines: We agree with that, but do not say that there is a possibility of a loss when there is an actual loss.

Mr. Latham: Then we will call a truce and don't you interfere with the existing arrangements!

Mr. BROWN: We must encourage our secondary industries. It has been said that no one can conduct them with profit in Western Australia, but that is not so. The member for Katanning (Mr. Thomson) pointed out that had we a branch of the McKay harvester works here, it would save to the farmers £12 on every harvester and thrasher, while it would give extra employment to people in the metropolitan area.

The Minister for Works: And you are so unsophisticated as to believe it!

Mr. Thomson: You know the statements were correct.

The Minister for Works: I know they were absolutely wrong.

Mr. Thomson: They were not.

The Minister for Works: Merely because the statement was made does not make the assertion correct.

Mr. BROWN: I do not intend to discuss details as to why McKay did not start his works here. Probably he would have preferred to turn out his machinery under massed production conditions in the Eastern States, but if any firm wishes to start a factory, it is up to the Government to give it every encouragement.

The Minister for Railways: Have we not done so?

Mr. Thomson: The Government have, but others have not.

Mr. Sleeman: Evidently you want to interfere with the Arbitration Court, as your leader does.

Mr. BROWN: The tariff, I know, is a Commonwealth matter. We learn that there is a tremendous deficiency in the Commonwealth revenue for the financial year just closed and that the greatest deficiency has occurred in the Customs Department. We know that millions of pounds are sent out of Australia every years to America and yet, as against that, America takes only a very small quantity of our products. We should certainly endeavour to manufacture in Australia all the articles we require. What is the reason for our not doing so? Is it because of arbitration awards, because our men do not give a fair deal, or because we have not the raw material?

The Minister for Railways: Or because America has ten times the population.

Mr. BROWN: We read that the workmen in America are paid by results and that employers and employees work with the greatest harmony. The harder a man works, the better he is paid. Here our employees are generally antagonistic to the management. All the time they are thinking they are not getting a fair deal and are wondering what additional concessions they can get out of the management.

Mr. Marshall: Do you know that there are more strikes in America than there are in Australia?

Mr. BROWN: I have not read anything to that effect.

Mr. Marshall: Of course you have not or you would not speak as you are doing.

Mr. BROWN: We never hear of strikes in the big workshops of America. The men there have an interest in their work.

Mr. Withers: America does not broadcast her strikes.

Mr. BROWN: We shall have to encourage our workers by giving them a greater interest in their work.

Mr. Marshall: Did McKay ever give his employees an interest in his works?

Mr. BROWN: I imagine he would do so in order that his men would work in the greatest harmony with him.

Mr. Marshall: Do his employees share in the millions of profits he gets from his factories? You will not answer that, of course.

Mr. BROWN: If we started factories in Western Australia they could not be con-

ducted on such a big scale as those in America, because we would not have the outlet for our manufactures. The big factories of England and America ship their surplus manufactures to all parts of the world. What are we sending out of Australia in the way of manufactured goods? Nothing at all. We are selling our raw materials in the shape of wheat and wool, and on them we depend entirely for our existence.

Mr. Sleeman: Do you say we are not sending away any manufactured articles?

Mr. BROWN: Yes.

Mr. Sleeman: We are sending some from this State.

Mr. Latham: Tell us one.

Mr. Sleeman: Chocolates.

The Minister for Railways: Hunt's biscuits.

Mr. Latham: They are not being sent outside Australia.

The Minister for Railways: Yes.

Mr. BROWN: I would like to see our factories flourishing, but before that can happen we must secure patents that will be favoured by the public.

Mr. Marshall: But America is your god and she has the highest tariff of any country in the world.

Mr. Latham: That is why McKay sells his machinery in Australia.

Mr. Marshall: Can you explain that?

Mr. BROWN: Evidently the American article finds general favour. There is no compulsion to purchase American-made goods.

Mr. Marshall: You advocate free trade. Yet America is a high protectionist country and is doing all the exporting.

Mr. SPEAKER: Order!

Mr. BROWN: I do not think it possible—

Mr. Marshall: Of course you do not. If you did you would not talk like that.

Mr. SPEAKER: Order!

Mr. BROWN: I believe in a tariff, but only for revenue purposes.

Mr. Sleeman: Is your policy the same as your leader's?

Mr. Marshall interjected.

Mr. SPEAKER: I trust hon. members will not persist in these interruptions. Every member has a right to speak without interruption. I hope I shall not have to call any other hon. member to order.

Mr. BROWN: I have very little more to say.

Mr. Marshall: The less, the better.

Mr. BROWN: Our duty first and foremost is certainly to strive for the welfare of Western Australia. All that I possess I have derived from this State, and I assure members no one is more anxious than I that its prosperity should continue. I candidly believe that there is a great future before the State. It has been proved that land we considered to be of poor quality will, with the aid of fertilisers, be productive. With our enormous territory I can come to no conclusion other than that this is the best State of the Commonwealth. But to obtain prosperity we must have wise legislation free from bitter party politics, which are the cause of much of the depression. At present, someone in authority gets a brain-wave and says that a certain thing should be introduced. It does not prove to be as successful as was anticipated and so the country is mulcted in considerable sums of money and the national debt is increased. But for party politics, members could combine, discuss what was in the best interests of the State and vote as one body.

Mr. Marshall: To prove your contention, will you vote for the Labour candidate at the next election?

Mr. SPEAKER: Order!

Mr. BROWN: I am a great admirer of many Labour men.

Mr. Marshall: And the Labour Government in particular.

Mr. BROWN: Amongst Labour men I believe are some of the cleverest men in Australia, and but for the party behind them—perhaps the extremists—we would have good legislation. If we could only get away from the extremists—

Mr. Marshall: You object not to the party, but to the extremists.

Mr. BROWN: Many a Labour member has to vote against his conscience because his party demands it.

Mr. Marshall: You with your executive control ought to talk like that!

Mr. SPEAKER: If I have to call the hon. member to order again, I shall take other steps.

Mr. BROWN: I regret having been the cause of the hon. member's interruptions, but perhaps now that I have concluded my remarks, some members opposite who have been holding back will get an inspiration and show what they can do.

MR. SAMPSON (Swan) [5.39]: I agree with the previous speaker that we do suffer from the effects of strikes. Unfortunately throughout the world our weakness in that respect is only too well known. On many occasions during my recent visit to the Old Country the first question asked was, "Why is it there are so many strikes in Australia?"

