

and we could not ask anyone to do so, in view of what has transpired. Given good administration there is a wonderful future before this country. Our revenue last year amounted to 8½ millions, and our railway results were further evidence of the buoyancy of the country. When producing in a country of distances like ours we must have cheap railway freights or our industries will be hampered. We can never have cheap freights and dear coal, such as we now have. I am told that we are paying 6s. per ton more for Collie coal than it is worth, as compared with the Eastern States coal.

Hon. J. Ewing: That is not so. Whoever gave you that information is wrong. You must attack something.

Hon. J. J. HOLMES: Why did the shipping people of England put hundreds of thousands into Collie coal? Did they do it for the benefit of Collie? They put it there to help to secure control of the coal of Western Australia.

Hon. J. Ewing: They have not obtained control.

Hon. J. J. HOLMES: Yes.

Hon. J. Ewing: You do not know everything.

Hon. J. J. HOLMES: This State is paying 6s. per ton more for its coal than it ought to be paying. The object is to ensure that men and boys shall receive a pay they never earn. Having received that pay they proceed to squander it. Will the hon. member deny that in Collie there are three established bookmakers, and that every pay day the town is radiant with bookmakers ready to help these half-grown boys to spend their money?

Hon. W. H. Kitson: Do you suggest they are getting too much?

Hon. J. J. HOLMES: Yes. Too much of anything is too much.

Hon. E. H. Gray: Do you suggest they are all gamblers in Collie?

Hon. J. J. HOLMES: Let the hon. member go to Collie.

Hon. E. H. Gray: I have been there. The proportion of gamblers is very small.

Hon. J. J. HOLMES: The Government claim they are out to do the right thing and to tackle all these questions.

Hon. A. J. H. Saw: They will have spinning jennies down there if you give them all this information.

Hon. J. J. HOLMES: I am now showing what they ought to do, and I shall be

calling round next session to know what they have done. Reference has been made to reductions in railway freight. A more farcical proposal was never put before intelligent people. The Government have reduced the freight on cigarettes 5s. a ton. Will any member tell me how much per cigarette that represents? Absurdities of that kind bring governments into disrepute. If they want to foster the agricultural industry let them reduce freights on commodities essential to it, and let the boy who wants to smoke cigarettes pay the extra 5s. per ton. I wish once more to thank the Minister for the North-West for the generous help he has extended to that part of the State, and the promises that I am sure he will fulfil. Apart from the appalling position of affairs that was allowed to exist in the city recently, the Government have done well. With these remarks, and reserving to myself the right to freely criticise the Government if I so desire, I support the motion.

On motion by Hon. A. Burvill, debate adjourned.

*House adjourned at 8.58 p.m.*

## Legislative Assembly,

*Wednesday, 12th August, 1925.*

					PAGE
Question: North West (1), Cotton (2) Tropical	adviser	...	...	...	227
Leave of absence	...	...	...	...	228
Address-in-reply, sixth day	...	...	...	...	228
Resolution: Mining Industry, gold bonus	...	...	...	...	257

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

### QUESTIONS (2)—NORTH-WEST.

*Cotton, Ratoon.*

Mr. COVERLEY asked the Honorary Minister (Hon. S. W. Munsie): Is he aware that the conditions governing ratoon cotton are entirely unsuitable to Kimberley conditions?

Hon. S. W. MUNSIE replied: The only conditions governing ratoon cotton are in respect to the approved advance of 3d. a pound against ratoon seed cotton. The question of amending these conditions is now under consideration.

#### *Tropical Adviser.*

Mr. COVERLEY asked the Minister for Agriculture: 1, Is it the intention of the Government to fill the vacant position of Tropical Adviser for the North-West? 2, If so, when will applications be called for?

The MINISTER FOR AGRICULTURE replied: 1, The question of the appointment of a tropical adviser is at present receiving consideration. 2, Answered by No. 1.

#### LEAVE OF ABSENCE.

On motion by Mr. Richardson, leave of absence for two weeks granted to Mr. Teesdale (Roebourne) on the ground of ill-health.

#### ADDRESS-IN-REPLY.

##### *Sixth Day.*

**MR. A. WANSBROUGH** (Albany) [4.37]: I desire to congratulate the Member for Forrest (Miss Holman) on her maiden speech in this House. I also desire to congratulate Ministers on the successful results of their first year of office. The financial achievement, I am sure, is most gratifying not only to hon. members but also to the general public. It has been said that there was a small carry-over from the previous year; but that, I understand, is both customary and unavoidable. On behalf of the Albany people I wish to express my best thanks to the Minister for Railways and Justice for having purchased Albany woollen materials for the different departments under his control. Outside firms, I regret to say, are not giving the Albany Mills that credit and that encouragement which are due to them. Further, I have to thank the Minister for Works for the consideration he has shown in the allocation of Federal and State road grants in my electorate. Thanks are due also to the Minister for Agriculture for the assistance he has given in the development of experimental plots in my electorate, and I hope his efforts in that direction will continue. I regret, however, that the hon. gentlemen has decided

to go no further with the experimental plots at Marbellup. That is a retrograde step, and the plots are reverting to a state of nature. A little additional consideration in that direction would result in benefit not only to the district but to the State as a whole. Last evening, during the speech of the member for Fremantle (Mr. Sleeman), I was pleased to hear the Minister for Justice interject that it was his intention to afford Sergeant Anderson an opportunity of rebutting charges which have been made reflecting on his reputation. I am sure that the news will be welcome to the officer in question. Turning to the Governor's Speech, I am pleased to note that a new migration agreement has been entered into with the Federal and Imperial Governments, and that greater benefits will be derived from that agreement, the terms being much more advantageous. To my mind, migration and land settlement are essential to this young State if, as true Australians, we desire to build up here a nation worthy of the British name. I am glad that land settlement continues to advance satisfactorily, and also that the Minister for Lands is giving close attention to the light lands problem. I would suggest to him that east of the Great Southern railway and south of Katanning there are hundreds of thousands of acres of light lands capable of producing oats, sheep and cattle, and that on the west side, south of Cranbrook, there are similar acreages available for selection. Further, there is a fine belt of country on the Frankland River, and in my opinion it is a great mistake that that country was not taken for group settlement. The groups could have been established on the banks of the river at much less cost than that involved in the present groups.

