

either of these two parties that tends to the advancement of this State, I will heartily support.

Mr. J. THOMSON (Claremont) [5.3]: It is my intention to vote against any tramway extensions anywhere in the suburban areas, if they are to be made out of loan moneys. The proposition put forward by the Claremont-Cottesloe district was that the Government land within those areas should be sold, and the money so obtained spent on tramway extensions.

Hon. W. C. Angwin: That would be selling your assets.

Mr. J. THOMSON: We have reserves in Claremont and Cottesloe which are of no use as such. If they were cut up into building blocks we could get money for them, not only for tramway extensions but for municipal purposes. The money the Minister for Railways intends to spend on tramway extensions to Como should be spent in Bunbury.

The Minister for Mines: Why not in Albany?

Mr. J. THOMSON: I shall show why it should be spent in Bunbury. The most important thing we have to discuss in this House is the question of finance. We must find some way of raising revenue, or else we must have increased taxation. Had the past and present Governments been alive to the situation, we should have had an increased revenue to-day, and very much more later on, coming in from Collie coal.

Lieut.-Col. Denton: What about the Irwin coal?

Mr. J. THOMSON: That could go to Geraldton. There are large seams of coal at Collie. That coal can be shipped at Bunbury, as cheaply, or perhaps cheaper than, coal can be shipped at any port in the Commonwealth. Had it been looked after, there is a market which will take at least two million tons of Collie coal per annum, that is in addition to the supplies already being sent away. At Sourabaya, Batavia, and Singapore there are three of the largest ports in the far East. We should be able to enjoy a monopoly of the entire bunkering trade for these ports, as well as of the smaller surrounding ports.

Mr. Willcock: Would you make it into briquettes?

Mr. J. THOMSON: No. Collie coal can be carried with less risk than Newcastle coal. I know what I am talking about. I know the islands pretty well, and I know something of the coal that is supplied to that part of the world. In calorific value Collie coal is far ahead of that supplied from Japan and India to these markets.

The Minister for Mines: At what price?

Mr. J. THOMSON: During the war it was selling at £7 10s. per ton. I had a lease on one of the islands, and was in expectation of making a good deal of money. I was going to be a profiteer. I was in France at the time. Unfortunately for me the Dutch Government passed an Act that no foreigner could hold land in the islands. My profiteer-

ing, therefore, fell to the ground. Throughout the war coal was selling up there at £7 10s. a ton. To-day the price is £3 per ton. We could enjoy a monopoly of the whole of the coal consumed there. I do not say that the mines or proprietors at Collie should get all the profits. The Government could enter into contracts with the islands and supply the coal, and could get it from the companies with which they now trade. At the present price of £3 per ton a profit of at least £1 per ton could be made.

The Minister for Mines: That would be a State enterprise.

Mr. J. THOMSON: I am in favour of such a State enterprise. If the Government could make £1 per ton, or 5s. per ton, why should they not do it? At Bunbury we ought to have a Newcastle, because we are nearer to the islands than any other port in Australia.

Hon. W. C. Angwin: Would the coal stand long enough to reach there?

Mr. J. THOMSON: I hold no brief for any of the Collie coal companies, neither do I hold a share in any coal mine at Collie. Before sending coal overseas, the Government should see that they do not send soft coal. They must send the hard coal and must send screened coal. If it is hard and screened, it will stand the journey much better than Japanese, or Indian, or island coal, and the people up there would be only too glad to get it.

The Minister for Mines: What must we do at Bunbury?

Mr. J. THOMSON: We must extend the harbour there so that ships can go in and pick up the coal. We have Commonwealth ships which could take the coal, or there are ships to be had elsewhere. When I was staying in Sourabaya there were at least 100 German, French, and other ships waiting to take away the sugar output. If some of these ships could have gone to Bunbury and bunkered coal, I think the owners would have been glad to have sent them. At that time coal was selling at £7 10s. per ton. Had we adequate shipping facilities at Bunbury, this could have been done. There are 200 men idle at Collie. We ought to have 5,000 more miners there than we have now. The Premier is always talking about production but he only thinks of wheat or potatoes. Why does he not undertake the production of coal, from which the State can obtain revenue?

Mr. Angelo: He is not a collier.

Mr. J. THOMSON: No, but as Premier he ought to go in for all things. It would be wise if the Government were to send the Minister for Mines to the islands, but it would be better that the member for Collie (Mr. Wilson) should accompany him to advise him upon coal matters. There is revenue awaiting the State in this direction, and we ought to see that we get it. There should be no unemployment in Collie. I am in favour of the wheat pool, but on condition that we have the world's parity. The Premier is always talking about people going on the land. To my mind too many people go on the land.