Mr. Thomson: We have just been told there are not many.

Mr. SAMPSON: It is perhaps one of the difficulties of our youth. We are still suffering because Australia is not properly established, but undoubtedly the propensity to strike has a most damaging effect not only on the reputation but on the prosperity of the Commonwealth. The great world problem to be faced is unemployment, to which subject the Premier devoted his attention the other evening. I agree with him that it is a very grave problem. It is remarkable that in a young country such as ours, there are still difficulties in the way of finding employment for the comparatively few people that are living in this State. The Premier submitted figures setting out the arrivals and departures and I have no doubt that the figures were perfectly correct, but the effect of those figures might lead some people to imagine that this country is unable to assimilate or provide work for the numbers already here. I would remind the House that when the Leader of the Opposition vacated the Treasury benches in 1924 there was no unemployment in Western Australia.

Mr. Sleeman: Who told you that?

Mr. SAMPSON: If that statement is checked, it will be found to be correct. There was no unemployment at that time. I regret that there is unemployment at present. We know from the statement of the Statistical Department that population is increasing, but it is increasing very slightly. According to the Government Publicity Officer the population at the 30th June was 412,092, the net increase having been at the rate of approximately 1,000 per month for the 12 months. Those figures include women and children as well as men. During the first quarter of 1929 there was an excess of arrivals over departures of 1,830. The births registered during the quarter totalled 2,281 and the deaths 951. That leaves only 3,160 representing the natural increase and arrivals from other States and from overseas during the three months. Of the 1,830, comprising 1,315

males and 515 females, probably 30 per cent. were under the age of 18 years. Thus there was an increase of less than 1,000 males of 18 years and over. The Commonwealth figures are very interesting because they show the extent of arrivals of European and non-European races. In the first quarter of 1929 the people of European race who arrived in the Commonwealth numbered 22,183 and the departures numbered 20,014, while of non-European races there were 1,097 arrivals and 1,524 departures. In the first quarter of this year the total number of arrivals from British countries was 19,997 and the departures 17,911, and from foreign countries the arrivals totalled 3,283 and the departures 3,627. Thus there was an excess of departures of foreigners over arrivals of 344. That is rather a surprising state of affairs, seeing that it is generally thought the number of arrivals of Southern Europeans and other foreigners is greatly in excess of the departures. In a local publication issued by the Settlement League, it is stated that figures released recently by the Commonwealth Statistician show that Southern Europeans are leaving Australia at a more rapid rate than they are coming into the country. During four months that are quoted, the excess of departures over arrivals is given as follows:—Greeks, 47; Italians, 158; Jugo Slavs, 34; and Maltese, 14. For the corresponding period of the previous year the excess of arrivals over departures in respect of the same nationalities was—Greeks, 308; Italians, 673; Jugo Slavs, 309. The departures of Maltese, however, exceeded arrivals by 45. Those details are of interest. During the first quarter of the present year the number of arrivals in Western Australia from foreign countries was 486 and the departures 374. The excess of arrivals over departures in respect of Western Australia for the three months thus numbered 112. Regarding arrivals from the other States of the Commonwealth, the total was 7,066 and the departures 6,552. Thus the total increase of men, women and children, as far as Western Australia is concerned, was 514 in the period of those three months. Members will agree that those figures are small when one realises the great scope offered by a State of the size of Western Australia. The British arrivals in Western Australia for the same first quarter

numbered 1,731 and the departures 815. Those figures indicate how unjustified is the statement so frequently made that Western Australia is suffering because of the influx of population from other countries, from the Eastern States or even from Great Britain. The remarkable thing is that there should be unemployment, seeing that apart from the very small number of arrivals, there was spent, during the last financial year, no less a sum than £4,000,000 in excess of that expended by the Mitchell Government. I am of opinion that we must look to some other cause for the presence of so many unemployed in our midst. It has been said time and again, and it has never been contradicted, that work provides work, and that the more people on the land, the greater amount of work will be provided for others.

Mr. Lambert: Let us have your remedy.

Mr. SAMPSON: The assertion that the influx of Southern Europeans and others is responsible for unemployment is not borne out by the statistician's figures, some of which I have just quoted. A solution for the unemployment problem must be found in some other way. I suggest that if the youth of this country were given the opportunity that is presented to the youth of Germany, for instance, to learn a trade, our difficulties would not be so trying in respect of the steadily increasing number of unskilled workers. It is true that in some trades there is a sufficient number of men, but in the unskilled section there are always hundreds upon hundreds in excess of the demand. Unfortunately the number of unskilled men is increasing all the time, and the Government are suffering from the effects. If our lads were given the opportunity to learn a trade, the number of unemployed would soon be considerably reduced.

Mr. Marshall: Do not you think they could be put on the land as well as those people who come from overseas?

Mr. SAMPSON: Of course, and they are being put on the land, but a big percentage of those who are going on the land are unskilled workers. For all that a man is none the less capable of becoming a successful farmer just because he is a tradesman; rather the reverse. If a man is a carpenter, a blacksmith, a baker or a stone-worker, he has a better chance than has an unskilled worker.

Mr. Marshall: He might be a master printer and even do better.

Mr. SAMPSON: A skilled worker is more likely to be successful on the land than an unskilled worker. I know that our trade-unions are well organised, and I am not going to blame them in any way. I was once a trades unionist.

Mr. Marshall: It must have been compulsory.