Mr. Maley: The land might have been much easier to clear.

Mr. A. WANSBROUGH: Yes. It is open jarrah country.

Mr. Barnard: Perhaps it is not worth clearing.

Mr. A. WANSBROUGH: Reforestation has emerged from the experimental stage, and I sincerely trust that in connection with it there will be no backward move. I trust the Forests Department will give due consideration to pine plantations in my electorate, where there are many thousands of acres of kangaroo grass flats which are quite capable of growing pine. I do not gather from the Governor's Speech what are

the intentions of the Government in regard to railway construction. I desire to bring to the Premier's notice the long-standing promise of the construction of the Denmark-Nornalup railway, and I hope the hon. gentleman will make an announcement regarding that line. I also hope that the Premier will agree that the Railway Advisory Board should inspect and report upon the land bordering the Wagin-Bowelling line and lying between Young's Siding and Dwellingup, the claims of which were recently placed before the Deputy Premier by a deputation. Further, I trust the Premier will agree to the obtaining of a report on the country lying to the north-east of Albany in the direction of Newdegate. Now I come to the question of a graving dock for Albany. Like the members for Fremantle and Bunbury, I am hopeful that something will be done in that direction. The Government will, I trust, co-operate with the Federal authorities so that finality may be reached. I have here a letter addressed by the Defence Department to the Federal Treasurer, under date of the 24th June last, which I propose to read to the House—

With further reference to your letter of 9th June, 1925, enclosing correspondence received from Mr. Arthur Wansbrough, Secretary, Albany Ratepayers' Citizens and Vigilance Committee, relative to the establishment of a graving dock at Albany, I desire to inform you that this department is fully alive to the importance of the S.W. of Australia as a focal area in the overseas trade routes. Docking facilities in this locality would, under war conditions, be of strategic value to the Royal Australian Navy, but the primary purpose would necessarily be for the use of commercial shipping. Consequently, the construction of the dock cannot be recommended at the present juncture as an urgent naval necessity entitled to priority over other measures now under consideration. On the other hand, the provision of these facilities on the part of some other authority or private party would be enthusiastically welcomed. I should be glad if, should this suggestion receive consideration, the Defence Department could be consulted in due course so that naval requirements might be met as far as practicable in the proposed equipment.

I hope the Premier will give consideration to the question. I will not say that Albany is entitled to a graving dock, any more than is Bunbury or Fremantle; I am prepared to leave that to the Government. However, to me the delay in this matter has been too long: it does not reflect credit on past Administrations. I am pleased to note that during the session we shall be asked to give consideration to many urgent measures,

such as agricultural water supplies, main roads, and the marketing of produce. All these matters are urgent and will have my full support. I regret that no mention was made in the Speech of long service leave for railway employees, and I trust that before the session is over a measure providing that relief will be brought forward. I regret also that no mention appears in the Speech of the proposed subdivision of the lands of the State. During the recess I have travelled over the whole of my electorate and several of the adjoining divisions, and have found hundreds of thousands of acres non-alienated and simply providing breeding grounds for all kinds of pests.

Mr. Lindsay: What do you suggest as a remedy?

Mr. A. WANSBROUGH: Subdivision and closer settlement. Those lands are capable of carrying 10,000 settlers. I refer to that belt of country between Albany and Newdegate, and Damnosia and Forrestana. There are there hundreds of thousands of acres in a rainfall of from 14 inches upwards, and within 200 miles of King George's Sound, one of the finest harbours in the world. In quality the greater portion of those lands is equal to anything we have in the State for wheat, oats, fodder, sheep, cattle, dairying, and fruit. It is only because of our centralisation policy and our apathy that those lands still lie idle. I hope they will be opened up by railway communication. Within the first 90 miles from Albany there are some 300 settlers compelled to cart their produce 30 or 40 or 50 miles to the railway. They have pioneered that country, and it is about time that consideration was given to them in the way of railway communication. I have here a pamphlet on the Northern New States movement. This pamphlet has been compiled by Dr. Earle Page, M.H.R., and Messrs. M. F. Bruxner, D. H. Drummond, R. S. Perdrian, W. Bennett, E. S. Carr, and F. Chaffey, M.L.A., and Mr. A. J. Pollack. I propose to read from it as follows:—

#### INTRODUCTORY.

"The Northern New State movement offers the most direct method of securing economy in government, of increasing production, of attracting population, and at the same time solving its constitutional difficulties by securing to a national government the control of national resources and placing the control of local resources into local hands."

The most striking feature of Australia to an intelligent visitor is the immensity of the capital cities when compared with the population of the country.

The example of New South Wales caused the Prince of Wales to exclaim on his recent visit, "I am amazed that one-half of the population of New South Wales is in Sydney."

In the territory of roughly 3,000,000 square miles is a population of 5,200,000, and over 2,000,000 of that population is packed in six capital cities, leaving barely 3,000,000 to people the remainder of the continent and engage in primary production.