He never thinks of finding a market for the products of those people who go on the land. If the wheatgrowers of Western Australia think they are always going to have a European market and good prices, they are living in a fool's paradise. I have travelled through the vast wheat-growing areas of Siberia, Russia, and Roumania. When Russia and the other wheat-producing countries return to normal conditions, the Western Australian farmers will be unable to compete with them.

The Premier: They did so before.

Mr. J. THOMSON: At 3s. a bushel. Under present conditions of living and wages our farmers could never compete with them. We should endeavour to secure the markets in the Islands for we will not get the European markets. It should be remembered that in the Netherland-Indies and the Malay States we have remarkably fine markets awaiting exploitation. In the Netherlands-Indies and in the Malay States a new race of people is being born. The people are living along the lines of the same civilisation as we are. The Portuguese went there hundreds of years ago and were followed by the Dutch, and there has arisen from the mixture of the races a people who do not look upon Holland as their home, but rather upon the Netherland-Indies. To give an instance to show what I mean; at the hotel where I was staying there was a family sitting at the same table, comprising a husband and his wife, with five daughters. There were different types to be seen in the faces of the children—Mongolian, Portuguese, Dutch and English.

The Minister for Mines: All in the one family?

Mr. J. THOMSON: Yes. That will evidence how the new race of people is being born there. After leaving Wyndham, a journey of only three days in one of the small, slow steamers plying there, takes one to Sourabaya. To give members some idea of the wealth of Sourabaya, the mayor, who is known there as the burgomaster, told me that there were over 4,000 motor cars registered within the municipality of Sourabaya. There were 12,000 gharries, that is, two-horse buggies, registered within the municipality, and, in addition, there are steam tramways which could burn Collie coal. I would suggest that the Government should send a man to investigate the position there. I do not say that a Minister should go, but I do not want a civil servant to be sent. I want a member of Parliament to be sent on this mission.

Mr. Pickering: Suggest your party.

Mr. J. THOMSON: I will not suggest the member for Sussex (Mr. Pickering), but rather the young and energetic member for York (Mr. Latham). I would like to see the Government send the member for York right through the Malay States and the Netherlands Indies. I am certain that if that hon. member was despatched on this mission, we would secure a market for Western Australian flour.

The Minister for Mines: I would rather send the member for Sussex.

Mr. J. THOMSON: I have something later on for the member for Sussex.

Mr. SPEAKER: Order, order!

Mr. J. THOMSON: Leaving Sourabaya, if members proceeded to Batavia, which is a one day's journey distant, they would see restaurants and hotels which rank among the finest in the world. Here, however, the Japanese come to the fore with Indian flour, which is not nearly so good as the Western Australian article. Notwithstanding that fact, the Japanese are able to swamp the market. Yet in Western Australia we are putting people on the land and finding no market for their products!

Mr. Angelo: Some of that Indian flour was sold as Western Australian flour.

Mr. Mann: I saw flour from Thomas & Co.'s mills at Northam on the market there 20 years ago.

Mr. J. THOMSON: With regard to the settlement of the North-West, a Commissioner has been appointed. I do not know why that appointment has been made. At the end of last year I was in Queensland and travelled through various parts of the State with one of the Queensland Ministers. I went through some of the sugar growing districts and I found there a lot of returned soldiers who were doing much better on sugar plantations with less work than are our returned soldiers in Western Australia who have been settled here and are engaged in wheat growing.

Mr. Troy: Not with less work.

Mr. J. THOMSON: Yes, with less work.

Mr. Troy: I have done it, and I do not think there is less work in sugar plantations.

Mr. J. THOMSON: There is less work, particularly as these were on small areas. We have land in the North-West similar to the land I saw in Queensland and in the same latitude. There is a rainfall of about 40 inches in both places.

Mr. Troy: But what about the time the rain falls?

Mr. J. THOMSON: It falls here at the same time as in Queensland. In addition we have rivers where we can irrigate the land as well, so that we do not have to depend only upon the rain. There is nothing to prevent men engaging in sugar growing in the North-West, and we should certainly have men engaged upon that industry. While in Queensland I also inspected banana and pineapple settlements. I saw upwards of 200 returned soldiers, some of whom were maimed, engaged in growing pineapples and bananas. If the Government in Western Australia had spent the £6,000 which was thrown away the other day in London, in putting some of our maimed men on holdings in the North-West where they could grow bananas and pineapples a better result would have been obtained. The Queensland Government have also built a factory for the purpose of canning the pineapples, and altogether, notwithstanding what we hear about the Queensland Government, I say,



without fear of contradiction, that the Queensland Labour Government have done more for the returned soldiers than all the other State Governments put together.