Mr. SAMPSON: But it is a reflection on the unskilled workers that they are not given any opportunity to prove their worth. Trade unions, as I have said, are well organised, and the fact that that is so means that those who have not the advantage of the knowledge of a trade, suffer. The limitation of apprentices, I contend, is the basic reason. I would increase the quota of apprentices and make their employment compulsory. It has been claimed that men are born equal. I do not know that anyone could say that to-day. As a matter of fact a majority of boys are born absolutely handicapped to the extent that during their lives they will never have the opportunity of being certain of permanent work. The position to-day is that many unskilled men are given work almost as charity. We have the spectacle of men being questioned as to where they worked before and how many children they have. Thus their needs are considered; not their qualifications. That is one of the effects of the shocking policy that has taken hold of this country, and it is very bad policy indeed. It is the duty of members of this House to amend that policy as far as possible. We know that the basic wage is by no means high, but the problem is not so much how to live on the basic wage, as how to secure it. The difficulty unskilled men have to face is that they have no certainty of securing the basic wage. In my opinion the preference given by the Government in regard to Government work amounts to an immoral act, and I am justified in saying that, because we know that before a man can obtain Government work he must secure a union ticket and that costs 25s. I contend that he is being levied upon in an unfair way. It may be all right for a union to say that a man must have a ticket before he is engaged in a particular industry, but we must remember that the man is entitled with that ticket to work at a particular trade. It is fundamentally wrong that the Government should endorse such a state of affairs and make it obligatory

on the unfortunate worker to pay tribute to a union. A little while ago I was approached by a man out of work, and he told me that he had no union ticket, and that as a matter of fact he had no money with which to secure one. He believed that a friend of his would lend him the money to enable him to get the ticket, or he was prepared to pay the cost of the ticket in instalments. I communicated with the union secretary to ascertain whether a union ticket could be provided on payment in instalments, and the reply from the secretary was that he knew the man had already worked without a ticket and his superior officer—the man from whom the out-of-work wanted employment—might suffer because of the individual in question having already worked without a ticket. That seemed to me to be a shocking state of affairs. Anyway, the secretary said the executive would consider the application for the ticket, but for his part he would not favour granting it. That is the condition of affairs that exists, and so work is limited to those who pay an amount to a particular union. On the 7th March last I asked a series of questions about men engaged for Government jobs. One was in regard to the method of engagement, and the Minister replied that all men had to be engaged at the State Labour Bureau and that in selecting men preference was given as follows:—(a) financial members of a trade union, (b) men with dependants in Western Australia according to the number of their dependants, and (c) men who had been longest out of work were selected before those just recently unemployed. No one would disagree with (c) but the answers to (a) and (b) are an affront to the good name of the State, for they indicate that men seeking work are treated preferentially to the extent that there come first the financial members of a trade union, and there come second men with dependants in Western Australia. Thus, a man with dependants has to come second to the man who holds the union ticket. I do not believe there are many men in the State who in their hearts would stand by such a principle. When an appointment to a Government job is to be determined on conditions such as these, it is time the people of the State objected to it. I voice an objection, and I earnestly hope this State of affairs will soon be altered.

Hon. G. Taylor: Yes, after the elections.

Mr. SAMPSON: I would like to see it altered right away. Another difficulty which

this State, in common with the rest of the world, faces is the rising cost of living. The commodities produced by this State stand out in very bad contrast with the imported article in point of cost. I want to draw the attention of members to the comparative costs of karri, jarrah and oregon. I have here a price list showing the cost of timber. It has been issued by the State Sawmills. It is a uniform price list. I have no comment to make upon that phase of the matter.

Hon. G. Taylor: The State mills sell at the same prices as other mills.

Mr. SAMPSON: Yes, but I do not want it to be thought I am reflecting upon the conduct of the State mills. I have nothing to say against the conduct of those mills, either from an industrial or from a commercial standpoint. They are well conducted, and their product is good. I am opposed to State trading, but that has no connection with the matter in hand. I want to give the comparative prices of karri, jarrah and oregon. A 12 x 4 fitch of karri 50ft. in length costs 58s. 6d. per 100 super feet and works out at £5 17s. for the fitch. Oregon, which is easier to handle and cheaper to work, will cost in a fitch of the same dimensions 55s. per 100 feet, or £5 10s. for the fitch. Yet oregon carries a duty of 8s. per 100 super feet.

Mr. Clydesdale: You are quoting an exceptional size.

Mr. SAMPSON: I will quote you ordinary sizes presently. This is a large fitch of timber, which would be used in the construction of a principal roof. I will give other figures proving that this comparison is not exceptional, in so far as it shows that to use our own timber imposes an obligation on our patriotism. The duty chargeable on oregon is 8s. per 100 super feet, and in addition there are freight, insurance, landing and other charges to be met. Take a piece of 12 x 4 jarrah 35 feet in length. It is priced at 55s. 9d. per 100 super feet or £3 18s. in all.

Mr. Clydesdale: Again an exceptional size.

Mr. SAMPSON: Very well, I have the price list here and I will read it out in a moment.

Mr. Panton: Don't do that. Hand it to "Hansard."

Mr. SAMPSON: For a piece of karri of the same dimensions the price is £3 4s. 5d. and for a piece of oregon £3 8s. 8d. There

is a slight advantage in favour of karri, but, there is a big saving to be effected in labour costs by using oregon, which is very much easier to work and to handle. Moreover, I understand that the breaking strain of oregon stands out fairly well in comparison with that of our own timbers.

Hon. J. H. Smith: Can you give the breaking strain for karri of that size?

Mr. SAMPSON: No, not just now. Karri has an advantage in price, but it has this disadvantage, that usually it is delivered unseasoned, and consequently nuts and bolts have to be tightened up for some time after the construction is complete. However, that matter could be easily overcome. But when we realise that our own timber costs more than imported timber, one can understand why our timber industry is not prospering as it should do. Now take a fitch of 12 x 6 oregon 50 feet in length.

Mr. Clydesdale: How many 50-ft. lengths are used?

Mr. SAMPSON: That would cost £8 5s. This is where karri has an increasing use, namely, for roofs of a wide span.

Mr. Clydesdale: How many 50-ft. beams are used? Nothing but girders are now used for such a span.

Mr. SAMPSON: The oregon costs £8 5s. and karri of the same size £9 10s. 6d. That is a sad reflection on our hopes of doing business. I can give all the figures that members may desire, for they are all here. Oregon in sizes up to 32 feet costs 45s. per 100 super feet, while karri up to 32 feet—

Mr. Clydesdale: You are picking out special sizes.

Mr. SAMPSON: I am merely trying to pick out two of the same size.

Mr. Marshall: And when you have finished picking, what are you going to prove?

Mr. SAMPSON: Where oregon costs 45s., 49s. and 55s., karri costs 53s. and 58s. 6d. I have no desire to decry our own timber. I am endeavouring to point out that those who are building are prejudiced against the use of local timbers because, in spite of heavy duty and the high cost of freight, insurance and landing charges, the imported article is the cheaper.

Mr. Clydesdale: How many pieces of the sizes you have quoted would be used in Perth in a year?