The conclusion of the war finds Australia confronted with a public debt of £800,000,000, or about one-half of its estimated wealth. The interest on this approximates £40,000,000, or £8 per head, or say £32 for a family of four. The taxation to carry the government expenditure and this huge interest burden, is stupendous, and it is the duty of every citizen to demonstrate how it can be lightened. There are only three ways. Economy in government, increased production and increased population.

Economy in government to be of any value must be something more than a reduction in departmental expenditure or the dismissal of a few employees. It must be a real economy, that will marshal the whole of our resources, eliminate waste and secure the maximum efficiency.

Increase in population would have an immediate effect in lightening the incidence of taxation per head. If our population is doubled the debt per head is automatically halved and the interest burden is halved too for each individual.

Increased population will also relieve the position, improve the national credit, and enable a lower interest rate to be procured.

#### *Governmental Failure.*

How can these desiderata be attained? It is obvious that the present governmental provisions do not secure them. The cost of government soars higher and higher. Immigration is at a standstill, or if it comes, stays in cities. Primary production is stationary or retrogressing. On the back of rural Australia the bulk of the taxation burden has always been placed and rural Australia realises that it must have control of its own destinies to face these problems, and it has come to the conclusion that the general extension of the Northern New State movement offers the most direct method of securing economy in government, of increasing production, of attracting population, and at the same time solving its constitutional difficulties by securing to a national government the control of national resources and placing the control of local resources into local hands.

In Australia two special causes of the high cost of government exist. First, there is a duplication of State and Federal governmental activities in many subjects of legislation and administration, and secondly, inefficient, unintelligent administration is inevitable owing to the large size of most of the Australian States. As a result, in the remote parts, lessened production ensues from failure to provide proper facilities of transport, etc., and population of course naturally follows expenditure and the facilities it provides.

The sub-division of Australia into a greater number of self-governing areas approximately equal in size, wealth and population, will diminish

their relative importance to the Commonwealth and enable a proper differentiation and their respective functions to be made, so abolishing duplication, and permit attention to the whole area.

#### *The Overgrown City.*

In New South Wales, for instance, we have a territory greater in extent than France or the German Empire in Europe before the war, with natural resources equal to if not greater than any other country of equal extent in the world, yet nearly half the population is concentrated in one city, and that, from a productive point of view, the poorest part of the State. In addition, the population of this great city is increasing at a rate vastly greater than the rest of New South Wales. It not only absorbs the whole of its natural increase and a great part of the natural increase of the country districts, but as well absorbs 85 out of every 100 immigrants who come to this State. This phenomenon is unique in Australia among all countries of the world. What is its cause? Its cause will be found in the history of Australia by which unwieldy, unequal and unnatural subdivisions were created, and in these subdivisions the political power of the capital has unscrupulously manipulated public funds to continually provide increasingly attractive facilities in the capital as compared with the country, and to concentrate the trade of the whole State in the metropolis by unnatural railway systems.

#### *An Unnatural Railway System.*

Reference is made later to the fact that the political capital need not necessarily be the commercial capital of a State, but, indeed, it may be put in stronger terms, as a principle that in a country such as this the commercial capital ought not to be the political capital because where political power is combined with commercial supremacy the danger will always be that the political power may be used to advance the commercial interests of the centre at the expense of the remainder. And that precisely is what has happened in Sydney. The political power has been unscrupulously used to that end. A glance at the map on page 22, showing as it does the railway system of this State, will in part indicate how this was done. Every line of railway has been designed, not with a view to develop the country, but to insure that all trade shall go to Sydney, and this policy has been carried in at least one instance (that of the Murwillumbah-Tweed Heads connection, which should have joined the New South Wales and Queensland systems) to the length of ignoring the scrap of paper and breaking the pledged word of the New South Wales Government to a neighboring State which had honorably performed its part of the contract. Not only were the railways so designed, but in their administration they were deliberately used to crush out all competitors, and by a system of differential rates trade was diverted from its natural channels. Notably is this the case in New England, where rates were deliberately fixed to kill the trade to the North Coast ports, to which naturally it belonged and where it had always gone in early times; and now to prevent the natural flow of trade, to Southern Queensland, of which this area is the natural granary; or, again, as in the case of Newcastle, whose trade was by the same system diverted to Sydney.

*How Sydney is Boomed.*

But the manipulation of public moneys to construct railways to Sydney is not the only way in which the artificial growth of that city has been fostered. Apart from moneys for railways and properties transferred to the Commonwealth, the State had borrowed, up to June, 1913, £44,000,000. Of this, in round numbers, no less a sum than £29,000,000 has been spent in and around Sydney for almost purely local purposes (which Melbourne provides in large part for itself). If a line is drawn from East to West midway between the 32nd and 33rd parallels of latitude, New South Wales is divided into a northern area of 180,000 square miles, and a southern area of 130,000 square miles. In the former or larger portion, the whole expenditure on railways since the beginning of responsible Government totals £21,000,000, and in the lesser, which includes Sydney, totals £80,000,000. Apart from railways the estimated expenditure on public works in the Northern portion is £5,000,000, and the Southern, still including Sydney, £52,000,000. At the same time the Northern area, the State statistician tells us, has contributed in the past over two-fifths of the total land revenue of the State, and is at the present time contributing over one-half. When we look at these figures and remember in addition that the greater part of the revenue from every source from which the country is being drained is being spent in Sydney, need we marvel at Sydney's growth? And how well the system is being sustained? Even at the present moment when the ordinary sources from which money is obtainable by the State are closed, attempts are being made to commit the country to a vast expenditure for Sydney works of a purely local character, works which are not a necessity even to Sydney, but merely a luxury, viz., the city underground railway and its corollary, the North Shore Bridge.

