

dale, Thomson, the then member for Claremont, Underwood, Mullany and Durack.

Hon. G. Taylor: Of those who voted for the Bill, not too many remain.

The PREMIER: Nearly half of them are still here, and the others fell by the way for other reasons.

Mr. Lindsay: That is a bad omen; we cannot vote for the Bill now.

Hon. G. Taylor: You have frightened them. You should not have read that list.

Mr. Davy: At any rate, many of them did not vote for the Bill last year.

The PREMIER: No. Are they going to vote against it this year? Is it that a Bill brought forward by me as Leader of the Opposition was innocuous, whereas a similar Bill introduced by me from the Government side of the House is dangerous? The effect would be the same, irrespective of whether the Bill emanated from the Opposition side or from the Government side. I have a much better opinion of hon. members than to suggest that they have changed their views during the last four or five years.

Hon. G. Taylor: If those members now outside were here to-day, I do not think you would get them to vote for the Bill.

The PREMIER: If hon. members refuse to support a Bill of this description, they will find themselves in company with those who are not here now. There will be a great awakening throughout the State. Two-thirds of our people will not sit down under this injustice for all time. They will demand a better condition of affairs. I am not anticipating that those members who voted for the Bill before will vote against it this time.

Mr. Davy: You do not care whether they oppose it or not.

The PREMIER: I should like to have their support.

Mr. Davy: You have your numbers already.

The PREMIER: But with the support of the members I refer to, we would help to influence the members of the Council when they read the division list. I submit the Bill to the House as the smallest measure of advance I could possibly ask for if we are to move forward at all. Either leave the position as it is, or take this short step forward. For anyone to build up in his imagination, the possibility of the abolition of the Legislative Council as the result of the passage of the Bill, would be to dub that individual hopelessly lost in imaginary ideas. I do not believe it will lead to the abolition of the

Council. That end can only be attained if the people desire it. If the people desire it, it will not be for Parliament to stand in their way. I move—

That the Bill be now read a second time.

On motion by Mr. Davy, debate adjourned.

House adjourned at 8.37 p.m.

Legislative Council,

Tuesday, 31st August, 1926.

Address-in-reply, Eleventh day

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

ADDRESS-IN-REPLY.

Eleventh Day.

Debate resumed from 25th August.

HON. H. A. STEPHENSON (Metropolitan-Suburban) [4.33]: Before addressing myself to the motion before the House I wish to congratulate you, Sir, on your unanimous appointment to the Presidential Chair. I am certain your marked abilities will enable you to carry out your duties with distinction to yourself and satisfaction to all members, and I trust you will long be spared to preside over our deliberations. Also I desire to welcome those old members who were returned at the last election, and the new members as well. The first item of importance in the Governor's Speech has to do with finance. The financial position is somewhat disappointing, inasmuch as most people thought the annual deficit of so many years' standing would have been wiped out by now. The Premier, in adducing reasons for not being able to balance the ledger, said it was owing to the partially dry season of last year preventing

the railways from earning as much as was expected. Of course, hon. members know that is not the real reason, that the granting of a 44-hour week and the paying of higher wages to the railway men had a great deal to do with it. However, although the position is not quite what we expected, it could easily have been very much worse, and so we have to be thankful for small mercies. Mr. Gray, with his usual one-eyed vision, considered the satisfactory financial position was entirely due to the ability displayed by the present Government. Mr. Glasheen, on the other hand, said neither the present nor the previous Government had anything to do with the improved position, that it was entirely the result of successive good seasons. I cannot agree with either of those members. Although prepared to give credit to the present Government for what they have accomplished, and to agree that the good seasons experienced have been of great advantage, I want to give credit where credit is actually due. If, as Mr. Gray said, the present Government will go down in history for the part they have played in bringing about the improved financial position, then Sir James Mitchell should be lauded to the skies and allowed to rest in Heaven for ever and ever in reward for the part he played in bringing about an improvement in the finances. It was his policy that enabled the present position to be attained. Had it not been for the area of land cleared and cultivated, all the rain in the world could not have affected the position one way or the other. I wish to congratulate the present Government on their continuity of the immigration and land policy initiated by the former Government. It is the correct policy to adopt, and it must result in forcing the State ahead. More population and more production are required if we are to reduce taxation. The present population cannot afford to carry any further burden in that respect. Interwoven with more production and more population is the question of markets. It is of no use settling people on the land unless markets are found for their produce. We have a local market capable of absorbing all the foodstuffs we are importing, foodstuffs that we ought to be producing for ourselves. In a very few years, we shall be producing all those foodstuffs and will have a surplus for export. In respect of the principal lines of production we are fast catching up the local requirements and, in consequence, profitable

markets overseas will have to be found. I refer to wheat, wool, flour, bacon, hams, butter, cheese, and the like. In all of those lines soon we shall be competing in the world's markets. Consequently it is wise that we should get a move on so that we may be in a position to advise our farmers as to the best markets for their surplus products. I should like to show what has been done in other parts of the world, more particularly in America, in finding markets for the farmers. I have here a bulletin issued by the Hon. E. Patterson, Minister for Markets and Migration in America. This bulletin has been sent to the Commonwealth Board of Trade. Showing, as it does, what has been done in America, it is of very great interest to Australians, and more particularly to those members representing the farming interests. It goes on to say—

The following account of work now being done in countries by American representatives as outlined by the House committee on agriculture will be of great interest to Australians:—

The foreign service of the U.S. Department of Agriculture comprises the International Institute of Agriculture at Rome, where a representative of the U.S. Bureau of Agricultural Economics is the permanent delegate of the United States. Through the institute the department maintains contact with sixty-four of the leading nations of the world, and from their ministries of agriculture receives periodic reports relative to areas seeded, crop conditions, production, stocks, imports and exports of agricultural products, price trends, and other pertinent information.

This exchange of information is an interchange between the departments of agriculture of the world, cleared through the international institute at Rome. From twenty-six of the most important agricultural centres this interchange of agricultural information is effected by telegraph.

This basic reporting service of the international institute is supplemented by co-operation between the U.S. Department of Agriculture and the U.S. Consular Service. Through arrangement with the office of the consul general the Bureau of Agricultural Economics is co-ordinating the reporting on agricultural subjects by the 400 American consuls stationed in every quarter of the globe.

The U.S. Department of Agriculture handles about 500 consular reports each month on agriculture and allied subjects, and also co-operates with the U.S. Department of Commerce through its Bureau of Foreign and Domestic Commerce with reference to international trade in American agricultural products. As reports on the exports from the United States are received in the office of the above bureau, the department is notified and experts from the Bureau of Agricultural Eco-

nomies co-operating with experts from the Department of Commerce tabulate the information and the results are available to both departments. As reports of the commercial attaches are received in Washington, all of those pertaining to agriculture and general economic conditions are supplied to the Department of Agriculture. The Bureau of Agricultural Economics handles about 165 attache reports each month.

At present the Department of Agriculture is co-ordinating the current reports on agriculture being made by the international institute at Rome, the Consular Service, and the commercial attache service summarising this material into a homogeneous whole and making this information available to American farmers at the earliest possible moment after its receipt. To supplement this routine work by other departments, the Department of Agriculture maintains in foreign countries at strategic points highly specialised experts working out special problems that are technically beyond the scope of the organisations of the other departments.

During the fiscal year 1925-26 eight field workers have been maintained abroad at permanent stations, while more than 60 specialists have been in foreign countries engaged upon problems of vital interest to the production and marketing problems of the American farmer. The permanent offices in foreign countries report by wireless, cable, and mail on the current economic and agricultural conditions in the countries under their jurisdiction.

Over 65 cables and between seven and eight hundred written reports are received monthly by the Bureau of Agricultural Economics alone. This bureau comprises 80 sections covering the economic production and marketing of agricultural commodities and is in contact with every important co-operative association and private marketing organisation in the country. The extension bureau of the department with its 2,300 county agents, is in contact with the individual producer whether associated co-operatively or marketing his products individually. Through these channels of direct contact the information relative to competition from abroad and the demand of foreign markets for American agricultural products is transmitted in the most direct and understandable manner to producers and to those marketing farm products.

The foreign news service of the Department of Agriculture is co-ordinating with the domestic market-news service and utilises the machinery already established in the Department of Agriculture, thus giving the foreign agricultural information wide distribution at a comparatively small cost. This matter covers information received from every source on the condition of the principal crops in foreign countries and conditions affecting demand in foreign markets, together with special studies of countries and commodities.

There is also issued a monthly review of world agriculture as well as a weekly statement of foreign crops and markets. This information is widely distributed amongst farmers, crop reporters, etc. The department also operates in connection with its market-news

work more than 7,000 miles of leased telegraph wire stretching to all parts of the agricultural country. As foreign agricultural news is received at headquarters the reports are flashed over the telegraph system to more than a score of branch offices, which, in turn, disseminate the information among producers through newspapers, mails and radio.

More than 75 radio broadcasting stations covering the entire country, co-operate with out compensation in despatching both domestic and foreign agricultural news.

The time is not far distant when something of the same kind will have to be done in the Commonwealth and more particularly in Western Australia. We have reached that stage when nearly all our principal lines of production have overtaken the local supply. We therefore have to find markets outside. I should like to show what effect this propaganda in the United States has had upon imports into the Commonwealth. In 1913 Great Britain supplied 59.7 per cent. of Australia's imports and the United States 11.9 per cent. In 1924 the two countries had come much closer together, the figures being respectively 45.2 per cent. and 24.6 per cent. In 1925 Great Britain's share of the imports was 43.9 per cent. and that of the United States 24.6 per cent. In this period, therefore, the United States exports to the Commonwealth had more than doubled. It will thus be seen what is being done with regard to marketing in that country. It is necessary for us to follow in the same footsteps. The Federal Department of Migration and Markets are doing a great deal. They obtain a lot of valuable information, but unfortunately it does not receive proper publicity. We should see what we can do ourselves in this matter. I notice that the first section of the Muresk Agricultural College will be completed for the reception of students in September. I understand that four new experimental farms are also being established for the purpose of finding out where wheat can be grown and how far it can be grown in the dry areas. The agricultural college will be of great assistance to the State, more particularly to primary producers. Those who have much to do with farmers know that they are very careless and lackadaisical, and require much theoretical and practical knowledge in cultivating their land to the best advantage.

Hon. C. F. Baxter: The worst trouble is the want of capital.

Hon. H. A. STEPHENSON: They should also be taught something about these matters. and very soon too. A good deal

of the land that is under cultivation to-day is in a very dirty state, because the farmers do not know how to cultivate it to the best advantage. I hope that our agricultural experts will take up this matter. A large proportion of our agricultural produce is of inferior quality owing to this dirty farming. It is not uncommon to see truck load after truck load of wheat, oats, barley and other lines coming into the auction yards in Perth, containing up to 25 per cent. of foreign matter such as wild oats and tares. Members will easily understand the bad effect this has upon market value. During this year we produced a large quantity of oats, about $4\frac{1}{4}$ million bushels, which is far in excess of our local requirements. Unfortunately, owing to this dirty farming, between 70 per cent. and 80 per cent. of the whole production was of very inferior quality and unfit for export. Although we produced more than we required for local consumption, all the Eastern States, with the exception of South Australia, had a shortage. There was a market there which started in December, for a large quantity of oats, but unfortunately only a small proportion of this $4\frac{1}{4}$ million bushels was fit for export and for milling purposes. Although that market had been open to our farmers all through the year, the total quantity of oats exported did not exceed 80,000 bags. Had the quality been anything like up to standard, the Eastern States would have taken ten times that quantity. As things were, in order to fulfil their requirements, the Eastern States buyers had to ship oats from Chili and Canada into both Victoria and New South Wales. This shows what a bad state our land must be getting into, and how necessary it is that agricultural experts should look carefully into this matter. My idea is that they should endeavour to produce seed true to name, and make this available to our farmers, so that they in turn might produce a good article.

Hon. H. J. Yelland: They have been doing that for years.

Hon. H. A. STEPHENSON: It is almost impossible to-day to get good produce true to name, not only in Western Australia but in almost every part of the Commonwealth, and we are drifting to such an extent that very soon our produce will be practically useless.

Hon. H. J. Yelland: You are quite wrong here.