Mr. SAMPSON: I cannot answer that, but these sizes are usually available in the

various timber yards and they are quoted in the price lists is used by the various sawmills. I will quote you some other sizes if you wish.

The Minister for Mines: No, we will take them as read.

Mr. SAMPSON: Let me read out these two sections—

SELLING PRICE PER 100 FEET SUPER.

KARRI—(Ex Metropolitan Yards)—

Lengths up to—

	25ft.	30ft.	35ft.	40ft.	45ft.	50ft.
2 x 1 and 3 x 1 in.	30/0					
4 x 3, 5 x 2, 5 x 3 in.	32/9	35/0	39/3			
5 x 4, 6 x 2, 6 x 3, 6 x 4, 7 x 2, 8 x 2, 9 x 2 in. ...	35/0	39/3	42/0	46/3	49/3	53/0
All other sizes to 12 x 4, including 3 x 3, 4 x 4, 5 x 5, and 6 x 6	38/0	42/3	46/-	49/0	53/-	58/0
Over 12 x 4 up to 12 x 12, including 7 x 7, 8 x 8, 10 x 10, 11 x 11 and 12 x 12 in.	42/0	46/-	51/0	55/0	59/0	63/0
6 x 1 to 9 x 1½ in.	35/0	38/9	42/3			
3½ x 2, 3 x 1½, 3 x 2 and 4 x 2 up to 15's, 30/-; over 15's to 25's, 32/-.						

Widths—Timber wider than 12in. up to 18in. in width and not more than 6in. thick, 1/- per 100ft. super, extra for every inch extra.

Timber wider than 18in., special prices.

IMPORTED TIMBERS (Softwoods).

OREGON, Merchantable—

3 x 2, 4 x 2, 6 x 2, 9 x 2, 12 x 2 in.	6 x 6, 12 x 6 in.
3 x 3, 4 x 3, 6 x 3, 9 x 3, 12 x 3 in.	9 x 1½, 12 x 1½ in.
4 x 4, 6 x 4, 12 x 4 in.	
Above sizes in lengths—Up to 32ft.	45/- per 100 feet super
“ “ 33ft. to 40ft.	49/- “ “
“ “ 41ft. to 50ft.	55/- “ “
Sizes under 3in. x 2in.—	
2in. x 1in.	8/0 per 100ft. lineal
2in. x 1½in.	12/3 “ “
2in. x 2in.	16/- “ “
3in. x 1in.	12/3 “ “
3in. x 1½in.	18/- “ “

Those are all first-rate timbers; seconds are not quoted. The position is of sufficient importance to warrant consideration. The existing cost of local timber adds materially to the cost of building. It is a reflection on Australian industry that in spite of the duty we have to pay on timber from the United States, we cannot compete with it in price.

Mr. Wilson: Can you tell us the wages that are paid in the United States?

Mr. SAMPSON: I am not discussing wages, but nobody will question the high standard of living that obtains in the United States.

Sitting suspended from 6.15 to 7.30 p.m.

Mr. SAMPSON: Unquestionably karri is a magnificent timber, and its breaking strain is far greater than that of oregon. Nevertheless, the figures that have been submitted are not sufficiently attractive to encourage

the use of the local timber to the extent we would like it to be used. It is amazing that in spite of the loading of the cost of oregon with the duty impost, cost of transport, etc., we cannot put up a better comparison from the standpoint of price. If Australia is to advance we must reduce our costs of production. I believe the Prime Minister realises the need for that, and the feeling is becoming general that we must get back to earth. We have been living in an atmosphere of artificial prosperity. We have been living on borrowed money and by the distribution of bounties. If bounties are to be distributed, they ought to be distributed to every industry, but in the final account the man on the land must pay because his product is the only one for which there is a market outside Australia. The dependence on the different Governments, universal throughout Australia, is a fallacy and in the long run must mean that we shall be unable

to stand up against the fierce competition that all nations have to face. The fact that the Government are engaged in trading is a bad thing, and I believe that local industry would receive a filip if the Government withdrew from State trading. The development and settlement of the North-West might provide a solution of the problem of employing our people. At present the North-West presents more than a problem; it is a menace. It is argued—and I do not know that many would contradict the statement—that the development of the North-West is an Empire matter, but that territory will only be developed if the people in Western Australia continue to urge the importance of its development and point out how development is practicable. In the light of population we know that the North-West is in a very bad way. The population is steadily dwindling, and every year the position becomes worse. One thing which the North-West can produce and for which the demand throughout the world is increasing is beef. The prevalence of foot-and-mouth disease in so many countries is making it extremely awkward for the London beef market to secure adequate supplies. I venture the opinion that we are not working towards an end which is sound and logical if we do not make a serious effort to develop this great empty country of ours. Other nations of the world congested in population naturally look with longing eyes upon this great empty land. From a Melbourne authority I note that recently the Government of Japan fostered a project to send 15,000 Japanese to the Amazon Valley, Brazil. Opposition was offered from the people of Brazil and the contingent was reduced to 3,000, to the serious embarrassment of the Japanese Overseas Emigration Institute. To show that Japan is keen on colonisation schemes, the Brazil proposal was being financed by Japanese capital, and the emigrants were destined to become independent farmers. The Melbourne authority says that here is a lesson for Australia. Evidently overcrowding in Japan is becoming serious; otherwise the statesmen and capitalists of that country would not be backing up emigration schemes. But congestion of population is, by no means peculiar to Japan. In every Continental country the congestion is great. Practically every square inch of country is utilised and it is absolute truth to say that no avenue of either primary or secondary industry is

neglected. The struggle for existence is such that, in comparison with Australian conditions, the position is quite difficult for our people to understand. Meantime we continue to live in a fool's paradise. We view with complacency the empty spaces of the North and no carefully considered scheme has been evolved for its utilisation. I regret that the member for Gascoyne (Mr. Angelo) is not with us to-night, but I trust he will be back before this debate is concluded. If he were here, he would give us some valuable information and suggestions bearing on the utilisation of that great territory. To do anything worth while will involve the expenditure of large sums of money, but the breeding of cattle is an industry that offers opportunity, and if it were fully exploited greater attention would be attracted to the North. To date the voice of those who have spoken of the need for developing and settling the North-West has been as of one crying in the wilderness. The problem requires prompt and earnest consideration, and if that consideration were given it, the result would be greatly to the advantage of the Commonwealth generally and certainly of this State. It is not customary to conclude one's remarks on the Address-in-reply by asking a question, but on this occasion I propose as an innovation to end my remarks with a question to the Minister for Labour. The question is, "In view of the proved incidence of the Workers' Compensation Act, both in respect to cost and loss of toes and other injuries, a proportion apparently self-inflicted, is it the intention of the Government this session to bring down an amending Bill?"