*How Country Districts Suffer.*

These figures in themselves, without probing any deeper, supply a sufficient answer to those who suggest the present as an inopportune time for the North to secure control of its own affairs and if more reasons were needed, the comparison of the history of Australian Government with that of other countries will prove conclusively that the only method whereby the two vital needs of Australia as a whole—increased production and increased population—can be supplied, consists in the general movement for subdivision into workable areas, of which this Northern movement is the logical expression. This lavish pouring out of moneys, of which the State and the State's resources are drained, easily explains why 85 out of every 100 immigrants, whose passages the country generally has paid, prefer to remain in Sydney where employment with high wages abounds, where all the delights and pleasures and comforts that the whole resources of the State can supply are found. And while the artificial progress of Sydney is thus being maintained, need we wonder at the general discontent which prevails throughout the State? In every country district it is the same. By bitter experience, the conviction is forced on all alike, that the country is bled that Sydney may flourish; stock may starve because trucks cannot be provided to carry them fodder; but £10,500,000 can be provided during war time to improve Sydney's local services. And so it goes on.

*The Only Remedy.*

Remedies are suggested. We hear of Country Parties, decentralisation, etc. Such expedients are foredoomed to failure because they are fundamentally wrong. They do not strike at the root of the trouble, the dominance of the capital. We cannot have a successful Country Party because the country is split into other parties which control the political machine, whilst Sydney interests all the time dominate the whole. The attitude of Sydney towards decentralisation is well shown by the evidence given before the Decentralisation Commission by the then Chairman of the Sydney Chamber of Commerce in 1912. He was opposed to opening new ports as they would injure the trade and business of Sydney. As to decentralisation generally, he frankly said it was a mere politicians' cry, raised as a political expedient. What, then, is the remedy? Can it be doubted that it lies in subdivisions and self-government, local control of local resources and development? That this is so and the time ripe for it will convincingly be shown in the following pages, in which an attempt is made to collect some of the startling facts and deductions which point unerringly to such conclusion.

That article well describes the position in New South Wales, but similar conditions also prevail in Western Australia. Our railways and roadways all lead to the city as do those in New South Wales. Railway rates, too, though disguised to conceal the fact, bear in the same manner as do those in New South Wales. Queensland has found a remedy in opening up all her ports and building railways running at right angles to the coastline, thus providing shorter routes and cheap rates.

Mr. Lindsay: That was done before the Labour Government took office there.

Mr. A. WANSBROUGH: Not at all. I hope the Labour Government in this State will follow Queensland's example.

The Minister for Railways: Our railways connect up the ports.

Mr. A. WANSBROUGH: But they have been built to divert trade from its natural ports. The Wagin-Bowelling line of 73 miles was built to divert trade from the Albany zone.

Mr. Stubbs: No, it was built to open up a big tract of country.

Mr. A. WANSBROUGH: The receipts from that line to-day do not pay for axle grease.

Mr. Stubbs: That is not correct.

Mr. A. WANSBROUGH: I can prove it. The State built that 73 miles of line to reduce freights by 17 miles.

Mr. Stubbs: It is carrying wheat from Lake Grace to Bunbury.

Mr. A. WANSBROUGH: Of course.

Mr. Stubbs: That is the nearer port.

Mr. A. WANSBROUGH: It was merely a diversion of trade. I should like to quote further from this pamphlet, as follows:—

A comparison of the various railway systems of the Eastern Australian States furnishes at once the reason for their capital's abnormal growth.

Victoria has 4,380 miles completed or under construction, all converging in Melbourne, which consequently holds 46 per cent. of the population. Despite their difference in size the railway mileage is practically the same as New South Wales.

In New South Wales, at June 30, 1920, with three-and-a-half times the area, there were opened for traffic 5,015 miles of railway, while 622 miles were under construction, a total of 5,637 miles of line, and practically all converging on one port. Sydney, as the Government Statistician, in his opening remarks of his 1920 Year Book, says: Sydney has 40 per cent. of the population of the State.

In the same time, Queensland, eight times as big as Victoria, had only opened for traffic 5,612 miles of railway, 693 miles were under construction, and a length of 1,227 miles had been authorised by Parliament; in all, 7,532 miles. In addition, 400 miles of private and municipally-owned lines were open for traffic.

#### *Queensland's Decentralisation System.*

Because Queensland's system, however, gives access to no less than eight ports (the lines being built at right angles to the coast and into the heart of the country, with the object of providing as cheap and direct a route as possible for the products of the interior). Brisbane has 20 per cent. of the population of the State. How this system contrasts with the New South Wales railway policy, by which the origin and terminus of all lines, no matter how long and costly the journey or how circuitous the route, is the one and only port of Sydney! True, the Northern and North-western systems touch at Newcastle; but even here a system of differential rates, disguised in the form of a gradual but substantial decrease in freights according to the mileage travelled, operates in the direction of drawing the trade of the extreme North and North-west past Newcastle to Sydney.

Mr. Sampson: I am told that the population of Brisbane has doubled in the last 15 years.

Mr. A. WANSBROUGH: I am quoting from a recent report. That extract shows that New South Wales has 47 per cent. and Victoria 46 per cent. of its population in the capital city. In Western Australia 48.2 per cent. of the whole population is in the capital city, while the mileage of railways, not including the Midland line, is 3,620. Last week I asked the Minister for Railways the following question:—

1, Do the Government intend to review the differential rate system now applying over our State railways on primary products grown within the State for overseas? 2, If so, will each seaport receive its geographical trade?

The reply was not quite what I expected, but it was somewhere near the mark. The Minister for Railways replied:—

1, No differential trade system of any sort is in existence on the Government railways, but if the hon. member refers to the carriage of primary products for overseas to other than the nearest port, the reply is that this question has been under consideration with a view to applying higher freight charges to such traffic than those applying when consigned to the nearest port. 2, Further consideration will be given this matter when the next revision of rates is being dealt with.