Hon. H. A. STEPHENSON: Unfortunately, I know from experience that I am right. It is a shocking state of affairs to think that, with the large quantity of produce for which the State is responsible, New South Wales and Victorian merchants should be passing our doors and going to Chili and Canada to bring shiploads of stuff from those countries. A word or two now with regard to road construction. I am pleased indeed that a comprehensive road making policy has been agreed upon between the Commonwealth and the States. I take this opportunity to congratulate the Minister for Works on the part he has played with regard to the agreement that has been entered into. One of the first essentials in connection with land development is good roads. We cannot go very far in the direction of constructing roads in Western Australia without some assistance from the Commonwealth. A great deal has been said about the Federal Government's action in imposing a petrol tax, but our Government anticipated that 12 months ago and made provision for it. We have much more to gain by a road construction policy than has any other State. Of course we cannot have everything our own way: we cannot have the bun and eat it too. I cannot understand the adverse criticism that has been levelled against the Prime Minister in this matter. I have great admiration for Mr. Bruce and I look upon him as the foremost statesman in the Commonwealth to-day. His great desire is to do the best he can for the whole of the Commonwealth. He has been sympathetic towards the undeveloped States and those with small populations, and his actions have always shown him desirous of assisting Western Australia. On the occasion of one of his early official visits to the State, he said that Western Australia was due for special consideration owing to its undeveloped condition, and because of various other disabilities. It was the Bruce Government that appointed the Royal Commission to inquire into the State's disabilities, and I am confident that we will derive great benefit as the result of that Commission's report. The present Federal Government have done more for Western Australia during the past two years than has any other Government since the inception of Federation. Regarding harbours, I note that steady progress has been made with the work of construction. Unfortunately, Albany does not seem to have had too much

money spent on its outer harbour. I note also that progress has been made with the work of reconstructing Victoria Quay at Fremantle. I endorse the remarks made by Mr. Potter, who stressed the necessity for cool storage at the Fremantle wharves. It is absolutely necessary that something should be done in that direction. Our fruitgrowers have not been having a very good time. Especially has this been so during the past season, owing to the coal strike and other things. There are only four or five months in the year when Western Australian fruitgrowers have a chance to get their products on the London market. In respect of soft fruits that period is between the end of the American season and the commencement of the English season. Now the Americans are endeavouring to place a portion of their fruit in cool storage in England, so as to regulate the market. That means that they will come into competition, more than is the case at present, with the Australian growers, and it is essential, therefore, that our growers should be placed in the same position. Unless they have cool storage to enable them to put their fruit on board in the best possible condition, and so land it in prime order, they will suffer considerably. At the present time, if two ships arrive in England at about the same period, the whole of the fruit is marketed almost at once, with the result that prices are knocked to pieces and our growers have to suffer loss. It is necessary that the Government should go into this matter of providing cool storage. They could make a charge which the growers would be ready to pay. Regarding the railways, I am pleased indeed to note that the Minister is doing something in the way of getting more rolling stock and tarpaulins. For the past 15 years or more farmers, merchants, and others interested have been crying out for more trucks and more sheets. To my knowledge there has been an appalling waste through an insufficiency in respect of both trucks and sheets. It is no uncommon thing to see trucks of produce, unsheeted for days, lying in the rain. Again, it is a common occurrence to see thousands of bags of uncovered perishable goods lying at stations and sidings awaiting the arrival of trucks. Therefore, I am glad to know that the Government intend to make better provision in this respect. I understand that 200 or 300 additional trucks will be available, and that

between 1,200 and 1,500 new tarpaulins are to be secured. I cannot understand why there should be such a shortage of tarpaulins. Were the department to have a large number, they would prove a profitable asset because so much per day could be charged for their use. Farmers and others who require these sheets would never grudge paying for them in order to save the produce. Every winter in the past it has been impossible to get sufficient trucks and sheets for the produce that has been awaiting transport to market. It is with regret that I notice there has been no mention made in the Governor's Speech of a bridge at the Melbourne-road crossing. The absence of a bridge there is the greatest economic waste that I know of in the State. Nearly the whole of the produce grown in the State has to come to Perth through what is known as the bottle-neck. A great percentage of the imports come up from Fremantle to the Perth yards and the marshalling of trucks there is continually going on in the vicinity of this crossing, occupying 2½ hours a day on five days of the week, and consequently holding up traffic at the crossing for that period. It is quite a common sight to see 40 or 50 lorries, wagons, and motor vehicles hung up for as long as 25 minutes at a time, awaiting the opening of the gates. That is a shocking state of affairs and would not be permitted to exist for five minutes in any other part of the Commonwealth. I hope this matter will receive the urgent attention of the Government. Thousands of pounds are being spent on business premises on the north side of the railway, and a great deal more would be spent if it were known that those unnecessary delays could be obviated. The city is extending in that direction, and as a matter of fact it is impossible for it to extend in any other direction. It is, therefore, a great drawback to have this block of traffic going on throughout every hour of the day. The receiving sheds, delivery sheds, and goods sheds are all there, and although the Government have a siding on the north side, there is no weighbridge there. Everything has to be weighed on the south side. If there were a weighbridge on the north side, a great saving would result not only for the Railway Department but for the public. Amongst the new legislation forecasted in the Speech is a Bill to provide for State insurance. Members know my views on

State enterprise, and I shall have something to say on the Bill when it comes before us. I am pleased that the Government intend to push on with the establishment of central markets. Their provision is long overdue, and I sincerely hope that something definite will be done this session.

HON. G. W. MILES (North) [5.16] I congratulate the House on having done itself the honour of electing you, Sir, to the President's Chair. Although I was not present at the time, I am satisfied that the House does the right thing when I am not here. Let me also congratulate Mr. Cornell, the Chairman of Committees elect. With other members I regret the defeat of former colleagues and I congratulate the new members. No reference is made in the Speech to the formation of a metropolitan water board. I endorse the remarks of Sir William Lathlain that this is a problem the Government should take in hand at once. We badly need a metropolitan water and sewerage board. Before spending money to beautify the river, the sewerage system should be altered by removing the septic tanks from the river. This part of the scheme is a standing disgrace, and I have never been able to understand why previous Governments permitted it to continue. We have the experience of other countries that the sewage can be put to profitable use instead of being run into the river and thus polluting one of the most beautiful rivers in the Commonwealth. The Premier, on his return from England, expressed himself in these terms, and I hope something will be done this session to bring about this much needed reform. It is rumoured that the Government intend to build a railway and foot bridge in the vicinity of North Fremantle. When the Government decide upon the location of the new railway bridge I hope they will look ahead and consider the probable requirements of the next 50 or 100 years. In my opinion the new bridge should be located east of Rocky Bay, and one bridge should be provided to carry both road and rail traffic. I hope that the parochial interests at Fremantle will not influence the Government to construct the bridge near either the present road or railway bridges, because extensions will soon have to be made to the Fremantle harbour. I observe that a dredge is being constructed on the river at a spot where I, as a boy,

used to swim. Just in front of that is a reef, which is almost level with the surface of the water at low tide. I am wondering whether it will be necessary to blast the reef away before the dredge can be moved from the stocks.

The Honorary Minister: It has been there a long time.

HON. G. W. MILES: Yes, but that is the sort of thing that goes on in this State. We start to do something and then we find it is all wrong, something like what we have been informed has happened at Albany. Of course we shall be told that the slipway will be there for all time once the reef is blasted out, but I consider that a more suitable site could have been found for the slipway.

HON. E. H. GRAY: You should have told the Government of that before they started to build the dredge.

HON. G. W. MILES: But I am not a member for West Province, though probably I know more about it than does the hon. member. Reference has been made to the need for a railway on the south side of the river. The time has come when the railway to Fremantle should run down the south side of the river. I hope to see the standard gauge of railway extended from Kalgoorlie to Fremantle. This State agriculturally has only been scratched; there are considerable areas of wheat land yet to be opened up. Members have referred to the railway bottleneck at Perth, and any boy in the street can realise the necessity for a railway on the south side of the river. I hope the Government will consider this question without delay. The Labour Government have been criticised in another place for not having foreshadowed in the Speech the introduction of a Redistribution of Seats Bill. I can quite understand the attitude of the present Government, and I do not blame them in the least. I blame the previous Government for our not having had a redistribution. If the previous Government had done their duty, we would have had a redistribution three years ago.

HON. J. CORNELL: Two wrongs do not make a right.

HON. G. W. MILES: It is rather hard to expect the present Government to bring down a redistribution Bill when their predecessors were not game to stand by their Bill. True the Mitchell Government introduced a Bill, but the leader was not strong enough to say that he would stand or fall

by it. Some of his supporters objected to the boundaries recommended by the Commission and they lost their seats under the old boundaries. No blame is attachable to the present Government for not having introduced such a measure.

Hon. A. Burvill: What do you suggest in order to remedy the present position?

Hon. G. W. MILES: I agree that a redistribution should have been brought about, but it should have been done by the previous Government.

Hon. E. H. Harris: You do not say that a redistribution of seats is unnecessary?

Hon. G. W. MILES: No, but the present Government cannot be blamed for not proceeding with it.

Hon. J. J. Holmes: Are not they proceeding with it?

Hon. G. W. MILES: I think they should, and I hope they will. What I am complaining of is that members in another place have been criticising the Government for not having done what they themselves should have done three years ago. It is ridiculous. Reference has been made to State insurance. I am opposed to State insurance or to any other form of State trading.

Hon. E. H. Harris: The State Insurance Bill has not yet reached us.

Hon. G. W. MILES: No, but it is mentioned in the Speech. It has been said that the miners should have provided for their own insurance in the old days when the industry was flourishing. Miners, however, are the lowest paid workers in the State.

Hon. J. Cornell: And always have been.

Hon. H. J. Yelland: The argument was that the mining companies should have made provision, not the miners.

Hon. G. W. MILES: I agree that the companies should have made provision for the men. Still, something must be done now. I am anxious that the men affected by miners' disease should be provided for. I hope the Government will introduce an amendment to the Land and Income Tax Assessment Act in order that prospectors might definitely be exempted. I know it is the opinion of the Premier, the Minister for Mines, and other members of the Cabinet that prospectors are exempt from taxation, but the Commissioner of Taxation still continues to tax these men, regardless of the intention of the Government and of the Parliament. He does this under a drag-net provision in Subsection 3 of Section 15. If

the Commissioner of Taxation is going to flout the will of Parliament in this way, it is the duty of the Government to bring down an amendment to ensure that its intention is clearly expressed. Two years ago Mr. Harris moved an amendment, but at a conference between managers representing the two Houses, it was dropped. We do not want this matter left in the hands of the Commissioner of Taxation. We want the intention of Parliament set out in black and white, and the intention undoubtedly was that prospectors should be exempt from taxation. I congratulate Mr. Mann upon his speech and upon the information he gave the House about group settlement. It was instructive to listen to a member who knew his subject so well. I congratulate Sir James Mitchell on his scheme of land settlement for the wheat belt and the South-West—I have always been a supporter of that policy—but I also wish to congratulate the present Government and particularly the Minister for Lands on continuing that policy. The present Government, although a Labour Government, are to be commended for having introduced piecework as against day labour on the groups.

Hon. H. J. Yelland: It was the only way in which they could save the scheme.

Hon. G. W. MILES: It shows that the Labour Government are not too hide-bound to see the error of their ways. I hope they will adopt piecework in regard to the unions who are ruining this country by their day labour policy. The leading union in the State, the A.W.U., have adopted piecework right through Australia.

Hon. W. J. Mann: The Collie miners work piecework.

Hon. G. W. MILES: Yes; if it is a good thing for the shearers, the coal miners and the group settlers, it should be a good thing for all workers. Mr. McKay, of the Sunshine harvester firm, wished to establish works in this State but, owing to the unionists insisting upon day labour conditions, nothing has been done. The unions should have agreed to adopt piecework, as is done in Victoria, under which system the men would have received more money, production would have been greater and there would have been fewer unemployed. I understand that a deputation of unemployed is waiting outside the House at present.

Hon. E. H. Harris: The men at McKay's are on piecework.

Hon. G. W. MILES: I am glad to hear that. I have returned from the North only recently and I was under the impression that, owing to the unions not agreeing to piecework, the firm would not start operations in this State. Now that the Government have adopted the principle of piecework on the groups, I live in hopes of the system being adopted by all unions.

Hon. J. J. Holmes: That is only in non-union areas.

Hon. G. W. MILES: Group settlement is not proceeding as quickly as it should be. We are receiving 3,000 or 4,000 people every year, whereas the South-West could absorb 40,000 or 50,000, provided we had proper organisation. Population is the only thing that will save this country. I hope the development of the South-West and wheat belt will be extended so that we shall absorb 10,000 to 20,000 people every year.

Hon. E. Ewing: More than that.

Hon. G. W. MILES: Judging by the figures given us, we are progressing by not more than 3,000 or 4,000 souls a year, taking into consideration the number of people leaving the State. We must multiply our present rate of increase by ten before we shall be doing justice to this State. I am glad that the Esperance railway is at last being linked up with the general system. That district has been held back too long. Esperance will become one of our principal exporting ports in the near future. I agree that every port is entitled to the trade of its back country, and I hope that Albany will receive justice from the Government. If it is necessary to deepen the Albany harbour or provide other facilities there, it should be done; and if it is necessary to rearrange our railway rates in order that each port shall get the natural trade of its back country, that also should be done. These remarks apply to Bunbury, Albany, and Geraldton as well as Esperance. I am glad that the Geraldton harbour is being gone on with, and I hope the engineers who have mapped out the work have looked far enough ahead. Speaking as a layman, I regard it as a difficult proposition for a steamer to get in between the moles if there is a sea running. The entrance does not seem wide. I have discussed the matter with seamen, and they appear to have their doubts as to whether the harbour will be a success. I hope it will be all right. At Bunbury, too, I want to see development, so that that port may get the natural trade of its back country. As regards Busselton, an hon. member

spoke about extending the jetty; but it is a pretty long jetty now.

Hon. W. J. Mann: It is not necessary to extend the jetty, but the head should be made long enough to permit of tying up ships.

Hon. G. W. MILES: I can foresee bigger ships coming into Busselton. That district will require a deep water port. Such a port might, I think, be got at Geographe Bay. Busselton people might not like that, in view of their vested interests. It is quite understandable that they would not care to have a deep water port within 30 miles of them.

Hon. W. J. Mann: There is no deep water inside Geographe Bay.

Hon. G. W. MILES: The south-west corner of the State must have a good port in years to come. I am indeed pleased to learn that the Collie power scheme is to be proceeded with. I do not know how far electricity can be transmitted economically.

Hon. H. Seddon: It is being transmitted 306 miles in Victoria.

Hon. G. W. MILES: Economically?