The Premier: Are you giving notice of that question?

Mr. SAMPSON: It is a question without notice. It is disquieting that a Bill brought down with the best of intentions should have proved such an incubus on industry. It is an incubus because in its incidence it has the effect of discouraging employment, and that is the last thing anyone desires should happen. Measures introduced here, it is hoped, will have the effect of assisting industry, but this Bill, by its restrictive operations, has proved to be a great detriment indeed.

MR. A. WANSBROUGH (Albany) [7.42]: While the Governor's Speech may not have been very informative to members of the House, I am satisfied that the infor-

mation it contained was read with much interest and appreciated by the general public. It must be a comfort to taxpayers to know that the finances of the State are in a very satisfactory condition, and that there are many evidences of expanding investment throughout the State and of the confidence of financial and commercial institutions. It was not to be expected that that statement would be favourably received by members of the Opposition. They would prefer the taxpayers to believe that such a satisfactory position could not exist under Labour regime. I regret that the wheat yield of last season did not reach expectations, but it is satisfactory that the present season has opened so auspiciously and that the prospect is for a good harvest. It is expected that the yield will be 45,000,000 bushels, and I sincerely hope that estimate will be realised. It is gratifying that the number of sheep continues to increase. The increase during last year was 546,336, and we may all hope that the increase this year will be even greater. It is a matter for satisfaction that land settlement continues its progress and that an extensive classification of new country has been carried out. I hope that policy will be continued. I note from the Speech that several railways have been completed and handed over to the working railways. With regard to one in particular, the Denmark-Frankland River line, I wish to express my thanks and those of my district for this extension. I regret, however, that no provision was made for the continuation of the railway from Pemberton. We know it was not the fault of this Chamber, but of another place, that the Bill did not pass. I should also like to impress upon the Premier the necessity for the further extension of the line in the direction indicated. Perhaps during the session he will bring down another Bill to make it mandatory for the construction of this extra piece of line. It is necessary for the development of this great corner of the South-West, that it should be linked up with railway communication. Other matters contained in the Speech will be of interest to taxpayers, such as electricity supply, harbours, agricultural water supplies, metropolitan water supplies, sewerage, road construction, forestry, dairying, etc. I am sure that when the Speech has been read by the general public, its contents will be appreciated far more than has been shown by some members of the House. This may

be the last opportunity I shall have of speaking on the Address-in-reply.

The Premier: Another swan song!

Mr. A. WANSBROUGH: I understand that efforts are to be made to dislodge me by hook or by crook.

Mr. Latham: Let us hope it is by hook, and not by crook.

Mr. A. WANSBROUGH: If the hon. member would keep away, I think I should be all right.

Mr. Davy: Stand as an Independent, and you will be home and dry.

Mr. Kenneally: If the hon. member goes to your district, you will be all right.

Mr. A. WANSBROUGH: I do not know so much about that.

The Premier: Cheer up!

Mr. A. WANSBROUGH: I am prepared to fight the election, no matter who may come along. There is another matter which greatly affects my district, and about which I hope something will very soon be done. I refer particularly to the necessity for the continuation of what is known as Young's drainage scheme. In that part of my electorate, drainage is a matter of first importance. While members on the cross benches are continually pressing for water supplies, we are desirous of getting rid of surplus water. I wish to impress upon the Minister for Country Water Supplies the necessity for going on with this scheme. We have many thousands of acres of land lying idle which should be producing potatoes and pastures. I do not know why the scheme was stopped, and I hope the Minister will heed my request and make every effort to have it carried on. Another matter that concerns my electors is the silting up of the King and Kalgan Rivers, caused by the floods of September, 1927. The channel of the King River is silted up to such an extent that the settlers cannot even get a flat-bottomed boat along it. The result is that they cannot get their produce to market except by road at an additional cost of 5s. per ton. This matter, too, requires immediate attention at the hands of the Minister. I very much regret that the Railway Advisory Board have not presented their report upon the comprehensive scheme of railways east of the Great Southern. This report has been awaited with a great deal of anxiety by the settlers concerned. I shall be pleased to have from the Premier some idea of when this docu-

ment will be available. If it comes forward this session, as I hope will be the case, I trust mention will be made of the Salt River district, the Ongerup-Needilup district and the Pingrup-Majenta district. The Railway Advisory Board are now making investigations into that part of the State. The settlers there are becoming uneasy. Some of them are asked to cart their produce between 30 and 40 miles, which is far too great a distance. I am glad to learn that the report on the 3,500 farms scheme will soon be available. It is pleasing to note that every avenue is being investigated and I am sure that members will welcome the presentation of the report. I was interested in some remarks that were made by the member for Katanning (Mr. Thomson) the other evening. He propounded a scheme for railway communication to pass through the 3,500 farms area. He suggested that the Great Western railway should be diverted from Kalgoorlie, brought down through Karlgarin and then on to Perth through Brookton. I was led to believe that decentralisation was part of the platform of the Country Party, but now we have its leader urging a scheme for centralisation.

Mr. C. P. Wansbrough: He suggested a good way of opening up the country.

Mr. A. WANSBROUGH: He proposed to divert the trade from the port of Esperance and Albany to Fremantle.

The Premier: And leave it in the wilderness.

Mr. Latham: I always thought he was a champion of Albany.

Mr. A. WANSBROUGH: He slipped on that occasion. He went out of his way to propound a totally different scheme, that would take trade from those other ports. I hope the proposal will not be entertained.

Mr. Sampson: It would open up a lot of new country.