Mr. Troy: Hear, hear!

Mr. J. THOMSON: Regarding our railways, the Government should take into consideration the advisability of using motor traction for the outer lines. I have at present a catalogue giving prices for railway motor tractors. If we had motor traction on some of our railways such as the Port Hedland-Marble Bar railway, where last year a loss of £16,000 was incurred, better results would be achieved.

The Minister for Mines: You are wrong in your figures.

Mr. J. THOMSON: I am not wrong because I have the Government figures to quote from. The catalogue shows that a railway motor car can be bought for £750, and it will carry 12 passengers and five tons of goods. I contend that we should adopt the railway motor cars for use on railways such as the Port Hedland-Marble Bar, the Hopetoun line, and on all railways beyond Kalgoorlie.

Mr. McCallum: Did you inspect the Queensland railway motor car?

Mr. J. THOMSON: No.

Hon. P. Collier: The Queensland car carries 40 passengers.

Mr. J. THOMSON: The catalogue shows the type of motor car which is used on the railways in Ceylon, and there it carries 12 passengers and also takes five tons of goods. On the Marble Bar railway instead of running one train a week and losing £16,000 in a year, if the motor car were used, a train could be run every day and thus render much greater service to the people living along that line. Similarly on all the lines beyond Kalgoorlie, these motor cars could be used and the adoption of this proposal would mean that instead of losing thousands of pounds per year, the railways there could be made to pay.

The Minister for Mines: This is not a new matter. The Government have already ordered these cars and we expect them to arrive here any time now.

Mr. J. THOMSON: I mentioned the matter two years ago. There is a firm here who could supply them within three months. Why all this delay? If the Minister for Railways recommends the adoption of such a proposal, it has to go to the Minister for Works, and then to the Premier, then to the Minister for Works, then to the Minister for Education—just as most things have to go—and then it comes back to the Minister for Railways and so it takes years and years to get things done. These cars should have been bought two years ago.

Mr. Underwood: I advised similarly 10 years ago.

The Minister for Mines: I think it was 12 years ago when I mentioned the matter first.

Mr. J. THOMSON: Dealing with the question of loans, the State Government should

have entered a very strong protest before the Federal Government issued the new loan. All the past war loans, with the exception of money that the soldiers received, was spent in the Eastern States, and the Federal Government have drained this State, the effect of which will be seen if the State requires to raise a loan for its own purposes. We cannot stand this financial drain. Had the Federal Government not sought this last loan, we should have endeavoured to raise a local loan for the electrification of our railways from Midland Junction to Fremantle and also for the railway on the south side of the river. The latter line was surveyed 10 or 12 years ago. I believe every workman who has a little money would subscribe to such a loan if he knew that the money would be spent in the way I have indicated. A tremendous amount of saving would be effected if we had a railway on the south side of the river so that all our timber, wheat, and coal could be sent to Fremantle over that route, and the electrification of our railways from Fremantle to Midland Junction could be carried out at the same time to cope with the ordinary passenger traffic. I would like to see the Government take this matter in hand. So far as gold-mining is concerned, if we were living in biblical times, I would say that I would go on the house-tops and proclaim my views on this matter. No Government since the early days of Coolgardie have done more to discourage prospecting than the present Government, and no Government have done more to discourage old companies from putting their reserve funds into new mining transactions than the Mitchell Government. I hope that when Sir James Mitchell goes to the Old Country, and takes over that mansion at Putney—

Mr. McCallum: Now we understand why that expenditure was incurred.