Hon. H. Seddon: Yes.

Hon. G. W. MILES: If that is the case, I want to see the Collie power scheme pushed ahead and the East Perth power scheme scrapped, because it will be more economical to transmit power from Collie to Perth than to haul coal from Collie to Perth and generate power here. Now I wish to say a few words concerning the North-West.

Hon. C. F. Baxter: Only a few?

Hon. G. W. MILES: I may remind the House that this is the first time I have been on my feet during two years. That is not a threat, since I have no intention of making up for lost time now. I am pleased that Mr. Collier is the Premier of this State when the North-West question has become a live issue. I wish to pay the Premier the compliment of saying that he is a statesman and a man of vision, which is more than can be said of some of his predecessors. In dealing with the North-West we must take neither a North-Western point of view nor a South-Western point of view, but an Australian and Empire point of view. The six million people in Australia are only holding it as a heritage for the British race. It was handed down to us by our forefathers, and unless we are prepared to people and develop this country we shall assuredly be pushed out of it. I hope all members will view the question of the North-West from that broad standpoint. I have taken a great interest in the question. Three years ago I went to Melbourne and interviewed the Prime Min-

ister, Mr. Bruce, who said he was prepared to consider a North-West Australia railway and development scheme if the Governments interested would put it up to him. We wired to Mr. Theodore, and he turned the proposal down flat, never having heard anything about it. We asked Mr. Theodore whether he had seen Mr. Hobler's report, and on his replying in the negative we sent him a copy. Here in Western Australia we had a deputation to Sir James Mitchell, whose attitude was, "We will develop the North when the South has been developed." I told Sir James Mitchell that that meant the North would not be developed for a century. He said, "You have no people there." I replied, "No, and we never will have people there until the country is opened up, just as was the case with the prairies of Canada, which now have towns with populations as large as that of Western Australia, the town having been created within the last 50 years." I also pointed out that in the North there is a 15 in. minimum rainfall, and that the country is not frozen over for six months of the year. Another argument of Sir James Mitchell was that we could not allow the Federal Government to build our railways. I said, "You have already allowed the Federal Government to build the east-west line to Kalgoorlie, and so what is wrong with allowing them to build developmental and defence railways in the North-West? They cannot take our land away from us, and they cannot shift the North-West from its geographical position. Any North-West trade developments must be reflected in the South." I was indeed pleased to hear my colleagues, Sir Edward Wittenoom and Mr. Holmes, support the Federal scheme on certain lines. Sir Edward Wittenoom's argument referred only to the land north of the 20th parallel; but if the argument is right for that land, it is equally right for land north of the 26th parallel. In negotiating with the Federal Government I would be inclined to insist that they undertake to spend at least £2,000,000 per year for the next ten years in building a line from Broome to Camooweal in Queensland, and also to connect up with our railway system at Meekatharra. These railways may not pay directly for perhaps 30 or 40 years, but indirectly they will pay. If the liability for the development of the North is taken off the Government of the southern part of Western Australia, the resultant trade will still be reflected here. I do not know whether many members have crossed the 26th parallel, but I may mention that it is an imaginary line and that trade

with the people across that line cannot be prevented. Another argument used by a certain section of the Press is that the Commonwealth want to filch the North-West from us. In this connection I may refer to the fact that I refuted a statement put up by Mr. Keenan, K.C., as chairman of the committee appointed to prepare Western Australia's case before the Federal Disabilities Royal Commission. Mr. Keenan contended that the North-West was a burden on this State, which had spent two or three millions on it. I pointed out that Mr. Keenan's contention did not take into account any revenue obtained from the North-West. However, it was argued before the Federal Disabilities Commission that the North-West represented a burden to Western Australia; and now the Commonwealth come along with a proposal to relieve us of the North-West under certain conditions. Then a section of our Press cries out, "The Federal Government want to filch the North-West from us!" In fact, that remark was made at a meeting of the Chamber of Commerce. A section of the Press assert that the North is worth fifty millions sterling. Sir James Mitchell has said that it is worth thirty millions. But that land cannot be valued in pounds, shillings and pence. No doubt the North-West could be sold to-morrow for a thousand millions sterling, sufficient to pay off the national debt of Australia. However, the land belongs to the British Empire, and it is the duty of the Empire to develop and people that land for the white race. Here we are offered by the Federal Government a means by which the North-West can be opened and settled, and yet we find little South-Western Australians declaring that the Commonwealth want to filch the country from us, and that we must not let it go. On this subject a wrong statement has been made by a man for whom I have a great respect. I think that man went outside his province when he advocated in the Press that this State should on no account be divided. I refer to an argument used by Archbishop Riley. In reply to his present contention I say that years ago the Anglican portion of this community was in the Adelaide diocese. The Anglicans found that they could not run their religion from Adelaide, and accordingly constituted the diocese of Perth under Bishop Hale, who was succeeded by Bishop Parry, who in turn was succeeded by Bishop Riley, our present Archbishop. He discovered years ago that he could not control Anglican affairs from Perth, and accordingly a diocese was consti-

tuted in Bunbury, another in Kalgoorlie, and another in the North-West. And yet he declared through the Press that the State must not be divided. This in spite of the fact, proved by what I have stated, that he cannot manage the affairs of his own church from one centre. There are one or two other aspects of this matter to which I may refer. The President of the Chamber of Commerce, Mr. Bickford, went up the coast in one of the State steamers and had a jolly good time, as everyone does who goes on the State steamers.

Hon. E. H. Gray: That is an argument for State enterprise.

Hon. G. W. MILES: No. I am coming to that part of the subject. Mr. Bickford was entertained by the officers of the ship, and he went into that port and this port, and then he came back and had the audacity to express his opinions to an interviewer on how the North-West is being misgoverned and what should be done for its development to-day. He declared that the North could not be developed without State steamers.

Hon. E. H. Gray: Hear, hear!

Hon. G. W. MILES: The hon. member may say "Hear, hear." He should remember that long before either Mr. Bickford or Mr. Gray himself arrived in this State, the North-Western parts were opened up by private enterprise. In those days we had a far better service than we have now under State enterprise.

Hon. E. H. Gray: You require more State steamers.

Hon. G. W. MILES: We do not. If the Government were to subsidise private steamers, and fix fares and freights, and if the Navigation Act were done away with altogether, something would be done to assist the North, if that is what the hon. member desires. It costs two or three times as much to get cattle down from the Kimberleys now as it did years ago.

The Honorary Minister: The cattle are brought down much cheaper from the Gascoyne.

Hon. G. W. MILES: Boats privately owned have to pay taxation and the State pays nothing. It is the same with all State enterprises. Look at the State Sawmills! They show a profit, and yet they are working in with Millars' combine. The State Sawmills were provided in order that the people should be able to secure cheap timber supplies to enable them to erect cheaper houses. The sawmills do not pay local

rates, nor do they pay taxation. It is a wrong policy for the State to adopt when they get mixed up in such activities. If the Government desire to really help the North, let them secure fixed freights and fares as I have suggested.

Hon. E. H. Gray: Would you make the ships carry white crews?

Hon. G. W. MILES: Yes, on subsidised ships.

Hon. J. Cornell: That will please Mr. Gray.

Hon. G. W. MILES: Getting back to the President of the Perth Chamber of Commerce, Mr. Bickford, I tell hon. members that he and men like him are those who are doing the North a good deal of harm. Here is a man who goes there for a fortnight and on his return allows himself to be interviewed and during the course of his remarks he makes the absurd statement I have referred to!

Hon. E. H. Gray: He will be thrown out of his job if he is not careful.

Hon. G. W. MILES: It is a wonder to me, if his directors in England have heard of the statement, that he has not already lost his position. When speaking about the North the other night, Sir James Mitchell said: "We are doing all we can for the North." If the State is doing all that is possible for the North, then (God help us if we cannot get out of the clutches of the South-West! I ask members not to rely wholly on what I say. Let them read the speech that Mr. Lamond delivered in another place. He referred to the question of railway freights. All Governments have been to blame regarding the high railway charges. The Government have a system of tropical allowances and they say to the civil servants who are required to work in the North. "You have been brought up in the temperate South-West and you cannot live in the tropical North unless you have some inducement offered to encourage you to go there. We will give you a tropical allowance." I do not complain of the payment of that allowance: the civil servants are entitled to it. What I complain of is that the Government say to the other fellow, without whom there would be no necessity for civil servants in the North, "For you there will be no tropical allowance, but a tropical tax." Let members consider the position regarding the Port Hedland-Marble Bar railway. That line was built to develop the country and was to be one

section of a North-Western railway system. Far from operating along those lines, the Government levy exceedingly high freights and charge 1s. a mile for wool, 8d. per mile per ton on stores and 8d. per ton per mile on tin and mining machinery. How is it to be expected that the North-West can be developed when such imposts have to be shouldered by the people? In the more temperate conditions of the South-West much lower railway rates obtain. The tin miner at Greenbushes has his tin taken to the nearest port for a few pence per ton per mile in comparison with the rate charged over the Port Hedland-Marble Bar line. If the North is taken over by the Commonwealth Government, as I hope it will be under certain conditions, we should have a local Government, as Sir Edward Wittenoom suggested, similar to that in existence here before we were granted responsible Government. Britishers have been known down the centuries as the best colonisers in the world. They adopted the system of nominating certain members and allowing the remainder to be elected. At the same time we were under the guidance of Downing-street. Under the Commonwealth scheme that was outlined recently, the proposal is that the Commonwealth shall nominate certain members and the people in the North shall elect an equal number of members. Then there is to be a resident who will act as chairman. In addition the Commonwealth Government propose that there shall be a representative in the Federal Parliament who shall have the right to speak, but not to vote. I say without the slightest hesitation that the State should not agree to the Commonwealth taking over the North under such conditions. They should not agree unless the Federal Government are willing to allow the North to have a member in the Senate and another in the House of Representatives, both having the right to vote as well as to speak.

Hon. J. Cornell: It would not be possible for the North to secure an amendment to the Constitution along those lines until such time as the North becomes a full State.

Hon. G. W. MILES: But the Constitution could be amended! When I was discussing this question with the Federal Treasurer, Dr. Earle Page, recently, I said to him, "You cannot disfranchise the North. If you take us over, we will require to have a vote as well as a voice in each of the Federal

Houses of Parliament." Of course, the Constitution could be amended to enable that to be done!

Hon. E. H. Gray: That would mean another referendum.

Hon. G. W. MILES: And at that referendum everyone with any sense would vote "Yes." The people of the Northern Territory are disfranchised to-day and that is neither fair nor equitable. The Northern Territory is represented by one member in the House of Representatives and he should have the right to vote as well as to speak. The State Government should insist, if the Federal scheme is considered at all, upon the North having a voting member in both the Senate and the House of Representatives. What would that mean to Western Australia? It would mean another two Western Australian members in the Commonwealth Parliament. Looking at this question from the standpoint of economy, there are seven members in the State Parliament representing the North. I admit that in the State legislature the North has fair representation, but that is the only justice the South-West has done to the North. If the Federal scheme could be arranged on a suitable basis, Western Australia would save the salary of seven members of Parliament. Then with the severance of the North from the South-West, the people here could have a redistribution of seats and I would recommend them to see that the number of members in each House was reduced.

Hon. J. J. Holmes: You are getting too near home.

Hon. G. W. MILES: The members representing constituencies in the North are prepared to sacrifice their seats for the benefit of the Empire.

Hon. J. Cornell: But you will get a seat in the new Parliament.

Hon. G. W. MILES: I am not looking for that. If a redistribution of seats were decided upon, I would suggest that 18 members, two representing each of the nine Provinces, would be sufficient for the Legislative Council and about 40 members for the Legislative Assembly. Thus the proposition would be an economical one. Again, if we are to reach agreement with the Federal Government regarding the taking over of the North, the State Government should insist upon the inclusion of a clause specifying that the Commonwealth should spend something like two million pounds annually over a period of ten years in order to develop the country and to build a line from Broome

to Camooweal, connecting up with the South-Western railway system at Meekatharra. Eventually the railway should connect up with a deep water harbour at either Yampi Sound or Collier Bay. I am not wedded to either one site or the other. In the North we have some of the best deep water harbours to be found in the Commonwealth. No dredging is required to enable boats to enter our harbours. In some we have eight fathoms of water at low tide and the entire British Navy could shelter there.

The Honorary Minister: They could be accommodated at Wyndham.

Hon. G. W. MILES: Yes, but some of the other harbours are smaller and more landlocked than is Cambridge Gulf. Sir George Gray landed at Camden Harbour in 1834 or 1837 and he described what he saw as the best watered country in any part of the world. In 1879 Alex. Forrest landed at Cossack and proceeded via Beagle Bay and the Kimberleys to Darwin. His diary includes an entry setting out that he could not get more than two miles away from water in the Kimberley areas. Another entry in his handwriting showed that he considered it remarkable that such a vast country had been left undeveloped for so long.

Hon. J. M. Macfarlane: How long after the later explorers, including the Honorary Minister and the Minister for Works, will it remain undeveloped?

Hon. G. W. MILES: I am pleased that the Minister for Works and the Honorary Minister in this House have travelled through the North and North-West, because I do not care who it is that travels there, the North will have in him another advocate. What I do object to is some of the statements made by the Press representative who went through the North with the Minister for Works. Of course it was a hurried trip.

The Honorary Minister: There was no reporter with me.