Mr. A. WANSBROUGH: I know of a much better way than that. My view of the best way to serve this country by railway communication is by means of a line from Southern Cross to Salmon Gums, and another from Southern Cross through Karlgarin, Lake Grace, Lake Majenta and Ongerup to Albany, coupling up with the Katanning-Pingrup line en route. Such a railway would follow the contour of the country, and provide better grades, better haulage, and make for greater production. With

regard to group settlement I am pleased to note that the revaluation board has made headway with its task. The figures so far presented reveal an enormous expenditure, and also an enormous writing-off. While such figures make bad reading, I have sufficient faith in the South-West to believe that it will rise to the occasion, and that the amount to be written off will not be lost. I feel sure, too, that the scheme will, in the near future, be held up as an example for other countries to follow. Many who condemn the scheme will, I believe, live to be sorry that they did not participate in it.

MR. NORTH (Claremont) [7.55]: As this is our Centenary year, it behoves members to be more circumspect than usual in their remarks. It may happen that more notice will be taken of their remarks on the Address-in-reply on this occasion than is usually evidenced. I intend to be much shorter this session in the remarks I have to make on the Address-in-reply, and to confine myself to one or two subjects. I first wish to speak about a matter to which I have referred before. I will, however, add something to what I have already put forward; I refer to the question of railway gauges. Since the motion was carried by both Houses two or three years ago, a lot of water has run under the bridge. The Victorian Press have constantly urged the question of converting the present gauge in that State, and the "Big Four," after an examination of the position declared that one of the primary troubles in Australia was the gauge problem. Although every person seems to subscribe to that view, nothing has actually been done to bring to fruition the needs of Australia in this direction. There has been some tinkering with the problem. It is true the Federal Government are, in a somewhat piecemeal fashion, trying to do something towards the realisation of a standard gauge. There is talk of altering the gauge between Sydney and Brisbane and of another piece of line between Adelaide and Red Hill. The question still remains to be decided, what is the standard gauge to be. That is why I desire to make some remarks on the matter in this, our Centenary year.

The Minister for Railways: That has been decided. It is the standard gauge.

Mr. NORTH: I am going to make some points to show that the matter is not yet settled. Every Government I have yet

heard discuss it, including the Government of this State, has said that the standard gauge is not practicable and does not pay. I understand that if our railways were run on the standard gauge they would not show a profit. Of course they are not doing it now, but they could not be economically run on the 4ft. 8½in. gauge. That is all that has been urged. In Queensland it is said that if the standard gauge operated there, they would have fewer miles of railway and less traffic carried. All the railway commissioners in Australia, except the Federal Commissioner, are hostile to the conversion to the broad gauge, chiefly because of the cost. The ex-Commissioner of Railways, Col. Pope, after his return from South Africa, pointed out that the railways there, operating on the narrow gauge in use in Queensland and Western Australia, were proving most successful in regard to speed and in other directions. I understand that the express from Capetown to Johannesburg runs at a higher speed than any of the expresses in the Eastern States on the broader gauge. Australia, as a country, cannot face the cost of the conversion of our lines to the standard gauge, and the next thing, therefore, is to alter the gauge to one than can be adopted and will be economical to adopt. It is common knowledge that there are many more railways in Australia running on the narrow gauge than on any other. It is also well known that the cost of conversion of the existing lines to the Western Australian gauge would be far less than would be the cost of conversion to the standard gauge, which is not in universal use in Australia. I contend, therefore, that a lot of the trouble now holding back this country could be overcome if all the States installed the gauge that is in use in this State. The money that would be spent in converting the wide gauges in the two States to our gauge would be very much less than the cost of converting the narrow gauge to the standard gauge. If this were done the problem would be solved of giving Australia a uniform gauge such as is in use in South Africa, and would be solved at the minimum possible cost. We know that the 3ft. 6in. gauge operates perfectly satisfactorily, and that in South Africa with heavier rails it gives all the service that is required. South Africa very much resembles Australia. Seeing that for the purpose of practical politics every State Government is averse to converting the narrower

gauges to the broad gauge, I say the time has now come when the matter should be re-opened. We cannot let it go sliding along, and I think the centenary year is one in which to take stock of the position. There is no difference between our situation in Australia on this question, which is ignored year after year by each State Government, and the position which would be created if some invader came to this country and ruptured our communications in six or eight places. The latter situation could not be worse for us than the one which is created by the breaks of gauge now existing. I repeat, if an invader broke up our lines as they are now broken up by differences of gauge, if the invader destroyed sections of a hundred yards of our lines every here and there, our situation would not be worse than the one we are in to-day. It may be, as the Minister for Railways has told us to-night, that we have a standard gauge; but it is purely a sort of theoretical aspiration which will not be attempted for perhaps 50 years. It may be described as an absolute farce. The mere conversion of main lines, which means the lines running through the capitals, is worse than useless. That has been shown by ever hon. member who has spoken on the subject. Whenever the Country Party discuss the question, they show themselves absolutely terrified of the broad gauge pushing in among our lines, upsetting the handling of goods and creating the very mixture of gauges that we wish to avoid in Australia generally. Therefore I seriously commend to the Government the suggestion that if Australia cannot to-day meet the cost of converting to the so-called standard gauge, the other thing should be done, and that to slide back the transcontinental line to 3ft. 6in. would be a child's problem compared with the job we are now proposing to tackle. The same remark applies to the new line about to be opened from Kyogle to Brisbane. That line could be very simply converted from broad gauge to narrow, and it could be done very much more cheaply than the present scheme, which in any case will not come about during our lifetime. We have the experience of two other countries which have overcome the difficulty. One is the United State of America, where there were six gauges in operation. The lines being in the hands of companies, and not of Governments, the company directors met round a table, with the result that within 12

months they had made arrangements for the conversion of 13,000 miles of railway. By that means the States of the American Union have ever since gone ahead as one country. There is this big difference, that whereas we have to-day only six breaks of gauge, in the States there would have been 40 or 50 if they had continued as they were doing, and the result would have been to render communication absolutely impossible. We must not go on like skulking fools decade after decade, seeing our different State lines extending on different gauges when there are alternatives to the present scheme. If it is absolutely impracticable to adopt the 4ft. 8½in. gauge, as every Australian State Commissioner seems to say, let us get on with the job that we can afford. If Africa can on the 3ft. 6in. gauge deal with her transport and run passenger trains as fast as our fastest passenger trains, what on earth is the use of our wasting time by attempting the impossible task of a conversion which may require 50 or 75 years to achieve? The very suggestion of broad gauge in Western Australia is looked upon almost as a joke. We are operating our railways efficiently. I am told that the new Kalgoorlie express is almost equal to the Federal line.

Mr. Lindsay: You have not travelled on it, have you?