Mr. J. THOMSON: I hope when that happens that we will get a man as Premier who has some sympathy with the mining industry and some sympathy with our second industries as well. Not only should we have a greater population at Bunbury and Collie because of the export trade in coal, but we should have iron works established in Bunbury as well. There are plenty of firms in England and America who would certainly erect iron works there if they were given any encouragement. I remember asking the Minister for Mines to send a telegram to the Premier requesting him to see the representative of Vicker's Company who was in Melbourne inquiring into the question of establishing new iron and steel works in Australia. The Minister for Mines sent that wire and the Premier saw the company's representative in Melbourne. But the Premier knew nothing about Yampi Sound; he did not know anything to assist the representative of that important firm, with the result that no encouragement was given to the firm to investigate matters in Western Australia. There was a gentleman here a few months ago re-



presenting one of the largest iron and steel works in America. He brought a letter to me from the Queensland Government. He had been inspecting Yampi Sound. The Queensland Government at that time were talking about raising money in America to establish iron works. The visitor had only a day or two to spend here and he asked me to introduce him to the Premier. I said, "It is no use going to the Premier. You might, as a distinguished visitor, get a pass over the railways to go down and see the potato-growing lands of the South-West, or you might get a pass to see the wheat belt." He asked me then whether I would take him along to the Minister for Mines. I replied, "Good gracious"—I believe I said "Good heavens" but it would not be parliamentary to repeat that here—"the Minister for Mines is away inspecting some new race of monkeys in Adelaide." Here was a man representing considerable capital held by people who were willing to invest it, endeavouring to get an interview with Ministers of the Crown, and we find those Ministers running all over the country. I wish to say a few words in regard to immigration. The member for Perth (Mr. Mann) declared that he was in favour of the Government's policy of immigration. I am not in favour of the present system of immigration. We are bringing out to this country, men, nine-tenths of whom remain in the city.

Mr. Troy: That is not correct.

Mr. J. THOMSON: It is correct. We have been bringing out war widows, but the Colonial Secretary informs me that a cable has been sent to England instructing the authorities there not to send out any more. I would like to give my experience with regard to war widows. A clergyman rang me up in Claremont and said, "Do you know that there are two war widows here, both of whom are starving; one has six children and the other four?" I replied that I was not aware of the fact. I saw the two families subsequently and found that they were living in one house without any bedding or food except what had been given to them. I got into touch with the Colonial Secretary and I must say that he acted promptly and also that the money I expended was refunded very soon. That is the class of immigrant the Government have been bringing out—widows with small pensions, not nearly enough to keep them. The eldest of the family of six was sixteen years of age, and he was so delicate that he was unable to do the work at a job that I found for him in Perth. The policy which should be adopted by the Government should be that of clearing the land and then we might get out immigrants from England, Scotland, Ireland, France, Germany, and in fact every country in Europe.

The Premier: Germany?

Mr. J. THOMSON: Yes, Germany, and these people would be the class who would know something about work in the country, and they would not drift back into the towns.

We could get a good class from the south of Spain who would be well adapted for the far north of our State.

Mr. Underwood: The north is good enough for the best.

Mr. J. THOMSON: I want to say something about the Civil Service, but not very much. I have been told that the Premier has given instructions that those members of the Service who went to the football match the other day have had to suffer the infliction of a fine for having left their work on that afternoon. If that is the case, the action of the Government was mean and petty.

The Premier: I gave no such instructions.

Hon. W. C. Angwin: Any person employed by private enterprise would have had to suffer if he had absented himself without permission.

Mr. J. THOMSON: A number of the Ministers were present at the football match; therefore why should not the members of the Civil Service have been there as well? Members of Parliament were also there. I suppose the member for Roebourne (Mr. Teesdale) will give back all the salary he drew while he was looking after the London interests of the member from Coolgardie.

Mr. Lambert: On a point of order; if the hon. member states that the member for Roebourne (Mr. Teesdale) was looking after my interests while he was in London, he is telling a deliberate lie.

Mr. SPEAKER: The member for Coolgardie must withdraw that remark.

Mr. Lambert: I merely stated that if the hon. member said the member for Roebourne was looking after my interests in London he is telling a deliberate lie.

Mr. Teesdale: He did say it.

Mr. SPEAKER: The hon. member must withdraw the remark.

Mr. Lambert: I withdraw.

Mr. Teesdale: He said it, and it is a rotten lie.

Mr. SPEAKER: The hon. member must withdraw that remark.

Mr. Teesdale: I have much pleasure in withdrawing it.

Mr. J. THOMSON: It does not matter to me whether those remarks are withdrawn. All the same it was a mean and petty thing to ask that question about the civil servants attending the football match. I desire to say a few words about our own Parliament. We have 80 members in Western Australia representing about 350,000 people. These 80 members draw £400 each per annum and for doing nothing.

Mr. Lambert: Speak for yourself.

Mr. Teesdale: I will give you something to go on with soon.

Mr. J. THOMSON: The Government should bring down a Bill to reduce the number of members of this House to at least half, while with regard to the Upper House I would like to see it wiped out altogether.

Opposition members: Hear, hear!