Hon. G. W. MILES: I am aware of that. The Press representative who accompanied the Minister for Works referred to the Antrim Plateau and spoke of the stretches of Flinders grass and Mitchell grass. The Ministerial party went over the same route that I mapped out when the Commonwealth Railway Engineer and Mr. Colebatch visited the North. The Press representative said that the country

looked like a sheep man's paradise, but, he added—and this is what I object to—"The only question is, will sheep live here in summer?" The party must have proceeded quickly, for if they had been able to inspect the Fitzroy country, where the climate is much more humid than on the plateau, they would have seen results that would have indicated how ideal a land for sheep the Antrim Plateau really is. The climate there is much more suitable for wool growing than along the Fitzroy. In the same paper as the Press representative's article was published, there appeared a statement by a pastoralist who referred to the splendid wool clip on the Noreena Station east of Marble Bar. Hon. members know that Marble Bar is one of the hottest places on earth. The station is about the same altitude as the Antrim Plateau, though the elevation of the latter may be slightly higher. The country is similar to the plateau, and at Noreena eight pounds of wool were cut per fleece!

Hon. J. Cornell: Some of the finest wool in the East is grown out from Bourke where the temperatures are abnormally high.

Hon. G. W. MILES: Yes, but as in the North, the nights are cold. As to the climatic conditions, people of the South seem afraid of the heat in the North. In time to come when there is a large population in the South-West, the spectacle will be seen of thousands flocking North in the season, just as in Europe thousands flock to the South of France to enjoy the balmy atmosphere there. While the people of the metropolitan area were experiencing floods recently, I was in the North enjoying bright sunny days without a drop of rain. The nights then were cool and exhilarating. People down here ask: "Can white men live up North?" I can refer hon. members to a few of the old pioneers. There is my friend, Mr. Edwin Rose, who is a member of this Chamber. He was one of the early pioneers in the Kimberleys, and his experience does not seem to have done him much harm. I was speaking to-day to Mr. George Paterson, who is now over 70 years of age, and then there is Mr. A. R. Richardson, who lived for 20 or 30 years up North. It has not injured them at all. The only drawback is that the conditions up North may be a bit trying for women. The children are healthy enough. The thing that militates against the life of women folk up North is the lack of domestic assistance.

Hon. J. Nicholson: What you want is imported labour.

Hon. G. W. MILES: I believe in the White Australia policy. Without interfering with that policy in any degree, we could have indentured labour, just as the people of Broome have it for the pearling industry. If the people up North could have indentured labour, the householder could be made responsible to see that the native was repatriated after the lapse of two or three years. If that system were encouraged the worker receiving £6 or £7 a week would be able to employ a servant to assist his wife with the housework, washing, cooking, and so on. Of course I am referring particularly to the coastal areas in my allusions to the position of white women in the North. It is impossible to expect them to do the whole of the work there themselves. As it is, a number of residents of the North cannot afford to pay for labour under the existing system. Under it, they have to send to Perth to secure a servant from the Labour Bureau, and have to pay the expenses of the servant on the trip North. They have to engage the servant for six months, at the end of which period each of the householders may have to pay another fare in order to secure another servant from Perth.

Hon. E. H. Gray: But what if the servant stopped for six years?

Hon. G. W. MILES: Very few stop six years. That accounts for all the traffic on the coast to-day. The steamers are full ships each way, whereas in the old days there were seasons for full ships. The same thing applies in respect of the Wyndham Meat Works. To get a job in those works a man has to come down to Perth and secure his engagement here. So, too, in respect of shearing. It is all economically unsound.

Hon. J. R. Brown: How many men could you get in Wyndham for the meat works?

Hon. G. W. MILES: We do not want to be hamstrung by the south-west crowd, who declare they are doing all they can for the North. Up there it is costing £20 to £30 per ton for cartage up to the Antrim Plateau. Men who know, say it is similar country all the way across to Queensland. If that country were opened up by a railway, we would get all the Northern Territory trade coming through to our North-West ports, and the Wyndham country would be opened up for sheep. Then there is pig raising, another big in-

dustry. I am glad the Government are tackling some scheme for the testing of the country around Wyndham for closer settlement. One officer of the Forests Department reported that closer settlement had been started at the wrong end of the State, that it should have been up North. Nature has done for the people in the North what the people of the South have to do for themselves. Down here the land has to be cleared at big expense, and then ploughed and fertilised. It is said the seasons in the North are but short. But there are short seasons in the South-West also. Where there is a bountiful rainfall, such as in the Kimberleys, the sugar grass can be put into hay or ensilage, and other fodder crops can be grown to top off the pigs. On the De Grey River pigs thrive. They are the descendants of pigs introduced 50 years ago. Although in-bred, they are still pretty true to type.

Hon. J. R. Brown: Long-snouted.

Hon. G. W. MILES: They are not long-snouted. They have not deteriorated that much. That is the pork eaten in the Pilbara and Kimberley districts, pigs that have lived on the roots of natural grasses and have been killed weighing 400lbs. Think of what could be done with pig-raising handled scientifically in the North. In America fortunes have been made by hog-raising. In England they are getting pigs weighing 200 lbs. when six months old and worth £8 per head. Yet the croakers down here ask, "Where are you going to get your markets?" As Mr. Mann pointed out, we have the whole of the State as a market. In addition, we have the whole world. England is importing some £68,000,000 worth per annum of such foodstuffs to-day. Then, as the Chief Secretary said, we have the Eastern market right at our door. We require only a little reciprocity with the East, when we shall have there millions of people to take our products. If that were brought about, instead of putting a few thousand head of cattle through the Wyndham Meat Works, as we do to-day, we could put through hundreds of thousands of pounds worth of pigs and have the labour on the spot. How much better that would be than spending our money on picture shows and racecourses, and travelling up and down the coast joy-riding.

Hon. J. R. Brown: But you want to give away this good country.

Hon. G. W. MILES: No, I want to see it developed. I am pleased that Mr. Collier is Premier of the State when we have reached the point where the State has to consider the development of the North. On the 9th December, 1924, speaking in another place, Mr. Collier said—

The North-West requires special treatment. There is an obligation devolving upon the Commonwealth Government to assist Western Australia financially in the development of that portion of our territory. It is almost beyond the financial powers of the State to provide for the necessary developmental works in the North-West and at the same time to find the money required for the more closely settled portions of the State. It is the duty of the Federal Government to assist us in the development of the North-West, just as they have been finding money for the development of the Northern Territory. I do not see much hope of the State affording any considerable financial assistance to the North-West for some years to come.

Those who do not want to part with this heritage which does not really belong to them, ask: "What have the Commonwealth done with the Northern Territory?" Perhaps not sufficient has been done in the past, but they are endeavouring to make the best use of it to-day. They have passed the Northern Territory Act, and have appointed a Commission for the development of the Northern Territory, a Commission consisting of the Commonwealth railway engineer, Mr. Easton, a surveyor, and a Queenslander as chairman. They are out to develop the Northern Territory, and they want to assist us to develop our own North-West. Some think they want to annex the North-West and run it as one territory with the Northern Territory. I am opposed to that. Our North-West must be run separately. We are offered the use of this Commission of practical men, who will advise us on the development of the North. Three years ago Mr. Bruce said he was prepared to put up that proposition. When Mr. Theodore, ex-Premier of Queensland, returned from England, he put up the scheme for a railway from Broome to Camooweal, and a State to extend from one side of the Commonwealth to another. I wired to Mr. Theodore congratulating him and asking him to send me a copy of his proposals. On the day on which I wired, Mr. Collier was being accorded a send-off by the municipality of Perth on the eve of his departure for England. I showed Mr. Collier my wire to Mr. Theodore, and asked him to mention Mr. Theodore's scheme. Mr.

Collier made a rousing speech in support of that proposal. The "West Australian" in a leading article denounced Mr. Collier's statement as ill-considered. I saw the editor and told him his paper was again becoming as inconsistent as ever. I said, "Five years ago, when I fought the Melbourne 'Age' on this question, you said I was engaged on a great national work. Now, because a Labour Premier takes up the same attitude, you say his statement was ill-considered." I am glad to say the "West Australian" has seen the error of its way, and I am proud to know that in Mr. Langer the paper has a broad-minded statesman in control. The policy of the paper to-day is that the North must be developed. In the course of his speech when leaving for London Mr. Collier said—

Something should be done to develop the hidden wealth of that land. It could only be done by the Government—a national Government—embarking upon a scheme of railway construction. That was the work of a national Government; in other words, the Federal Government. It was just as much their obligation to look after the North-West as it was to look after the Northern Territory, and it had to be remembered that nations could not keep on growing unless they had additional territory where people might settle.

Mr. Collier and the members of his Ministry realise it is necessary to do something. They do not want to act the part of dog-in-the-manger and say they cannot do anything with the North and will not let anyone else touch it. Pressure has been brought to bear on the people of Western Australia by the Old Country. Six years ago I said we would shame the people of Australia into doing something, if we had to go to the Old Country to have their hands forced. It is a question affecting the Empire. The development of the North would be the best thing that ever happened the South. People opposed to this scheme squeal at a man holding a million or two million acres of land. That is quite right if he is not developing it. Many a man has kept himself poor by holding a million acres and developing only one corner of it. So, too, with the big landholders of the South. If Peel had been satisfied with a small area and had developed it, he would not have died a pauper. The Peel estate, or the cultivable portion of it, would have been developed 40 or 50 years ago had it been cut up into small holdings. It is very different when a nation holds the territory. We should not have had the North but for Captain Cook. He annexed Western Aus-

tralia, not for the handful of people in it to-day, but for the British Empire; and it must be developed if we are to continue to hold it. I wish to refer specifically to the Moola Bulla cattle station. I want to know whether a bang tail muster is ever held at that station.

Sitting suspended from 6.15 to 7.30 p.m.

Hon. G. W. MILES: Before tea I was referring to the Moola Bulla cattle station, and asking whether the Government ever had a bang tail muster. Some members may not know what that is. When some of the larger stations muster their cattle they chop the end of the tails off so that when they are mustering another mob they know they have already counted those particular beasts. I do not think there has ever been a bang tail muster on the Moola Bulla station since it was started some 12 years ago. I regret that the Government have started another station at Walcott Inlet. I understand this has been done on the advice of the Chief Inspector of Aborigines (Mr. Neville). It is to be another camp for natives. The Government should not continue this cattle business.

Hon. E. H. Gray: Some provision must be made for the natives.

Hon. G. W. MILES: That can be done without squandering the State's money. It has been suggested that the Government should demonstrate whether sheep can be carried on that country. I have said before that there are millions of acres of land there which can carry a sheep to three acres. On the Murchison and in the North-West the country will carry only a sheep to 15 acres, on account of the droughts that occur. Some of the land I am speaking of will carry a sheep to an acre. The Honorary Minister will confirm that. He told me privately that he thought I was drawing the long bow, but he has since seen a butcher's paddock which was carrying a sheep to the acre, near Hall's Creek, and where the sheep weighed 70 to 80 lbs. If this country is developed by the Commonwealth, in addition to millions of money being spent by the Commonwealth in opening up the country by means of railways and roads, it will be possible to create a number of pastoral development companies. I know of three places in England where it would be possible to raise two millions

of money for the development of pastoral properties. Some years ago a motion was carried in this House asking the Government to facilitate the passing of legislation to enable us to take over 30,000,000 acres. In certain quarters, behind our backs, we learned that this was referred to as a visionary scheme. I think my colleague said we could not develop country with a 3-inch rainfall. This was the minimum rainfall. The average for the centre of this area, Peak Hill, was 11 inches. The whole of this 30,000,000 acres has now been taken up—some of it was taken up then—and it is being stocked with sheep. These people are demonstrating that sheep can be profitably grown there. The point is that the men who have got the land are going on just as others have done for the last 60 years. They have only a limited amount of money. If we had obtained tracts of country like that we would have been able to get the capital to develop them, fence them, and sink wells, etc., on contract. As the young pastoral jackaroos got their experience each would come in with £1,000 or £2,000, and we would have money with which to stand behind them in the same way that the Agricultural Bank stands behind the farmers. We want three or four pastoral development companies in this State. If we go on as we have been going in the past it will take 500 years to develop the State as it should be developed. The only money put into the pastoral industry in the past has been that which has been made off the land. It has taken two or three generations to develop one area to its present extent, and it is a long way from being developed now. Financial institutions will only go to the assistance of pastoralists to a limited extent, and if the assets are worth 20s. in the pound they may advance up to 10s. In addition to the money which would be advanced by the Commonwealth, private capital can also be brought in. It is proposed to take over the rights of present holders. If present owners were not prepared to develop their country for sheep they could be bought out. The land could then be subdivided and developed in areas fit to carry 6,000 or 10,000 sheep, according to the distance from port or rail.

The Honorary Minister: It would be a big proposition to buy out Vestey's.

Hon. G. W. MILES: Vestey's would find the money.

The Honorary Minister: They are a long time doing it.

Hon. G. W. MILES: Yes. The reason why they can do nothing and no one else can do anything, is that the cartage alone costs £20 to £30 per ton on heavy material going in and on wool coming out. There must be a main line through the country if it is to be opened up. If Vestey's were not prepared to develop their territory taxation could be imposed to force them to do so. The mineral resources of the North have been barely touched. Gold was first discovered in the Kimberleys in 1886. It was then found in the Pilbara district, then in Ashburton, then Murchison, then Southern Cross, and finally Coolgardie. As the richer veins were met with down here the places in the North were deserted. Miners up there have never gone down below water level. They have had very rich shoots of gold, and the shows only require to be worked to be made payable. In addition we have tin, copper, asbestos, silver lead, iron ore, and manganese.