When the rate book is studied, as I have studied it for the last 30 years, it reveals some astounding facts. For the edification of members representing the primary producers, I shall quote instances to show how the rates apply. Before doing so, let me refer to the statement made last night by the member for Pingelly (Mr. Brown) that very little wheat has grown in the Albany zone. That is incorrect. About 500,000 bags of wheat was produced in the Albany zone last year, and more will be produced this year.

Mr. Latham: Most of that was required at the Katanning mill.

Mr. A. WANSBROUGH: Approximately 100,000 bags a year goes to the Katanning mill. Let me quote the rates applying to the three different ports, Fremantle, Albany and Bunbury. The mileage from Ongerup, which is in the Albany zone, to Fremantle, is 323, and the rate per ton of wheat is 20s. 3d. The mileage from Ongerup to Bunbury is 244, and the rate is 15s. 8d. per ton. From Ongerup to Albany is 147 miles and the rate is 12s. 6d. per ton. Pingrup is also in the Albany zone. To Fremantle the distance is 296 miles and the freight 19s. To Bunbury it is 217 miles and the freight is 14s. 8d. and to Albany, 175 miles, and the freight 13s. 4d. It will be noticed by these figures, for which I vouch, that it costs the producer at Ongerup 7s. 9d. per ton to ship his wheat via Fremantle more than it does to send from Albany. If the producer shipped from Bunbury it would cost him 4s. 7d. more than Albany.

Mr. Stubbs: Why do they not ship from Albany?

Mr. A. WANSBROUGH: I cannot explain that. There is one of those little rings at work. From Ongerup it is 106 miles nearer to Bunbury than it is to Fremantle, 207 miles nearer to Albany than it is to Fremantle, and Albany is 120 miles nearer than it is to Bunbury. Pingrup is 79 miles nearer to Bunbury than Fremantle and 120 miles nearer to Albany than Fremantle, and

Albany is 41 miles nearer than is Bunbury. Last year the production from the zone, which did not include Lake Grace, was a little over 367,000 bags. Of this 100,000 bags were put in to the Katanning mill and 68,000 were shipped via Albany. I thank the member for Katanning (Mr. Thomson) for the assistance he gave me on that occasion. With regard to the gisting of flour, the Katanning mill takes approximately 100,000 bags a year. The mileage from Katanning to Fremantle is 236 miles and the rate applying is 15s. 4d. per ton. To Bunbury it is 156 miles and the rate is 12s. 10d., and to Albany it is 116 miles and the freight is 11s. 7d. Bunbury is 80 miles nearer than Fremantle and there is a saving of 2s. 6d. per ton. Albany is 120 miles nearer and the saving is 3s. 9d., and Albany is 40 miles nearer than Bunbury and the saving is 1s. 3d. For the first 116 miles the rate is 11s. 7d. per ton, but for the additional 120 miles to Fremantle it is 3s. 9d. per ton. Yet there is said to be no differential rate applying in this State. No wheat and no grist have been shipped at Albany for the past six years, with the exception of the small consignment I have mentioned. Wheat has been hauled to other ports at the expense of the producer. If it costs an extra 7s. to rail to Fremantle, the producer is losing that amount. The same thing applies in a lesser degree to Bunbury.

Mr. Stubbs: Are the handling facilities good at Albany?

Mr. A. WANSBROUGH: They are equal to any port in the State.

Mr. Lindsay: Why does the producer elect to pay the higher freight to Fremantle?

Mr. A. WANSBROUGH: He has to do it under the system existing to-day.

Mr. Lindsay: Are there no ships calling at Albany to take the produce away?

Mr. A. WANSBROUGH: We have the ships calling daily asking for loading, and yet the freight has been taken past the port of Albany and sent to another. I do not complain about Bunbury or Fremantle receiving their natural dues, but we should not have rates differentiated in the direction I have indicated.

Mr. Lindsay: Does this not apply all over Australia?

Mr. A. WANSBROUGH: I suppose so, but I want members opposite to wake up to what they are paying. The expenses entailed upon the producer are very considerable. I wish to quote the mileages and rates

to show the detrimental effect the differential rate system appertaining on our railways has upon the State finances and the primary producers, for the purpose of bolstering up centralisation and vested interests. Although I sit as a Labour member, the greater part of my electors are farmers and I have to do justice to them.

Mr. Lindsay: They are the backbone of the country.

Mr. A. WANSBROUGH: Let me instance small truck loads or small consignments. A merchant at Albany can buy at Grassmere, nine miles from that port, a 5-ton truck of potatoes. The freight on that truck would be equal to 2s. 6d. per ton and the actual freight on the 5 tons would be 12s. 6d. If a greengrocer went out to Grassmere and bought 2 tons of potatoes he would have to load the potatoes into a truck and pay freight at the rate of 4s. 2d. per ton plus 4s. handling charges.

Mr. Lindsay: Because he has not a full truck lot.

Mr. A. WANSBROUGH: Yes, and the freight he would have to pay would be 16s. 4d. on the 2 tons.

Mr. Lindsay: That applies to everything all over the State.

Mr. A. WANSBROUGH: Yes, it is the differential rate system that is at fault. I agree that the Commissioner should receive handling charges, but why should he charge so much more upon a couple of tons of potatoes than he charges a man who takes a 5-ton lot? The man who buys a 5-ton truck saves 3s. 10d. per ton as against the man who buys a 2-ton lot. Now we come to the livestock rates. I think this will tickle the fancy of members opposite. Say a farmer buys a pig at Beverley from a farmer at Narrikup. The distance is 214 miles. A pig in a crate weighs 260 lbs. the rate is 2½d. per mile with a minimum of £2 4s. It costs to take that pig from one place to the other £2 7s. with the addition of 3s. for freight on the crate. If a butcher at Beverley bought 12 sheep or 12 calves or pigs he would apply for a truck which might have to be hauled 120 miles in order to supply the order. The freight on the 12 animals would be only £2 4s.; therefore, the truck lot costs less than one pig in a crate.