Mr. Troy: You had better come over here now.



Mr. J. THOMSON: If I went over there I would have to obey the commands of some outside body. With regard to the Upper House, if it were not possible to abolish it without an alteration of the Constitution, I would reduce its numbers to about seven.

Hon. W. C. Angwin: You would have to alter the Constitution to do that.

Mr. J. THOMSON: Then I would prefer to wipe it out altogether. A few words now with regard to the Governor. I believe we have in the person of the present Governor one of the best men we have ever had in this State, and I would like to see the powers that be renew his term of office. When he leaves these shores, however, he should be the last Governor to be appointed from abroad. We have a retired Chief Justice and if he were not available to fill the position, it could be amalgamated with the office of Chief Justice. I thank hon. members for the patient hearing they have given me. When I rose I did not know whether I was on my head or my heels.

Mr. Teesdale: That was very palpable.

Mr. J. THOMSON: If I have given offence to any hon. member I give my assurance that it was not intended. It is difficult for a new member to speak with so much interruption going on. Therefore I hope that those who have been associated with this Chamber in the past will remember that a new member experiences a trying period when he addresses the House for the first time.

Mr. UNDERWOOD (Pilbara) [5.40]: I desire to congratulate the new members. There are more new members in this House than I have ever seen before on the opening of a new Parliament, and in congratulating them may I be permitted to say that I am somewhat gratified because the electors of Pilbara did not desire a new member. I wish to add also with regard to those who were with us in the last Parliament, that they were very good fellows. In this Parliament we have the first woman member of Parliament in Australia. It always seemed to me that women having to obey the laws should have the full rights of citizenship. I do not think with many people, that we are going to have any great alteration. Some people are under the impression that there are going to be great reforms and that we are going to be made much better. As a matter of fact there is really not much the matter with us, not much to be reformed, and I will say for the women of Western Australia that in electing the member for West Perth, they have sent us their best.

Members: Hear, hear!

Mr. UNDERWOOD: I listened to the Leader of the Opposition condemning the Country Party for being controlled by outside influences, and I heard the Deputy Leader of the Country Party condemn the Labour Party for practically the same thing. So far as I am personally concerned, I have no complaints to make. If being controlled from outside suits either the Labour Party or the Country

Party, that will do me. So far as my own conviction goes, I am certain that if we were to entirely abolish party politics Parliamentary Government would be more effective both in regard to legislation and administration.

Hon. T. Walker: How are you to do it?

Mr. UNDERWOOD: I stated that I would be bound by no party. I was told that this could not be done and I replied that I would try it. All I have to say now is that I am here with 49 other members, and if all the others tried similarly there would be 50 of us in the position I occupy to-day.

Hon. T. Walker: Then it would be a party of no parties.

Mr. Corboy: In the present Parliament you have spoken as a member of the National Labour Party.

Mr. UNDERWOOD: I spoke for those members elected as National laborists, and I feel it an honour to be allowed to speak for them. But let me explain that we have a clear understanding among ourselves that neither outside nor inside influences shall interfere with an individual member's judgment. There are many things upon which we agree—there are many things also about which I agree with members on the Opposition side of the House—but we have clearly laid it down that if there be anything to which I disagree, there is to be no expulsion; I use my own judgment. Let me repeat that I believe we could do better work if all members followed those lines. The hon. member who has just sat down told the House of the great possibilities of Collie coal. I agree with him. But there is room for discretion in regard to that coal. I have the evidence of the chief engineer of the "Kwinana," which was burnt by Collie coal, a man who has used more Collie coal than any other chief engineer alive. He assures me that there are three mines at Collie, the coal from which he would take all over the world, while there are other mines down there whose product is positively dangerous. His trouble was that he could not get the Collie coal he wanted. That evidence can be secured at any time from Mr. Foster, the chief engineer of the "Kwinana." When considering Collie coal, we have to remember that there are two classes of Collie coal, one a good, perfectly safe coal, and the other dangerous in use aboard a ship. I was pleased to hear the Premier say he intended to make an alteration in the naming of certain Government utilities, for long past referred to as "trading concerns" and "business undertakings." When the Scaddan Government were in office we had to withstand the criticism of the Press and the Opposition in regard to the deficit we were compiling, which it was said was owing to the State enterprises we had established. We really went out of office on those grounds.

Hon. W. C. Angwin: Monger said the same to-day, before the farmers' conference.

Mr. UNDERWOOD: Yes. I am now of the impression that the Premier has a lot more sense than has Monger.