Hon. J. Cornell: And mica.

Hon. G. W. MILES: Yes. The manganese deposits at Peak Hill are now being developed. It will be a good thing for this State, and Geraldton in particular, to have a railway running from Meekatharra to that port. I understand that some of the mica in the Gascoyne is worth £2,000 a ton. This is a business in itself. The owners propose to close down their other mines in Burma and concentrate upon the mica deposits here. They expect to be employing 200 or 300 men in a year or two, and already are employing about 60 men. In the North there are fine deposits of asbestos. If the Commonwealth are going to protect all secondary industries, they should also protect this primary industry. At present asbestos is coming in from Africa, mined by coloured labour, at a lower rate than it can be produced here by our own men. If a duty were imposed upon it several hundreds of men would be employed in the local industry. The poorer quality of asbestos brings in about £20 a ton, but before the South African deposit came in it was fetching £30 a ton. The best quality may bring in between £200 to £300 a ton. The country in the North contains millions of pounds' worth of gold, which some day will be economically worked. At Braeside the owners are developing their silver lead show. It is being well prospected. According to Mr. Blatchford the values are there, and all that is required is to make sure of the width of

the lode. Crosscutting is being done to ascertain this. It is now found to be 8ft. wide without any walls showing. If the lode is as wide as is thought we shall have a second Broken Hill there. There are huge deposits of iron at Yampi Sound. If this iron can be sold at a profit, it is worth 32s. per ton in London, but the trouble is to get freight for it that is sufficiently low when the cost of mining is taken into account. It is calculated that there are 97,000,000 tons of pure iron there above sea level. The ships could lie there in nine fathoms of water, and the ore could be loaded straight into them. This is an asset that makes it worth while holding Australia, apart altogether from wheat and wool and the other resources of the country. I told the Minister for War in London that the Germans know the value of these deposits, and this alone is one asset for which it is worth while holding Australia. There is a possibility of the deposits being opened up shortly. Ships could be brought to Yampi Sound and loaded at the rate of 10,000 tons of ore per day. All that is required is wharf provision and the necessary bins. The ships could also load wool and other products of the country. The British Government appointed a Commission to inquire into the development of East Africa. We are now affiliated with the Empire Parliamentary Association. I presume that members have all received the publications that come forward every few months showing what is taking place in other parts of the Empire, and giving extracts from the main debates. They will find in one of these reports the statement of Sir Sydney Henn, who will be here next month. It appears from this statement that the British Government are guaranteeing the expenditure of £10,000,000 for the construction of railways in East Africa. If it is a good policy to open up that country, a similar policy must also be good for Australia. The Naval Base at Singapore is being built to defend this portion of the Empire. If we are going to stand up as an empire there will be more Britishers here in another century than there will be in the Old Country. The Old Country cannot hold any more people. To-day we are 97 per cent. British—Australia and New Zealand. If we are going to stand up as an empire, Australia will have to be the centre of the British Empire, so far as numbers go, in another century. That is another reason why these schemes should be gone on with. I told the Right Hon. Stanley

Baldwin that in order to support the Naval Base at Singapore, he must assist us in the direction of doubling Australia's population in one generation. We have to take an Empire view of the question. This is realised in the Old Country, as it is realised by leaders I will mention later. After Mr. Bruce had gone Home some three years ago, I had the honour of going as far as Darwin with the Federal Works Committee, and on that occasion the Government permitted the State steamer to call at Yampi Sound. It was the first occasion on which a State steamer had made a call there. The Works Committee found at Yampi Sound a magnificent harbour, a harbour capable of holding the entire British fleet. When we arrived at Darwin I wired to Mr. Theodore, then Premier of Queensland, and to Sir George Fuller, Premier of New South Wales, asking them if they would receive Senator Lynch and Mr. Gregory as a deputation from the North Australia League. The present Premier of Queensland, Mr. McCormack, wired back to me stating that Mr. Theodore was in the far North, and the reply that I got from Sir George Fuller was that he would be pleased to receive the deputation. In the correspondence that I had on the subject afterwards, Senator Lynch said that it was a pity Mr. Theodore was not always so cautious, and he added that, on the contrary, Sir George Fuller was most enthusiastic and promised to advise the Minister by cable of the support of his Government. Mr. Gregory, in his letter to me, said that sooner or later Queensland would have to concur, inasmuch as the proposal would be of greater benefit to Queensland than to any other part of Australia. It stands to reason that if any particular part of Australia is to benefit, Australia as a whole will also derive an immense benefit. I maintain that it was through some of the work done by the League that I had the honour to represent while I was in London, that Mr. Theodore was influenced to put up the scheme that came from him. I think I can mention this also: In April of last year I had the honour to accompany the Prime Minister and Senator Pearce on a visit to the Swan Valley. During the course of the afternoon I asked the Prime Minister whether I could have five minutes with him on the next day. The Prime Minister was a very busy man, and I assured him that I could put before him all I wanted to tell

him in the space of five minutes. I got the opportunity and said to him, "Make the North Australia scheme part of your policy at the next elections; Mr. Theodore will make it part of his policy, and if you do not do as I suggest, Theodore will make a welter of it, and beat you." Both Mr. Bruce and Senator Pearce said that Mr. Theodore was getting all the credit for it. I replied that I did not know about that. We wired Mr. Theodore and congratulated him on being the first State Premier to put up a practical scheme. I also stated in my evidence before the Disabilities Commission that the Federal Government were prepared two years before to put the proposition forward if the State Governments interested had put it up to the Federal authorities. Both parties in the Federal Parliament are out to do their best to assist us to develop that part of the country, and it matters not whether it be the Bruce Government or a Labour Government, that country must be developed and peopled. There is one other extract to which I wish to call attention. In referring to our disabilities Dr. Earle Page said—

The third factor which has been a difficulty to Western Australia has been the vastness of its territory. The North-West of Western Australia has an area of 528,000 square miles, with a population of less than 6,000, which burdens the State to the extent of £150,000 a year. In the official case which Mr. Keenan presented to the Royal Commission on behalf of the State he said, "The burden of rendering the present services falls entirely on Western Australia, and the resources of Western Australia are incapable of standing further strain in this regard." Mr. Keenan added, "The present services are not by any means sufficient to ensure their objective. They fall far short of what can reasonably be expected if settlement is to progress at all, yet they far exceed what the State has available to spend."

This is the case we have put up to the Federal Government, and everybody must admit that if they look at it from an Australian and an Empire point of view, that is exactly the position. I should like to make one more quotation, and it is from the evidence given by Mr. Scaddan, who was one-time Premier of this State. Mr. Scaddan said, when giving evidence before the Disabilities Commission—

The development of the State of Western Australia, comprising as it does an area of 975,920 square miles, is so tremendous that the task is too much for the State Government. It is too enormous for one Parliament and the Parliamentary representatives generally to have a complete knowledge of the whole State

and its requirements, while, from the financial standpoint, the task is impossible as well. Those are the remarks of some of our leaders, and then for people to stand up and declare that the Federal Government want to filch this country from us is too silly for words. There can be no argument from any point of view against the fact that it is to the best interests of the South-West, of the North-West, of Australia as a whole and also the Empire, to allow the Commonwealth Government to assume control of the North-West. That is, of course, provided we get the terms we have suggested. Many have complimented Mr. Bruce on his Australian and Empire vision. I shall never forget when I first met him; he was then Treasurer in the Hughes Government. I put before him practically the arguments that I have submitted to hon. members to-night. Subsequently Senator Pearce came to me and said, "There is no doubt about it, you have a convert in Mr. Bruce." There are other leaders in Australia and in the Empire as well who have been converted. I am merely pointing this out to try to convince the House that these are not my own views. My own views do not count. I realise, however, that our children, and our children's children, will have to live in this country after us, and unless something of the nature I have suggested is done at once, we shall be pushed out, and our children will be working for the coloured races instead of the white race holding this great heritage of ours for the white people of the world. Mr. Hughes was behind us in our scheme. Sir Denison Miller was a strong supporter. Sir George Fuller was another, and Mr. Theodore soon saw the error of his ways and became one of our staunchest friends. Mr. Collier, the Premier of this State, in addition to many others who have a knowledge of the country, are very keen on the scheme. The Minister for Works, on the occasion of his recent visit to the North, said to the people there, "We are not going to sell you to the Commonwealth." If any people have a say in the taking over of the North by the Commonwealth, surely it is the people who are there. There are 6,000 people in the North-West. The six million people in Australia and the 360,000 who are in the South-West corner of Western Australia are where they are because the country was handed to them by their forefathers. The people who have a right to say how and by whom they shall

be governed are the people interested, and in the handing over of the North, the people of the North have the right to declare whether they shall be taken over or not, and perhaps also those people who have interests in the North or who have lived there and invested their all there. Those 6,000 people in the North are equal to any 100,000 in the metropolitan area, or that number of migrants coming to Australia to-day. They are people of a pioneering spirit, a class non-existent to-day.

Hon. J. R. Brown: They are there because they cannot get away.

Hon. G. W. MILES: A lot of the wealth that has been acquired in the North has been spent in developing the southern part of the State. In addition to the Australians whose names I have given as being supporters of the scheme, we must not forget the opinions expressed by the late Lord Kitchener. As far back as 1910 the Australian Government induced him to come out here to report on the defence of Australia. We seem to be always getting experts out to give us advice, but we almost invariably pigeon-hole their reports. The late Lord Kitchener's report was pigeon-holed for ten years, until we had it dug out in 1920. He said that the railways of to-day were a menace to Australia, that they were not a means of defence, and he advocated the standardising of all our lines. That is exactly the scheme that we have been putting up and which the Commonwealth Government should go on with. But what are we doing? Merely building a few miles here and there instead of making the lines uniform throughout Australia. In addition, we had the views of the late Lord Northcliffe. The whole scheme was put up to him and he gripped it at once, and said to Mr. Keith Murdoch who is regarded as one of the leading journalists of Australia, "Why, damn it man, here is front-page copy: take what you want from it and post it back to me at Yokohama." Amongst others who recognised the necessity for this work were Mr. Baldwin the present Prime Minister of England, the Duke of Devonshire, Sir L. Worthington Evans, who was Minister for War, the Right Hon. L. S. Amery, Secretary of State for the Dominions, and Sir Drummond Fraser, chairman of the banking corporation at Manchester. All these gentlemen and many others realised the tremendous importance of carrying out the scheme. The first reason why the scheme should be gone on with is because

it will benefit the Empire and develop and people the northern portion of Western Australia. I have shown conclusively by quoting many opinions that Australia and the Empire will gain. We have tried to develop the North, but we have fallen down on the job. It will be of immense benefit to the North to have some form of local government. I have also shown that the Prime Minister and the National Labour Party are behind the scheme. The present State Government are practically behind the scheme. This, too, I have proved by the quotations I have read to the House. Then it will be of benefit to the south to have the North developed. The millions of money that will be spent in the North will be reflected by increased trade in the south. Moreover, the south will be entirely relieved of the liability and responsibility of developing the North. It means that the State Government will be able to devote more time and money to the development of the southern parts than by having the whole of Western Australia on their hands. Personally speaking, the conditions of any agreement that might be entered into should provide for the expenditure by the Commonwealth Government of at least two millions sterling annually for ten years, and that in the course of that time and from that expenditure, railways should be constructed from some point on the North-West, say Broome or Derby, to Wyndham, and across to Camooweal in Queensland. The railway in the North should then be connected up with Meekatharra. Let the State Government negotiate on lines such as these. I feel confident that all sections of the National Parliament would be prepared to carry out a scheme of development in the northern part of the State. In addition we must insist upon having a vote as well as a voice in the Commonwealth Parliament. I should say that we should have vote and voice in the Senate as well as in the House of Representatives, and we should claim similar representation for the Northern Territory. When the population of the North reaches 30,000, the new State should be granted full sovereign rights. Given such conditions, we could not go wrong in handing over the North to the Commonwealth. It would mean for Western Australia that there would be another couple of representatives in the Federal Parliament, and we would have a local governing body in the North composed of men familiar with the

North. The Commonwealth Government have already appointed a Commission who are to be placed at the disposal of the proposed North-West executive council to advise on the development of public works. If those conditions can be obtained from the Federal Government, there is no reason whatever why the North should not become a separate State. In speaking of the North I refer to the territory above the 26th parallel or, for preference, to the territory north of the Murchison River, which would include the whole of the North Province. The people in that part wish to be associated with the North because their interests are identical with those of the North. Though I have spoken strongly for the North, I am a native of the West Province and no man has a greater regard for his country than I have. What I have said has been said in no parochial spirit, but with the object of benefiting Australia and the Empire.