Mr. NORTH: No; but still there is the fact that we have the African model to go on, and we are told that the Johannesburg-Capetown express is the equal of any train in Australia. And the Johannesburg-Capetown express is run on our Western Australian gauge. On all sides we are told that Western Australia is going to be one of the great States of the Commonwealth. Again, Queensland has the biggest mileage of railways in Australia—more than New South Wales and Victoria put together. Queensland, with ourselves, holds the balance of power as regards mileage open; and if the other solution is beyond practical engineering, it is up to us to make a move, to let our Minister for Railways and our State Commissioner get together and use the time when a conference is on between the various State Commissioners. Unfortunately, the chances are ten to one that the conference, so far as this subject is concerned, will end with a pious resolution that unfortunately the cost is beyond the resources of Australia to-day, and thus the reform is liable to be shelved for another 50 years. Let us make a concrete proposal and ask Mr.

Bruce's Government to consider seriously the question of shifting back the rails on the broad gauge line, leaving the bridges and tunnels in position. The rails could be brought back to our gauge, which is economical. We shall never be a great country until the gauges are adjusted. It is not yet realised what a tremendous trade seven or eight millions of people can control and operate if only they get together. Victoria and New South Wales are sending us 10 millions annually, and we are sending back only one million. It is possible in California to-day to send a truck of tomatoes or other quickly grown produce right through to New York in 2½ days, thus catching the markets. That circumstance has had the effect of opening up an enormous internal trade in the United States, and internal trade is just as effective for wealth production as oversea trade. Indeed, the internal trade of the United States of America is now enormously larger than their trade with the rest of the world. If the six million people of Australia could only get together on one gauge, it would do far more for them, for the promotion of immigration, and for the abolition of unemployment during the next five or 10 years than anything else that could be done. The burden and legacy that we are handing down to posterity in these mixed gauges is a far bigger burden than any lump sum of millions of pounds which would be needed to do the job. If the job cannot be done on the broad gauge, let it be done on our gauge. Let it cost, if you like, from 35 to 40 millions sterling; that is a mere tithe of our war debt. It is a definite sum. If the expenditure is begun next year, it will hardly be felt in 20 years from now by reason of the consequent enormous sway of prosperity in Australia. Meantime the increase of mixed gauges as the mileages of the various systems extend renders the task of conversion more and more difficult. Anyone who looks at the map of Australia and sees the network of lines in the Eastern States—this does not apply here, I admit—must recognise that whereas at present we have only two or three breaks in existence, there are potential breaks awaiting development. As a result, such lines have not been extended or developed. I have been told by a person entitled to speak on the subject, the secretary of the Pastoralists' Association, that there were enough sheep lost in New South Wales during the drought of two or three years ago to

pay the whole of the cost of this job. If it had been done, he stated, the whole of those valuable breeding ewes that were lost could have been brought across to our waving pastures and saved to Australia. I leave that subject, trusting that, this being the centenary year, some move may be made to deal with the question. Now I come to a more local matter, something affecting the liberty of the subject, the report of the Dillon Commission. I am sorry to see the Minister for Justice is not in his seat at the moment, though I do not blame him for leaving the Chamber when I am speaking. The report of the Dillon Commission shows clearly that there was an irregularity. When there has been an irregularity in the administration of justice, the public are entitled to know the reason why the Government are not prepared to recompense the citizen for loss arising out of that irregularity. In the Dillon case there was a clear instance of a mistake on the part of the police. That mistake is, of course, quite excusable, because the powers of prosecution must always remain with the Police Department. We all know the magnificent record of our police in bringing offenders to justice. That has been illustrated only recently, by the way. Of late years the police have done excellent work, notably in the case of the fellow who shot a man in the afternoon and was caught on the Kalgoorlie express in the evening. But in the Dillon case there was a clear irregularity on the part of the magistrate in committing a woman to a mental ward for a week before she had a chance to open her mouth. That admitted irregularity justifies, I consider, an inquiry by the Government into the whole of the procedure surrounding cases where people are arrested and then, on some evidence or other, some tittle-tattle, are clapped into a mental observation ward. This is not a political matter at all, but a matter of procedure in regard to administration of the law to protect private citizens. I do hope the Government will make every inquiry and see whether it is not possible to tighten up the procedure so that in future it will be impossible for private persons to be arrested as Mrs. Dillon was, brought before a magistrate, and whipped off to the mental ward before she had an opportunity to open her mouth.

The Premier: Probably she is the first woman who ever got so far without opening her mouth.

Mr. NORTH: On the other hand, Mrs. Dillon is very good with her pen. In any case I do not think the Government would be justified on this occasion, and quite apart from ordinary instances of persons prosecuted and found to be innocent—which must occur hundreds of times in a year—in making compensation to Mrs. Dillon. When a citizen has a unique grievance against the Government, when a Royal Commissioner has said that there has been a mistake on the part of the magistrate, surely the Government are entitled to repay the losses the family were put to. Mrs. Dillon had to find hundreds of pounds for legal expenses; she had her children taken away from her; her husband had to come down from Kalgoorlie and lose a lucrative appointment. Without creating any precedent, the Government could easily recompense Mrs. Dillon for the financial loss she sustained while apparently an innocent woman. The judge himself, sitting as a Royal Commissioner, has said that she is an innocent woman. The next subject I want to refer to is Claremont-Cottesloe sewerage. I do not like talking about the subject, because I have had so much to say about it before. It is becoming monotonous to have to mention it in this House, but hon. members are aware that unless local questions are dealt with, even if only shortly, on these occasions by members of the Opposition, local people are apt to think that their interests are being neglected. Hon. members are aware that in regard to these matters more work is done outside with the departments than in this Chamber. I will put the case very shortly, as the Minister knows it well. Claremont and Cottesloe interested themselves in an Act passed by the present Government enabling the installation of local sewerage in each house, similar to the system adopted in country hotels, the cost being from £25 to £30 per house. The Act in question has been very largely availed of in Claremont and Cottesloe. Not only is it being operated, but local bodies have sent out hundreds of notices to householders to get on with the job of putting in these little tanks and cheap sewerage systems. That was all very well. They acted in good faith in accordance with the provisions of an Act of Parliament that we passed quite recently. That work was started and considerable progress had been made. I would point out that this question is not