Mr. Lindsay: The idea is to have a lot of pigs.

Mr. A. WANSBROUGH: Yes, the big man gets the benefit all the time. Let me take another example. Paterson & Sons of

Torbay have a bacon factory and buy all the pigs in the district and turn them into bacon. To show how this rate affects the small man I will give another illustration. Paterson's buy one pig from a farmer at Kronkup siding, two miles away. The pig weighs 260 lbs., including the crate, and the freight is 7s. 6d. They may then buy from another farmer at Horton's siding three miles away, and the freight is the same, just as would be the case if the pig were bought from Bornholm siding, five miles away. So it goes on until the distance of 35 miles is reached. The big men can buy 15 pigs at any siding within 30 miles and pay only 16s. 8d. on a half-truck. Again, the department may haul an empty truck perhaps 100 miles in order to supply the order. The man who buys three pigs has to pay 22s. 6d. for 5 miles.

Hon. Sir James Mitchell: The Government have been in office 18 months; why have they not attended to that?

Mr. A. WANSBROUGH: I do not blame the Minister for Railways. The man who can buy in half-truck lots pays only 16s. 8d. for 30 miles of transport. Now let me take full truck lots. Two farmers, say, at Cranbrook, have four bullocks each and want to send them to the Midland saleyards. They have to order half a truck each and the freight on the two half-trucks is £5 3s. 8d., or a total of £10 7s. 4d. The Commissioner reserves the right to supply only one truck for the two orders. If a butcher went to Cranbrook and bought eight bullocks and transported them to Midland Junction his freight would be only £7 15s. 6d. Why is there this difference of £2 11s. 10d.?

Hon. Sir James Mitchell: Ask the Minister.

Mr. Withers: It is the advantage of the Coalition.

Mr. A. WANSBROUGH: It is the advantage of the differential system.

The Minister for Railways: It is lack of co-operation between the two people concerned.

Mr. A. WANSBROUGH: The officers of the department would be there to see that the two men did not use the one truck.

The Minister for Railways: No fear!

Mr. A. WANSBROUGH: Otherwise it would be done over and over again. The officers have to look after their jobs. It is gratifying to know that our railway system is paying its way. Much has been said to the credit of the Commissioner, but not much

credit has been given to the rank and file, who deserve it. Much has also been said in support of the appointment of the railway commercial traveller. I do not know the gentleman in question, but I fail to see how that appointee can make good. Take the rate book and the regulations. How is that man going to work? He is tied hand and foot by red tape, and cannot get away from it. There have been too many appointments of this nature during the last few years.

The Minister for Railways: He can get away from it all right.

Mr. A. WANSBROUGH: He has no right to get away from it.

The Minister for Railways: Oh, yes.

Mr. A. WANSBROUGH: He must be bound by the rates and regulations. Why should he be given a free hand and a free leg?

The Minister for Railways: No fear, he can report to the Commissioner.

Mr. A. WANSBROUGH: That would mean reflecting upon the other officers.

The Minister for Railways: No.

Mr. A. WANSBROUGH: It certainly would.

The Minister for Railways: The Commissioner has no time to be running all over the place seeing to these things for himself.

Mr. A. WANSBROUGH: I know that, but after a long experience I say that the appointment does not reflect upon the present officers or the capacity of the administrative staff. We have traffic inspectors, district superintendents, transport officers, station masters, and foremen and now, after all these years, we are appointing a man as a commercial traveller. If the officers are not capable of carrying out their duties, it is time we had a good clean up.

The Minister for Railways: They have their own work to do all the time.

Mr. A. WANSBROUGH: That is so.

The Minister for Railways: And they are pretty busy, too.

Mr. A. WANSBROUGH: These officers are tied down by the rates and regulations and cannot get away from them. The Commissioner and I are the best of friends and I have nothing to say against him, but I do hold that these appointments are of no use to the country.

The Minister for Railways: We see results for them.

Mr. A. WANSBROUGH: I hope the Minister is right.



Hon. Sir James Mitchell: Do not attack the Minister any more; he has had enough!

Mr. A. WANSBROUGH: I am not attacking the Minister.

Mr. Lindsay: He deserves it.

Mr. A. WANSBROUGH: I hope the Minister will be canny in regard to future appointments of this kind.

The Minister for Railways: Canny, all right.

Mr. A. WANSBROUGH: I now wish to refer to the writing down of the Agricultural Bank debt. During my many trips in the country I have come across several abandoned holdings. Upon inquiries I found that the holdings could have been reinhabited had the inspector in charge of the district been given more latitude.

The Minister for Railways: Then he is tied up by red tape, too?

Mr. A. WANSBROUGH: Yes, he is; there is no doubt about it. While we have regulations and red tape the officers cannot get away from it. However, these holdings are returning to nature and the district is retrogressing. I found that many of the people there were unable to meet their obligations. I do not blame the settlers themselves, but blame the officers of the past, men of inexperience, who recommended loans up to £2,000 to enable people to go into country that had not been cleared or even pioneered. I know of one instance where in 1911 land was classified as first class and selected at 18s. an acre. Money was advanced up to £2,000, but in 1920 a reclassification of that particular land resulted in its being pronounced third class at 3s. per acre. While that reduction took place no writing down of principal followed. In one or two instances settlers have expended their own capital on their holdings and one man spent up to £7,000. Yet to-day the officials take that man by the shoulders and put him out. Men who pioneered the country in 1910 and 1911 are entitled to better consideration than they are receiving to-day. If the Premier would like to have names and particulars I am prepared to place the full facts before him and I hope that should he go into it he will see that a little consideration is given to these men.