HON. J. R. BROWN (North-East) [8.2]: I have already congratulated you, Mr. President, on your elevation to the high office you now hold. I have heard various members congratulate the new members on their election and say what great acquisitions they will be to this Chamber and what great benefit we shall gain from their presence here. In the same breadth those members have deplored the fate of former colleagues who fell by the way, and sympathised with the men who were ousted by the new members. I cannot see anything genuine about such remarks. It seems to me hypocritical on the part of members to compliment new members on their return and at the same time to lament the loss of those who are defeated. The new members are here merely because they are here; the former members are gone simply because they have gone. When the electors have no further use for us, they scrap us and that is the end of it, so there is no need for us to dwell upon those things. The Governor's Speech does not pretend to contain the policy of the Government; yet members of the House speak as if the Speech reflected the whole of the Government policy. Many Bills not indicated in the Speech will be brought before us this session. Various members have endeavoured to outline the proposals forecasted in the Speech. We have had an oration to-night from Mr. Miles on the North-West, and he has actually set about framing a constitution for the proposed new

State. I cannot see that that has anything to do with the Address-in-reply. In another place where there are 50 members, the Address-in-reply was disposed of a week ago. Here we have only 30 members and the Address-in-reply is still before us. I do not intend to occupy valuable time—if it is valuable—in traversing the whole of the Governor's Speech. I wish to confine my remarks to legislation mentioned in the Speech and, in doing so, I shall not go so far as the 26th parallel. Several members have referred to and are in a deplorable frame of mind about our finances. Mr. Ewing remarked how deplorable it was that the finances were in such a bad way, but he forgot what the Collier Government have done for the masses of the people. He said what the Mitchell Government would have done if they had enjoyed the same revenue. If the Collier Government had done what the Mitchell Government did, there would have been a surplus, but the present Government have expended the money and given the benefit of it to the people. Migration is a question that affects the whole of the Commonwealth. We want people to settle in Western Australia, and we want the right class of people. To-day we are not getting the right class. We are getting people of whom the Motherland is glad to be rid. We want people with a little capital, people prepared to make use of the land when they are put on it. We have the largest State of the Commonwealth. Queensland being next in size, but Queensland offers better inducements than we do. Western Australia has about one-half of the population of Queensland; we have more land to offer migrants and more room to settle them, and yet last year we received 3,730 migrants, whereas Queensland got 10,789. The migrants, before leaving the Motherland, know which is the best State to settle in.

Hon. W. J. Mann: I thought the Motherland of many of the Queensland migrants was Italy.

Hon. J. R. BROWN: I shall quote something about that presently. Queensland offers better opportunities than does Western Australia. We should try to induce our own people to populate our land and not bring people from other countries. On the 1st January of this year, the wife of Vernon John Ryce presented her husband with triplets, whose average weight on the 1st August was 11½lbs. Two were boys and one was a girl. An Italian woman

19 years of age, has also brought forth triplets this year. The Government should do something to encourage those people.

Hon. J. Cornell: What do you suggest?

Hon. J. R. BROWN: Give them a bounty or a bonus. If anyone deserves a bounty, they do. Mr. Harry Boan demonstrated his interest by giving the Italian woman £50, but poor Ryce has been unfortunate and has not received anything.

Hon. G. W. Miles: Is there anything about that in the Governor's Speech?

Hon. J. R. BROWN: The Governor's Speech refers to health and child welfare matters, but this also relates to migration. There is nothing in the Speech about a constitution for a separate State.

Hon. G. W. Miles: Yes, there is.

Hon. J. R. BROWN: Last session we amended the Arbitration Act, and members waited for 19 hours while the managers decided on certain points upon which the two Chambers could not agree. We hear much about Queensland. If one dares to mention Queensland in the corridor, there is a chorus of derision, and one is given to understand that a man might as well be in Russia. Queensland, however, enjoys more industrial peace than we do and Queensland has no Upper House to guide its destinies or to check hasty legislation. During the last 5¾ years 485,100 days were lost in Queensland through strikes, whereas in Western Australia 561,500 days were lost. Thus Queensland with double our population lost 76,400 days fewer than we did. That shows that the Industrial Arbitration Act of Queensland is giving better results than is our statute.

Hon. J. Nicholson: What about the effect of taxation in Queensland?

Hon. J. R. BROWN: I have some information about that, too.

Hon. J. Nicholson: That will be interesting.

Hon. J. R. BROWN: The Speech refers to child welfare. We have nine infant centres, two of them in the country. Queensland has 13 such centres. In 1918 Queensland had four baby clinics compared with 13 to-day. There has been a labour Government in Queensland for the last 11 years.

Hon. E. H. Harris: You suggest that the Collier Government are not doing enough?

Hon. J. R. BROWN: No, I am drawing a comparison between the two States. The Collier Government have established nine such centres against Queensland's 13. Queensland in 1918 had eight nurses com-

pared with 26 to-day. The number of new-born babies visited in 1918 was 1,429 and in 1925 it was 5,476. Subsequent visits paid for the same years were 1,534 and 9,776. The daily average number of visits paid was 12.3 in 1918 and 50.74 in 1925. The daily average attendance at clinics was 55.71 in 1918 and 210.8 in 1925. The total attendance at clinics was 13,114 in 1918 and 63,241 in 1925. The total number of visits paid by nurses to mothers was some 2,800 in 1918 and 15,225 in 1925. The reduced mortality in Queensland is further shown by the fact that the rate of deaths of children under one year per thousand births registered was, for 1925, in Queensland 45.13 per thousand and in Western Australia 59.99. That is a big difference.

Hon. J. J. Holmes: The difference might be explained by an influenza epidemic.

Hon. J. R. BROWN: Education is essential, but much of what is called education nowadays is merely tommyrot. The child leaving school to-day has to start out afresh to learn, requires re-moulding. What does a boy want with dead languages unless he wishes to become a doctor? What is the use of Greek or Latin, or the knowledge when Queen Anne died or Mary Queen of Scots was beheaded, to a boy who is going in for agriculture? Such a boy wants to know how to plough land and shear sheep. Let boys be taught practical work at school, and then they will not have to be taught like new chum migrants when they have left school.

Hon. J. Nicholson: What is education?

Hon. J. R. BROWN: If the hon. member interjecting does not know, I do not. As to mining, we all greatly regret that the industry is on the decline.

Hon. E. H. Harris: Gold mining is on the decline.

Hon. J. R. BROWN: When we speak of mining, we mean gold mining. Had there been no goldfields Perth to-day would be the very small place it was when I first came here some 30 years ago. The gold taken out of the ground amounts to £156,659,725. Of that amount 28½ millions sterling have been paid away in dividends. A tax should have been imposed on those profits for the further development of the mines that produced the gold. In that case we should not have seen the mining companies coming to the Government for assistance. To the Horseshoe mine the present Government have advanced about £50,000, which proved to be merely six months' supply, whereupon the mine closed down. It has been asserted that Mr.

Collier in his policy speech said he was going to do this, that, and the other for mining, but that he had actually done nothing. I now propose to show what the Collier Government have done for the mining industry. Since the inception of assistance to mining under the Mining Development Act of 1902 the various Governments of this State have granted £648,618 from loan funds. These figures do not include the expense of State batteries. Of the total amount spent since 1902 one-third has been spent by the present Government. In two years the Collier Government have spent for the assistance of mining one-third of the total amount spent during a quarter of a century. In fact, the present Government have granted more assistance to mining in two years than previous Governments granted in 10 years. The largest vote for assistance to mining placed upon the Estimates by any previous Government was £45,000. The present Government in their first year of office put £95,000 on the Estimates and spent some £80,000 of that amount. In the following year the Collier Government put £100,000 on the Estimates, and spent £93,000. Not included in these amounts are guarantees to banks totalling £80,000, of which amount £50,000 went to the Horseshoe mine. The Government also offered £15,000 on a pound for pound basis to keep the Gwalia mine going at Leonora. Further, the Government have adopted the policy of boring by diamond drills. Three drills are now in operation—one at Kalgoorlie, one on the Murchison, and one testing the coal possibilities of the Greenough River. Previous Governments refused to do any boring unless the local people contributed pound for pound towards the cost. In addition, the Government assisted mining companies at Wiluna and Meekatharra to put down bores at a cost of £2,000. They have also taken in hand the long-delayed geological survey of the Kalgoorlie field, the results of which will soon be published. At Hunt's battery in Kalgoorlie the Government have advanced £500 by way of subsidy to men working on the north end. In 1924 the Government supplied water to the Great Victoria mine at Burbridge. This was a large low-grade proposition which had been languishing for years because of lack of water. The Government supplied the water in record time, and since then the mine has never looked back. At Corboy's Find a subsidy of £2 per ton was granted to cart trial crushings to the battery. In this direction £1,200 has been spent. A committee

has been appointed to go into the question of supplying cheap power to the mines at Kalgoorlie, and the report is in process of completion. It ought to have been completed long ago, because those mines should be worked by some other means than power obtained as the result of hauling wood a hundred miles through the bush. As the result of assistance given by the Government to one mine in the Northampton district last year, fully 100 men have been kept in employment there. They are supporting a population of 300, and school facilities for 40 children have had to be supplied. Moreover, the assistance granted to the one mine has led to the discovery of another highly promising show in the same district, on which machinery is being installed. A large number of men are employed there also. Since coming into power the present Government have abolished fines for late payment of lease rents, which were a great hardship to miners who perhaps had been battling for 12 months without getting tucker. Such men would suddenly be called upon to pay rents, failing which their leaseholds would be liable to forfeiture. This was an especially severe hardship to prospectors developing low-grade shows. The Government have also cancelled liens on abandoned properties, except as regards mortgages over machinery. Formerly a man would not take up an abandoned proposition because he knew that as soon as he got any returns from it the Government would come down on him for the debt owing to them. The present Government have wiped out that system, except as regards the visible asset of machinery. The Government have amended the Dividend Duties Act so as to relieve bona fide prospectors and mines of taxation. The amendment provides that a mine shall not be taxed on profit until such time as the actual capital invested in equipping and holding the ground has been returned to the shareholders. The prospector who takes up a show and disposes of it is not to be taxed upon the sale of his discovery.

Hon. G. W. Miles: That is the point. The Commissioner of Taxation taxes him still, and that is the Government's policy.

Hon. J. R. BROWN: I am referring to State taxation.

Hon. G. W. Miles: I also refer to State taxation.

Hon. J. R. BROWN: The prospector has only to test the question.

Hon. G. W. Miles: He must pay the tax first.

Hon. J. R. BROWN: He can pay under protest. Even a storekeeper is protected. This should suit Mr. Miles.

Hon. G. W. Miles: No. I do not back mining.

Hon. J. R. BROWN: A person who backs prospectors making such a discovery is not to be taxed on the profit he derives from the sale of the show. If the prospector owed the grocer £100, the grocer would not be taxed on that £100. Prior to the present Government taking office, customers of State batteries having low-grade ore to treat, which ore would be subject to rebate on crushing charges, were compelled to accumulate 250 tons before they were permitted to claim the rebate. The present Government have abolished that condition, and allow the rebate to be claimed on any quantity of low-grade ore, even if it is only one ton.

Hon. G. W. Miles: The present Government have abolished many batteries in the back country.

Hon. J. R. BROWN: We are talking of one end at a time. The conditions of subsidising the cartage of ore to State batteries have been greatly liberalised. The Mines Department now bear the cost of carting to State batteries up to a distance of five miles at the rate of 1s. per ton per mile, or pro rata if the cost be less than 1s., up to a distance of 30 miles. This means that if the mine is 30 miles away from a State battery, the Government pay for 25 miles of cartage. The railage to the nearest State battery is now borne by the Mines Department, less the first 7s. 6d. per ton, up to an amount of 25s. per ton. Cartage to sidings is fixed at 5s. per ton. The railway rate to battery is fixed at £1 per ton. The owner pays 7s. 6d. per ton, and the departmental subsidy amounts to 17s. 6d. per ton.

Hon. J. Nicholson: Is that under the Mining Act?

Hon. E. H. Harris: That is under the regulations which have been published.

Hon. J. R. BROWN: The Government have sacrificed £45,000 of railway freights by way of reducing land taxation. That fact shows where some of the revenue has gone to. From the reduced freights the mining industry has benefited to the extent of £11,000 per annum. Certainly it is unfair

that a miner should pay £10 12s. per ton freight on explosives, while superphosphate pays only £1 per ton. The Government have made large reductions in order to cheapen explosives. The rate for 150 miles, formerly 99s. 9d., now stands at 61s. 10d. For the long distance to Meekatharra the reduction in the explosive rates has been from £13 to £8 11s. 4d. Thus the Government have done a great deal to help mining, though the industry still seems decaying and in need of further stimulation. Hitherto the tailing charges from the plant consisted of a deduction of 3 dwts. of gold that was taken from the values of the sands treated. That represented approximately 12s. per ton. The present Government instituted a flat rate and brought it down to 8s. 6d. per ton. Under the present system 20 per cent. was deducted from the tailings to cover losses and wastage, the owners paying on an 80 per cent. extraction. The Government have increased the allowance to 92 per cent., reserving only 8 per cent. to cover losses. Realising that many commodities were essential for carrying on the mining industry and recognising the fact that the freights charged on those commodities represented an appreciable factor in expenses, the Government had inquiries made to ascertain the best means of alleviating that difficulty. As a result material reductions in freight have been authorised, thus relieving the industry to the extent of a further £10,000. Despite what the Government have done for the mining industry so far, there still remains more to be done. Unless the Federal Government go to the assistance of the industry by agreeing to the gold bonus, it will be difficult indeed for the industry to recover. Some members of this Chamber will not have the gold bonus at any price. I heard Dr. Saw sneer when some reference was made to the maternity bonus. That hon. member said it should be cut out. At that time I interjected that if the maternity bonus were cut out, he and others like him would not draw their fees. So it is with the gold mining industry, and the only way I can see the industry continuing on a satisfactory basis is for the Commonwealth Government to come to the rescue of the companies with the gold bonus. Irrespective of whether the gold bonus is right or economically sound, it is essential that the mining industry should have that assistance. At a deputation at which Mr. Miles was present,

he said, when some reference was made to the bonus being uneconomically sound, that the whole policy of the Government was unsound. Later we had a deputation to the Federal Treasurer, Dr. Earle Page—Mr. Miles was also present on that occasion—but Dr. Earle Page did not tell us anything, although he talked for a long time. The only thing he did was to lead us to believe that the Federal Government were sympathetic, but he promised us nothing. Without the gold bonus, the industry will go from bad to worse, and yet there are millions of tons of low grade ore that would be mined if only encouragement were given to the industry. There are hundreds of shows about Kalgoorlie that would be working now if the ore obtainable were a pennyweight per ton higher in value. If the Federal Government granted the gold bonus it would be returned to them a hundredfold because money would be brought in from all parts of the world and confidence would be restored. The mines would be reconstructed where to-day the managements are sitting back. The Golden Horseshoe mine has closed down and there is talk of the Great Boulder closing down too. It is a pity that they did not close down simultaneously. As it is, if one slips, then another slips and it goes on in that way, the whole place will slip and Western Australia will get nothing out of it. There is more gold to be found in the Golden Mile to-day than ever came out of it.