a parochial one in the sense that a deep sewerage scheme for the district would mean an expenditure of about £750,000. That money would have to be taken from loans borrowed through the Federal Loan Council. Therefore, it becomes a State matter. After the local bodies had made all their plans and had put the work in hand, the Minister for Works announced the draft of a huge sewerage scheme. That was about six or eight months ago. In the face of the information he published in the Press, both the local authorities concerned stopped the construction of the local septic tank scheme, and the people generally were in doubt as to whether they were to have the benefit of the small local scheme or the big deep sewerage scheme. Work was held up, plumbers could not get on with the job, and everything has been in a general muddle. The people want to know something that I am afraid the Minister will find it hard to answer. They want to know whether the Minister intends to give Claremont and Cottesloe a deep sewerage system. The advice I have given them from public platforms, and I think the House will agree with me, has been to stop their local operations right away if the intention of the Ministry is to spend £500,000 in the course of the next two years in putting in a sewerage system in the district. Although we would welcome the construction of a big scheme like that, we cannot overlook the fact that such a large sum of money could perhaps be better spent in other parts of the State for the time being, and that the residents of Claremont and Cottesloe would be well content to jog along with their £30 septic tank job for the next decade or so. In these days we hear so much of money being required for urgent public works here and there throughout the State—and the Premier will probably not be able to get within a million pounds of his loan requirements when he seeks to get the authority of the Federal Loan Council for further borrowings—that it makes us wonder whether the money involved in the scheme outlined by the Minister for Works could not be put to better use for the time being. However, it is essential that we should know the intentions of the Government regarding the septic tank or sewerage scheme for Claremont and Cottesloe at the earliest possible moment. If the Premier were to tell us that the money could be better spent in other direc-

tions, that would be good enough for me because I am convinced the septic tank system the local authorities have been installing will do very well for the next ten years. That would enable the money involved in the scheme suggested by the Minister for Works to be utilised upon what are probably much more important national works. If £100,000 is advanced for work in the metropolitan district, it obviously means that so much money is withheld from expenditure in other parts of the State where greater good would result, although the expenditure of the money in the city would probably show a very good return. However, my personal view is that it is much better to set aside the larger scheme indicated by the Minister and to allow the local authorities to go on with their septic tank installations, thus making available the money that would be involved in the deep sewerage scheme for use in other parts of the State. At the same time I will not advance my personal views in antagonism to the department if the department consider that they can get on with the job and that the £500,000 should be spent in my electorate.

The Premier: In any case it would be a long time before that could be done.

Mr. NORTH: I think so. The Mayors of both Claremont and Cottesloe have withheld the sending out of notices to the residents pending some further information about this matter. Had they not done so, the work of installing septic tanks in half the district would have been completed by now. The scheme outlined by the Minister for Works was an interesting one and doubtless will be carried out in the course of years. We could get on with the smaller job if we were told that the big deep sewerage scheme will not be installed within the next ten years. If we could get that announcement, all would be plain sailing and the public of Claremont and Cottesloe would be willing to have the larger sum of money involved spent in some more advantageous direction, knowing how hard it is to get money now. There are but one or two other matters to which I desire to refer. One is, in a sense, an extension of the motion that we agreed to last session regarding our food supplies. I note that the Education Department has seen fit to issue a most illuminating and valuable book, the object of which is to teach Western Aus-

tralian children how to live and what to eat. That is a great triumph for Western Australia. Although I do not claim that the book was issued as a result of the passing of the motion I moved last year, I am glad to know a book has been published that contains much of the information I sought to obtain as the result of that motion and that the book has been made available to the children. I trust that every child will be taught each week in regard to the contents of this little red book, which is a mine of information. It would well repay any hon. member to peruse its pages. It is certainly a triumph for the Education Department and whoever is responsible for its production should receive our highest praise. It would be a good thing if the Government were to provide a copy of that book in this Chamber for the information of hon. members. Another interesting matter arising from the same motion has come under my notice during the recess. In the course of my inquiries regarding dietetics I came across certain information that had been made available by Professor Plymsohl, who is regarded as an expert in dietetic research. The information represented the ideal diet as arrived at by experts with their test tubes and so forth. Certainly these people have never been in Western Australia. To find out how our position compared with the suggestions of those experts, I took the total tonnages of food used by our 400,000 odd people in Western Australia and calculated the quantities consumed of flour, meat, milk and so on. To my intense surprise I found that the people of Western Australia, almost to a third of an ounce, were enjoying the ideal diet suggested by the experts on the other side of the world.

The Premier: We just hit on it accidentally?

Mr. NORTH: Yes. It showed that the people of Western Australia who have led the world in physique and in other directions, without any special knowledge or the use of test tubes plonked right on to the ideal diet. For instance, the ideal diet includes half a pint of milk per head per day. That is what the people of Western Australia average per day. Then again the ideal meat and cheese diet is said to be five ounces of meat and two ounces of cheese. Western Australians scrap the cheese and

have from seven to eight ounces of meat per head per day.

The Premier: But that is not as good a diet as the lesser amount of meat, is it?

Mr. NORTH: I do not know. The total quantity of the ideal diet is seven ounces and our meat diet totals eight ounces, so that I do not know that it can make much difference. Then again, the experts lump all starchy foods under the heading of flour and give the ideal diet at a pound weight per day. The Western Australian diet under that heading works out at one pound per day. The ideal diet of sugar amounts to two ounces, whereas Western Australians consume four ounces of sugar per head per day. They are a bit hot on sugar; perhaps that is why our teeth are so bad! The only other interesting item relates to potatoes. The ideal diet is three ounces, whereas we use five ounces; perhaps that is merely the difference between a small spud and a large one. These disclosures, however, show that we do not require to make many inquiries regarding the people's food supplies in Western Australia. It is not because of the quantity of the people's diet that our hospitals are full. The investigations I made disclose that the people's diet here is almost an ideal one. I shall not detain the House any longer. I trust we shall have a bumper season and I do hope that the Government will be able to look into the question I raised regarding the conversion of the railways in the Eastern States to a gauge similar to that of the Western Australian railways, if it is not possible for us to convert our railways to fit in with their gauge. We want the country to be linked up as one unit by means of a uniform gauge, and I trust that inquiries will be made with that end in view.

(On motion by Mr. Marshall, debate adjourned.)

House adjourned at 8.27 p.m.