MR. SAMPSON (Swan) [5.33]: The practice of speaking on the Address-in-reply debate is a very old custom and it is

one that we would regret to see discontinued. The opportunity afforded members is of distinct value. Very often, I know, the debate and the time occupied by the speeches of members is severely criticised by various people as being a waste of time and money. Nevertheless it is an obligation upon members of Parliament to deal with various matters that cannot be properly discussed under any other heading. I recognise that in putting forward one's views on so many subjects is not always easy. Russell Lowell wrote—

Our whitest pearl we never find;  
Our ripest fruit we never reach;  
The flowering moments of my mind  
Drop half their petals in our speech.

I am sure we all regret the absence of yourself, Mr. Speaker, from your seat on the floor of the House, particularly during the Address-in-reply debate. Those "flowering moments of the mind" never, in your speeches, so far as my knowledge goes, "dropped half their petals" in your words. Members have on all occasions experienced great enjoyment in listening to the eloquent words falling from your lips.

Mr. Chesson: You must be expecting a lot of latitude this session.

Mr. SAMPSON: Still, halting or flowing, stammering or eloquent, the groundlings of our elocutionary school must do our best.

Mr. Chesson: What are you leading up to?

Mr. SAMPSON: When the member for Cue (Mr. Chesson) proceeds with his speech, I shall readily be prepared to take a back seat. There are many subjects covered in the Governor's Speech that call for comment, and one to which I think reference may properly be made is the Premier's visit to the Old Country. I regard it as a very proper custom that on the accession to office of any Premier, no matter to what party he belongs, he should visit the Old Land. It is a great privilege to do that, and no one, I am sure, would be more appreciative of the opportunities thus presented than the Premier. We were all delighted to welcome him back again, and, although he did not bring back as much as we hoped, there were promises made that possibly may develop into actualities. We are able to endorse the statements made that to borrow money at a time when the money market was not

favourable, would be an unwise procedure. The new migration agreement has been referred to, and the fact that improved arrangements have been made is a matter for general congratulation. Every person within the confines of the State as well as of the Commonwealth is indebted to this great scheme. I have never hesitated to say that while there may be mistakes in administration, the great idea at the back of the group settlement scheme is one that must ultimately and, I hope in the not distant future, redound to the advantage of us all. With others, including, I believe, a great majority of the people, I deeply regret the attitude of the Royal Commission in their report upon the group settlement scheme. The Commissioners admit that the scheme is a complete departure from land settlement under Agricultural Bank conditions. It was essential that it should be so. Past experience has shown that the settlement of the South-West offers special difficulties and it was only the establishment of a new scheme in which there should be freedom of action untrammelled by precedent, that was calculated to lead to success. Under the scheme, according to the report of the Royal Commission, "the group settler is denied the right to select his land or even choose his locality." There are many statements in the report of the Royal Commission that can be criticised very properly, and that is one of them. How a group settler could be expected to properly select his land or even choose the locality is difficult for me to say. Group settlers come in most instances from overseas.

Mr. A. Wansbrough : The places are selected by the departmental officials and then drawn for.

Mr. SAMPSON : If the hon. member studies the report he will find that the Royal Commissioners say that the settlers have "no opportunity of exercising initiative." He will read that the settler is "apt to set his pace by that of his neighbour, realising that only one-twentieth of any extra effort directly benefits himself." He will also find that it is stated that the settler "is trying out the land at the risk of others," and that the settler "may leave the group at any time with only trifling loss to himself." The Commission evidently overlooked the fact that those on the group were paid sustenance that

represented about two-thirds of the amount usually paid for this class of work. Consequently, in carrying out the operations at that rate of remuneration, it must be admitted that those settlers saw that in this work they were acquiring the land for themselves. That instances are to be found where men or families have not taken advantage of the opportunities should form no ground for the general condemnation contained in the report. The Commissioners also state that "it would appear that the capacity of the settler, under the group scheme, has been greatly over-estimated." That is an unwarranted libel on these people. I have met men and women on the groups, and in most instances I contend they are capable men and women. They do not claim to be supermen and women, but they have energy, industry and capacity. The Commission also state that "the scheme as applied to migrants, was launched without proper preparation." The whole thing, according to the Commissioners, is surrounded by gloom, lack of organisation, and so on. The Commissioners also say that the agreement "bears the impress of undue haste." That refers to the agreement between the State, Commonwealth and Imperial Governments. We remember the remarks made by the Minister for Lands and we know the impression our people have made. Then we are told by the Commission that "too much has been attempted in too short a time." That is a staggering indictment.

Mr. Lindsay : The evidence shows it, and that is what the report is founded on.

Mr. SAMPSON : The hon. member will be sorry in future years that he ever attached his name to the report. He will be ashamed of being one of those who cast doubt on this very definite and magnificent attempt to populate the South-West. Does the hon. member realise the years that have passed since the country was first settled by white people, and the very small advance that had been made in the South-West? Has he gone through the country with his eyes open?

Mr. Lindsay : Have you read the evidence?

Mr. SAMPSON : Is it necessary to read the evidence? I hope I shall never read all of it. To do so would be to surround myself with an atmosphere of poison gas.

Mr. Lindsay : Do you understand that the evidence is not given by the members

of the Commission, and that the group settlement officials prepared the evidence?

Mr. SAMPSON: I have a good deal of respect for the member for Toodyay (Mr. Lindsay) but I positively doubt his judgment, particularly seeing that he has signed this report.