Hon. J. J. Holmes: But if you get the gold bonus, it will all go in wages.

Hon. J. R. BROWN: What of that? Does the hon. member begrudge it to the men? That is the worst of these capitalists. They want everything for themselves and do not have any consideration for the workers.

Hon. G. W. Miles: They won't whack it up!

Hon. J. R. BROWN: That is what I am telling hon. members.

The PRESIDENT: Order! I must ask the hon. member to address the Chair.

Hon. J. R. BROWN: I think I am.

The PRESIDENT: The hon. member seems to be addressing individual members in replying to their interjections.

Hon. J. R. BROWN: Well, there are interjections and one must look round to see who is interjecting. It is evident that we must get the gold bonus and we will not do so unless Parliament keeps hammering at the Federal Parliament until we get it.

If we do not get the bonus, the harmful effects will be felt in the metropolitan area. If the gold mining industry peters out, the people from the fields will flock to Perth, and many of them will have to come per boot. It is just the same as with those 6,000 pioneers in the North-West. They would not be there if they could get out of the country!

Hon. G. W. Miles: Don't make any mistake about that.

Hon. J. R. BROWN: Now I come to the Miners' Phtthisis Act. The position regarding that measure has been misrepresented in this House. Goldfields members have misrepresented the position. The Mitchell Government introduced the legislation and provided that if a miner were found to be suffering from miners' disease or tuberculosis, he was to be ordered out of the mine and a job was to be found for him. If that job was not suitable, that was the end of it, and there was no further compensation for the man. Hon. members will see how easy it was for the Government to provide a man with a job he was not capable of undertaking.

Hon. H. Seddon: Did he not have the right of appeal?

Hon. J. R. BROWN: No.

Hon. H. Seddon: Why don't you read the Act?

Hon. J. R. BROWN: What is the use of an appeal, if there is no one to appeal to?

Hon. H. Seddon: But the men had the right of appeal to a medical board.

Hon. J. R. BROWN: There was no medical board appointed.

Hon. H. Seddon: There was provision for it in the Act.

Hon. E. H. Harris: Yes, the Principal Medical Officer.

Hon. J. R. BROWN: Goldfields members tried to hoodwink the House into believing that the Government intended to pay the men 25s. a week compensation, when they knew very well that that was not so.

Hon. J. Cornell: Some of them are getting it now, £1 from the Commonwealth and 5s. from the State.

Hon. J. R. BROWN: The Act was prepared in such a way that it would pass through this Chamber. It would never have passed here if it had been known that it was intended to give the men even half wages.

Hon. H. Seddon: Why do you say that?

Hon. J. R. BROWN: Because I know the calibre of the men who form this Chamber.

It was drafted by the Solicitor General and set out that the payments should not be less than the payments provided by the Mine Workers' Relief Fund, which was 25s. a week. This matter was dealt with in Kalgoorlie and Mr. Harris made an assertion in this House to the effect that the Government were going to pay 25s. a week.

Hon. E. H. Harris: I stand up to anything I said here.

Hon. J. R. BROWN: You can stand up or sit down, but you told the people deliberate falsehoods. You were taken to task in the Kalgoorlie Town Hall.

Hon. E. H. Harris: On a point of order. The hon. member said I made statements in Kalgoorlie that were deliberate falsehoods. I ask for a withdrawal of the statement because it is quite untrue.

The PRESIDENT: Under Standing Order 394 I must ask the hon. member to withdraw any imputation cast upon another hon. member.

Hon. J. R. BROWN: I withdraw, but I know it is a fact.

The PRESIDENT: The hon. member must withdraw unreservedly.

Hon. J. R. BROWN: I have withdrawn unreservedly, but I can think it.

The PRESIDENT: The hon. member must not say it.

Hon. J. R. BROWN: Well, I withdraw.

The PRESIDENT: I take it that you withdraw unreservedly.

Hon. J. R. BROWN: Certainly. I do not think that this Chamber should be misled at all. I know this question was talked about in Kalgoorlie and it was said that the Government would give a man only 25s. a week. Mr. Harris said in this Chamber that the men were kicking up a row. What men were they? No men were kicking up a row. A few garbage gatherers were collecting political rubbish, and were doing it for political purposes only. They were assisted by the Kalgoorlie "Miner" in their work.

Hon. E. H. Harris: The Kalgoorlie "Miner" published facts only.

The PRESIDENT: Order!

Hon. J. R. BROWN: The paper did not publish facts. Mr. Harris was in the Kalgoorlie Town Hall when the Premier gave a complete denial to his statements. If Mr. Harris had been the man he should have been, he would have had a bit of Mr. Collier at the time.

Hon. E. H. Harris: The Premier said that he hoped the electors would put me in my proper place, and I am here.

Hon. J. R. BROWN: Electors sometimes do very stupid things.

Hon. J. Cornell: We agree with you.

Hon. J. R. BROWN: Mr. Harris also said that the old age pension was deducted from the payments to these men.

Hon. E. H. Harris: So it is.

Hon. J. R. BROWN: How could the invalid pension be taken from these men? To get the invalid pension one must be in bed.

Hon. J. Cornell: Not necessarily.

Hon. J. R. BROWN: It is impossible for a man to earn 5s. a week and draw the invalid pension at the same time—that is, if the department are aware of the weekly earnings. If anybody is in receipt of an income, he cannot collect the old age pension. The Commonwealth Government were asked to allow a deduction to worn-out miners, and those men were getting £4 6s. as a basic wage. A statement appeared in the Press, however, that the Commonwealth Government would not allow the deductions. It is far better for these men to be in the State's hands than in those of the Commonwealth.

Hon. E. H. Harris: The fact is that the State Government are dodging their liabilities to the extent of £1 a week.

Hon. J. R. BROWN: How can they be dodging their liabilities if they are paying the men the basic wage of £4 6s. a week? What more does the hon. member want? Mr. Harris said there was no continuity about it. What more does he want than for a man to get £4 6s. a week until he dies; after he dies, his widow gets £2 a week, and 8s. 6d. for every child under 16. If that is not continuity, I do not know what it is.

Hon. E. H. Harris: Can you show me where it is provided for in any statute?

Hon. J. R. BROWN: Yes; it is in the regulations.

Hon. E. H. Harris: The Government told me in reply to my question that there was no such regulation.

Hon. J. R. BROWN: Then they side-tracked you. If there has been any trouble regarding the Miners' Phthisis Act it has been brought about by goldfields members for political purposes; for nothing else.

Hon. E. H. Harris: Who were they?

Hon. J. R. BROWN: You, Mr. Cornell, Mr. Seddon, Mr. Dodd, and the President. They are all in it, and I do not know why want to continue to misrepresent. I

can understand any man who is straightforward and honest and truthful.

The PRESIDENT: Order! I cannot allow the hon. member to cast reflections on other members by saying they are not truthful.

Hon. J. R. BROWN: Well, I will have to withdraw again. It is very hard. I withdraw. I suppose I must withdraw this next statement also.

The PRESIDENT: Order!

Hon. J. R. BROWN: I do not mind what political views a man may hold, so long as he fights fairly and squarely, but I do not like this dog-in-the-manger policy. These people will not do anything to relieve the miner, and as soon as the Government attempt to do something to that end, they are abused. Where does the abuse come from? Not from the bona-fide workers. Mr. Harris said the men on the goldfields were kicking up a row. I say the only people kicking up a row are the few who run to the Press. The men themselves do not bother about these things; they wait until they are kicked right out before they rise. I had a few other things to say, but as I am not allowed to breathe life into my statements, I will let the rest go. I have pleasure in supporting the motion.

HON. G. A. KEMPTON (Central) [8.48]: I wish to congratulate, you, Sir, on your election to the Presidential Chair. I hope the years you will spend in that office will be as much of a pleasure to you as I know they will be of profit to the House. Although Mr. Brown has said it is inconsistent in members to congratulate those entering the House and at the same time to mourn the loss of others whose places they have taken, I wish to thank older members for their welcome to new members. I hope that when my time comes to quit, members, as well as my electors, will be able to say of me, "A good and faithful servant." Although I may be lacking in Parliamentary usages and knowledge, it will be my pleasing duty to help to solve the problems that come before the House. Mr. Miles has spoken particularly of the North. Mr. Mann has spoken particularly of the South-West, and other members have referred to various parts of the State. As a new member I feel more disposed to sit and listen than to speak; nevertheless as there are certain matters of importance to my province, it would be wrong for

me to remain silent. For a number of years we have had in the Geraldton district a conference of local authorities and industries. I initiated it some years ago, and it has been attended by practical men who have pioneered the farming and pastoral areas of the Victoria district. One thing that has been prominent before that conference is the great trouble we have had in respect of land settlement, petitioning Government after Government for more land, so that the sons of our pioneer farmers should have a chance to make good for themselves. A little while ago the Government purchased the Mendel Estate for 10s. an acre and subdivided it into 17 blocks. For those blocks there were 152 applicants. We say that if there are so many young fellows in want of land, it is up to us to supply their want. Let me mention the splendid wheat averages we have had in the districts surrounding Geraldton. At Yuna last year the average was just under 20 bushels, at Mingenew and at Yandanooka it was 16.7 bushels, and at Mullewa it was over 13 bushels, the average for the whole of the Victoria district being 13.9 bushels, whereas the average for the whole of the State was only 9 bushels. It shows what a magnificent area for primary industries there is surrounding Geraldton. In reading the report of the "W.A. Activities" I notice that Mr. Drew is stated to have said this—

Last year he visited one of the younger agricultural centres, Morowa, 220 miles north of Perth, one of the richest wheat centres in the State to-day, although ten years ago practically all virgin country. He was told that a large area of good agricultural land existed east of that centre. He was motored out on a tour of inspection and was very much struck with what he saw. On his return to Perth he asked the Lands Department to reserve the selection of the whole of the area pending classification. Recently the officer in charge of the classification reported that 200 square miles of first-class country had been discovered.

It seems to me very wrong that an area such as that, within 25 miles of a railway, should be held up. In the early days the people of the northern areas, such as Yuna, pioneered that country before the railways were built. Now the sons of those pioneering farmers are perfectly willing to go out and pioneer country such as that referred to by Mr. Drew. It would mean a tremendous difference to the wealth of the State if we could let them go out, as they desire. The

Agricultural Bank will not make advances on land more than 12½ miles distant from a railway. In the old days of horse-drawn vehicles, it was only right not to go too far from a railway for profitable wheat production; but with modern motor traction the distance can safely be extended to 25 miles. A man at Mingenew the other day said that when he had to cart in his wheat with horses he could average two loads in three days, whereas with motor traction he could easily bring in from five to six loads per day. It means it is now quite possible to profitably work those outlying areas. At Yuna at the beginning of last year there were 20 settlers on the Industries Assistance Board, they having been there practically from the initiation of the scheme. At the end of last year there were only two left, and for the 1925-26 season the Industries Assistance Board advanced something like £110,000 to those farmers. But the Industries Assistance Board received in proceeds from them £150,000, leaving a surplus of £40,000. That shows what immense prospects there are in those back areas, magnificent chances for men prepared to help themselves and so help Western Australia. Last year in the Geraldton district 51 clients were cleared from the Industries Assistance Board. In 1924-25 the whole of the crops grown in Western Australia, crops such as wheat, oats, hay, barley, maize, rye, peas, beans, fodder, potatoes, root crops, fruit and vegetables totalled in value £11,179,437. The value of the wheat, the hay, and the oats represented nearly £10,000,000. Surely if there is such an immense sum as that involved in wheat, hay and oats, it is only reasonable that we should give these men a chance to grow produce in areas that has been proved capable of growing it. There is a splendid lot of land out from Yuna called Dartmoor No. 1 and Dartmoor No. 2. It is a fine tract of country, all of which is practically taken up. It is absolutely necessary, to improve that area, that a good road should be constructed to it. It could readily be improved in the same way that Yuna, Northampton and other areas in the district have been improved. On the schedule a road is provided to run to Dartmoor. This should be constructed without delay, otherwise this fine tract of country will be retarded in its development. Some two days ago I received a letter from a friend of mine in Geraldton. I will read it to show members that the people in the district are

willing to put their money into these places and make them profitable, if the Government will give them certain facilities for the proper working of their holdings. The letter reads as follows:—

I take the liberty of writing re the Dartmoor wheat lands, knowing the keen interest you have always taken in the development of our agricultural lands. I have just returned from a week's visit to the Dartmoor area where I came into contact with most of the settlers and those interested in the land in that locality. It is an urgent necessity that the third preference grant for road construction should operate in this year's allocation. The present track to Dartmoor was cut and opened up by Mr. Olivier who is the pioneer settler of the locality. The road is used for horse vehicles with the result that it is badly cut up and is impossible for the transport of wheat. It is a hardship and a costly business for even light motor traffic. In addition the present track passes in parts through private property, and the passage through same may be blocked.

The letter goes on to say—

Dartmoor is in its first stages of development and given a road from Yuna I am certain its progress will be rapid. Without early road communication progress will be considerably retarded. In conjunction with four other gentlemen I am interested in 10,000 acres in Dartmoor No. 2. Our holdings include 7,000 acres of first-class and 1,000 acres of second-class, all eminently suitable for wheat growing. We have put capital, energy and labour into the development of our properties, and are asking for no assistance beyond the early road construction from Yuna to Olivier's blocks. For your information I may say we have already cut a track through Olivier's block, a distance of about eight miles. We have constructed and conveyed to our area galvanised tanks of 6,000 gallons capacity. In the absence of surface water it is necessary to conserve at least that quantity for early development purposes. It is our intention to commence clearing operations at once, and we are aiming to have 300 acres cleared and under crop next season. Our equipment includes a new motor truck which has been purchased solely for the development of our wheat lands.

It is absolutely necessary that these facilities should be given to the outback parts, especially in the case of men who are willing to put up their own money, but require this assistance in order to develop their holdings, and help to make Western Australia into a better place.

Hon. A. Burvill: How far is Dartmoor from the railway station?

Hon. G. A. KEMPTON: It is roughly 25 miles. With a road for motor transport the district could be profitably worked. If a road is not given there will be an agitation for a railway, which is a serious matter. A

amount of money spent on the road

would turn this district into a profitable one. Surely there is no better method of spending borrowed money than in opening up these huge areas. In that way we shall help to increase the amount of wheat produced, and make this particular district as good and profitable as the Yuna district. Whereas the State average is about nine bushels, the average at Yuna proper is nearly 20 bushels to the acre, and there is other land near by just as good. I now come to the question of land purchases. The time has come when the Government should go more fully into the question of repurchasing estates that can be profitably worked, and that are near railways. Numbers of people are willing to sell such estates. There is one near Mendel's estate called Cockatea. It is a splendid area. It comprises about 15,400 acres, all rabbit-netted, containing nine wells, 14 paddocks dog-netted, 2,000 acres cleared, over 10,000 acres of first-class land and 5,000 acres of good land. If the Government were to take over that estate I am sure they would achieve results just as good as in the case of the Mendel's estate.

Hon. E. H. Gray: It is good land.

Hon. G. A. KEMPTON: Yes. This is the opportunity to buy it. I suppose the land would cost about 30s. per acre, but there would probably be between 100 and 200 applicants for the blocks when they were thrown open, owing to the manner in which the Mullewa district is extending.

Hon. H. J. Yelland: Is it true that no advances are made upon the Mendel's estate by the Agricultural Bank?

Hon. G. A. KEMPTON: Not quite. I was asked to go into this matter while the board was sitting. I waited on the manager of the bank and the Minister for Lands. I find that the bank will not advance for plant or crops, but will advance for development. This is only a fair thing. I believe in the Government being as liberal as possible, but in the case of repurchased estates, where settlers have to pay interest probably for 20 or 30 years, if they have only a certain amount of capital it is difficult for them to get on. The bank will certainly assist them in the matter of development. I am in sympathy with the migration proposals, because we desire to get as much population into the State as possible. We should, however, consider the number of splendid young fellows whom we have in the State now. I refer to the sons of men who have pioneered the outback areas, who understand the conditions

and the climate, and know what they have to put up with. These young fellows should be given a chance of getting on the land and making good. I put in an earnest plea on their behalf, for I know what they have to contend with. Undoubtedly gold mining has been a fine thing for Western Australia. Without it the State would have been a very poor place. Instead of our population being nearly 400,000, but for the gold mining industry probably it would have been nearer 200,000. We have heard from Mr. Harris and others of the needs of that industry. Whilst I realise how necessary it is to help it, I must put in a plea for the lead mines. I understand more about these, and I know the difficulties under which they are working. From Northampton, the Prothero district up to Ajana and Galena there is country which with proper development will some day be a second Broken Hill. It is a mass of base metals, but the people are struggling under severe disabilities. The railway line is about $8\frac{1}{2}$ miles from Galena. Most of the mines have to cart their ore that distance to the rail head, from which it is railed to Fremantle, and then shipped to Europe, where the ore is treated. The trouble is the $8\frac{1}{2}$ miles of cartage. No doubt members will have heard about the Surprise being closed down, and will think that mining in the district is not good. That is not so. Close by the old Surprise, and another mine called the Two Boys is being opened up. The owners have spent £14,000 on plant and intend fully equipping the mine. All the experts who have been there say it will be head and shoulders above anything in the district. The Surprise was a wonderful mine. It is believed that with a certain amount of diamond drilling put in diagonally from the 300ft. level, considerable ore deposits would be found at lower depth, and it is assumed that the mine would prove to be richer than in the higher levels. The Two Boys mine is a big proposition. There are many shows in the district that could be worked with two or three men, and which would be likely to grow into mines big enough to employ 20 or 30 men or even more. Those that would employ but a few men are often more profitable than mines requiring larger outlay. Over the $8\frac{1}{2}$ miles the carting has to be done by teams, at a cost of 13s. 6d. a ton. It is nearly 400 miles from Ajana to Fremantle and the cost is 29s. 6d. a ton. From the port to Europe, including loading and discharging,

the cost is 19s. a ton. We have for a long time been agitating for the construction of $8\frac{1}{2}$ miles of railway from Galena to the rail head. If an ordinary wood line were put in it would cost about £22,000, and would answer the purpose. This would lead to the employment of a great number of men in the district. In the years to come I believe the district will prove a very valuable one for the State.

Hon. J. Nicholson: You mean a spur line.

Hon. G. A. KEMPTON: A light line, called sometimes a wood line. For the year ended May last, there were 4,012 tons of concentrates shipped away. The value of the concentrates was £89,901. This is a burning question in Geraldton and the people are looking forward to the time when the Government will build that small line and provide the facilities to open up a lot of splendid country. I wish to make a few remarks about the North-West. Mr. Miles has gone deeply into this question. He thoroughly understands the subject and we can congratulate ourselves that the North has an advocate like Mr. Miles, because, whether he be right or wrong, whether we should or should not hand over our North-West to the Commonwealth, he certainly is in every sense of the word a true Nationalist. He feels that what is done in Australia is for the good of the Empire. I listened with much pleasure to his speech in connection with the North-West. I do not think, however, he is quite right. My opinion is that the time has not arrived when the whole of the North-West should be handed over to the Commonwealth Government. He said that the Commonwealth Government judge us by the way we are working our North-West. At the same time we judge the Commonwealth by the way they have developed the Northern Territory. They certainly did not do that very well, but they say they intend to do better in the future. So shall we with regard to our North-West.

Hon. H. J. Yelland: Where shall we get the money?

Hon. G. A. KEMPTON: If there is any chance of any part of the North-West being handed to the Commonwealth Government, I would rather see, as Sir Edward Wittenoom has suggested, that part from the 20th parallel, instead of the 26th parallel, handed over. The 26th parallel is a little above Meekatharra, somewhere in the

vicinity of Peak Hill, and it would take in Carnarvon. At the present time the pastoral leases in Queensland are falling in, because of the conditions imposed by a labour Government of that State, and the eyes of the Queensland pastoralists are upon our North-West. There is no room for expansion in New South Wales or in any of the other States, and that is why they are turning their attention towards the Western Australian pastoral areas. With regard to mining, it will not be long before there will be a distinct development in our North-West. I believe that part of the State will yet be the biggest jewel in the crown of Australia, and on these grounds I do not consider that we should hand it over to the Commonwealth at the present juncture. Still, I have a fairly open mind. If it could be proved that handing it over would be for the good of the North-West, as well as for the good of Western Australia, and Australia and the Empire as well, I would be in favour of the Commonwealth taking control, but I do not think that time has arrived. We have been offered something like £2,700,000. The principal part of that amount has been spent north of the 20th parallel, on the Wyndham Meat Works and a little lower down on the Port Hedland-Marble Bar railway. When the Commonwealth took over the Northern Territory from South Australia, I have a faint idea that the amount paid to South Australia was something like eight millions sterling; I am not quite sure of the exact figure. Anyway, it was a big amount of money, and the Commonwealth agreed to build the North-South railway from Darwin to Oodnadatta. There is a greater chance of a North-South railway paying in Western Australia than a similar line constructed through the Northern Territory to Oodnadatta. Another matter that may be stressed is that the position in the Northern Territory is totally different from the position in our North-West. Adelaide was as inaccessible to the people of the Northern Territory, as was New Guinea or New Zealand, whereas the people in the north-western part of this State are closely connected because of regular shipping service along the coast. Were the North-West to be handed over, it would become a sort of Crown colony administered from Canberra. My opinion is it is much better to govern the West from Perth, than from Canberra.

Most of the members in the

Commonwealth Parliament know absolutely nothing about our North-West, whereas a majority of the members of both Houses of our State Parliament know a great deal about it. Many of them have lived there, and most of us have been there. Therefore, we understand the conditions better than they can be understood by the members of the Federal Parliament who have no first hand knowledge. Before the question is decided it should go before the people of the North-West so that their views might be ascertained. Mr. Miles declares that it should go solely before the people of the North-West. I do not think so; I consider that the whole question should be determined by the people throughout the State.

Hon. G. W. Miles: Did you read Mr. Keenan's speech? He declared the North to be a burden.

Hon. G. A. KEMPTON: At the present time we are paying interest to the tune of about £150,000 a year. If the Commonwealth Government are perfectly sincere in their desire to develop Western Australia for the sake of Australia, it is up to them to provide the State with sufficient means to develop the North.

Members: Hear, hear!

Hon. G. A. KEMPTON: The Commonwealth Government wish to come in at the present time when a forward movement is about to take place. They wish to take over that part of our State and make a success of it and then be able to point to what we failed to do in the past. That is all I am going to say about the North-West. There is a local matter to which I wish to refer. The other day I had the pleasure of being taken over the Children's Hospital. I had not the slightest idea how important that institution was to the national life of the State. I knew that a number of people from the country sent their children to the hospital, and was aware that a certain number of the cases were from Geraldton. One of the members of the committee, Mrs. Shortland Jones, was in Geraldton and went into the question of help for the institution. I had the pleasure of taking the chair at a meeting held there. During the course of my visit to the institution I learned with surprise and great satisfaction of the valuable work that was done in an honorary capacity by a committee of ladies and gentlemen. Some of the hospital's statistics are worth quoting. Last year no fewer than 1,929 children passed through the institution. Out of

that number 139 died. There were 356 children admitted from the country, and I suppose if there had not been a children's hospital in Perth, out of the total of 1,929 treated, half of them would have died. I do not think many people in the metropolitan area realise the serious difficulties that face mothers in the back country. It is however, a source of gratification for them to know that if they can get their children to the city, those children can be treated free of all cost by specialists who give the same treatment as they would were the children sent to a privately conducted institution. This is the point I wish to make: The hospital is without a laboratory. If there were a laboratory and a pathologist appointed, more lives would be saved. The cost of a laboratory would not exceed £250, and a pathologist could be appointed at, say, £300 or £400 per annum. He would have the right of private practice. The matron and the sisters informed me that if they had a laboratory and a pathologist, 25 per cent. of the lives lost last year would have been saved. We are urging the Old Country to send us migrants. Surely for the small amount of money that I have mentioned, we should not hesitate to save the lives of infants who, through being born to the conditions prevailing in Western Australia, would be likely to develop into the best possible citizens. I urge the Government to go into the matter and see whether it is possible to provide the laboratory and the additional conveniences that would result in the saving of life. It would be possible to speak for quite a long time on matters mentioned in the Speech, but I do not intend to do that. There were just a few things I desired to bring before the House, and those things I have mentioned. As a new member I would have been quite content to sit in my seat, listen to other members and learn from them, and thus become more useful as the years go by. I thank members for their attention and have much pleasure in supporting the Address-in-reply.

On motion by Hon. H. Seddon, debate adjourned.

House adjourned at 9.32 p.m.

Legislative Assembly,

Tuesday, 31st August, 1926.

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

QUESTION—FEDERAL AID ROADS ACT.

Mr. STUBBS asked the Minister for Works: 1, Has he read carefully the Federal Aid Roads Act? 2, Does it contain a section providing that before any payment can be made for a road, the road must be completed and passed by an officer of the Federal Government?

The MINISTER FOR WORKS replied: 1, Yes. 2, No.

QUESTION—CLAREMONT-COTTESLOE SEWERAGE SCHEME.

Mr. NORTH asked the Honorary Minister (Hon. J. Cunningham): 1, Have the local authorities, who at present utilise the Swanbourne sanitary site, notified him of their intention to attempt a scheme of septic tanks throughout the Claremont-Cottesloe district, subject to certain definite safeguards? 2, If so, do the Government intend to introduce the necessary legislation this session?

Hon. J. CUNNINGHAM replied: 1, A conference of the four local health authorities concerned was to have been held on the 17th instant, but this was postponed. All these bodies apparently agree to the proposal, but finality is delayed pending the conference referred to. 2, If the local authorities agree on the proposed scheme, legislation will be introduced this session.