The Minister for Agriculture: Has he not more experience than you; has he not more knowledge?

Mr. SAMPSON: The Minister will surely not identify himself with this pessimistic report. I have been through the groups and have talked to the men and women there. The Minister for Agriculture, than whom there is no one more anxious to see the South-West developed, surely believes with me that group settlement is justified.

Mr. Lindsay: Why not quote the evidence and then show that the report is wrong?

Mr. SAMPSON: The statement has been made that too much had been attempted in too short a time. But let me ask for how many years the land in the South-West has remained dormant. And let me remind members that we are importing most of our dairy products from the Eastern States. The report goes on to refer to the fact that at the start the groups were composed of settlers drawn from the agricultural industries and from amongst those who desired to become farmers and that it was reasonable to expect that those people would have done their utmost to establish themselves. I can recall that only a few hours since the member for Toodyay (Mr. Lindsay) interjected that had he gone on the groups he would have been travelling the country with his swag on his back.

Mr. Lindsay: I did not say anything of the kind. The Leader of the Opposition remarked that I could not earn 7s. a day and I replied that if I could not I would carry my swag.

Hon. Sir James Mitchell: I said nothing of the sort.

Mr. SAMPSON: It was clear to my mind that the member for Toodyay said that had he gone on the groups he would have been carrying his swag in place of occupying a position of comparative comfort.

Mr. Lindsay: I have already denied that statement and it is not right that you should repeat it.

Mr. SPEAKER: The member for Swan must accept the assurance given.

Mr. SAMPSON: Certainly. I am glad to have the assurance that he did not say what

I attributed to him. We are told further that the settlers' outlook is a wages one only and that therefore they have no interest in keeping down costs. I question the sentiment at the back of a statement such as that. I question seriously whether the wages men are generally imbued with what is suggested in that sentence. The settlers' interests are those of men who later on will secure possession of blocks and work them for the benefit of themselves and their families. That paragraph in the report is a gratuitous insult to those termed wages men. We are told further that the wives of the migrants may ultimately force the settlers off the land. My experience of the women on those groups prompts my sincere admiration. They are earnest and hard working, ever anxious, ready and willing, and are giving their husbands in a great majority of cases their utmost support. Then the report goes on that a large number of the settlers are taking no interest in their holdings. According to the report these dreadful people seem to have lost all sense of decency. The Commission tells us that the settlers are apparently disinclined to work for more than eight hours for which they receive sustenance payment. Does that paragraph refer to the majority of the settlers, or only to some of the settlers? I think we can accept it as indicating the group settlers as a body. Then, further, we are told that the evidence shows gross mismanagement with regard to the methods of clearing.

Mr. Lindsay: Does not the evidence show that?

Mr. SAMPSON: The report altogether is an unfortunate one. There is hardly a glimmer of hope throughout this massive work; the printing of which I find cost approximately £310. The member for Toodyay has asked me whether I have read the evidence. I think we might jointly and severally offer a prize to anyone who will go through such a mass of evidence.

Mr. Lindsay: Then you agree that you have not read the evidence, and you condemn the Commission's report.

Mr. SAMPSON: I regret that such a pessimistic report should ever have been published. There is not a ray of light to illumine the darkness of the report. There is not even an attempt at faint praise. Everything is gloomy and black and apparently the whole position is hopeless.

The Premier: The Commission say they reported on the evidence.

Mr. Lindsay: It was open for anyone to give evidence.

Mr. J. H. Smith: None of the old settlers gave evidence.

Mr. Lindsay: They did. You have not read the report.

Mr. J. H. Smith: I have read every line of it.

Mr. SPEAKER: Order! The interjections must cease.

Mr. SAMPSON: Perhaps it was a coincidence that the newspaper report gave a summary of what the official document would contain.

The Minister for Agriculture: The South-West conference was substantially correct.

Mr. J. H. Smith: Absolutely wrong.

Mr. SAMPSON: There are certain recommendations attached to this remarkable report. One is that in view of the large amount of State funds involved, group settlement be suspended until it has been determined that the group settler is able to pay interest on the advances required to establish him. Suppose the Premier were compelled to adopt the recommendations of the Commission. Would there not be other possible results to be considered? Are not enormous benefits going to be secured from this scheme when it reaches a degree of maturity. The Leader of the Opposition said he would like to have seen the members of the Commission doing the work that some of the group members had done during the last few years in the South-West and Mr. Lindsay added that he would still be carrying his swag.

Mr. SPEAKER: The hon. member must not refer to another hon. member by name.

Mr. SAMPSON: I apologise. I doubt whether the hon. member would still be carrying his swag. In my opinion he would have made a success of anything he might have undertaken down there. It is a pity that he did not take up an area in that district. Had he done so I am convinced that we would not have been able to point to him as an example that others might have profitably followed.

Mr. Lindsay: The Leader of the Opposition said that members of the Commission could not have done as much as those on the groups.

Hon. Sir James Mitchell: Nothing of the sort. I said that I would have liked to see you working down there.

Mr. SAMPSON: The report contains another recommendation, and I must acknowledge that many people will support it. Members will recall an informative address delivered by the Minister for Lands in connection with group settlement. On more than one occasion he stated that the piece work system was that which should be adopted. I know that that viewpoint is not always adopted by the party to which the Minister for Lands belongs, but there are many in the State who favour its general adoption where possible. The report recommends that the whole work of preparing farms be completed by piece work. I congratulate the Commissioners on including that paragraph.

Mr. Sleeman: There is some good in them after all.

Mr. Lindsay: That suggestion was made, because the evidence justified it. Why not quote the evidence?

The Premier: Piece work has been in vogue for many months.

Mr. SAMPSON: The hon. member would suggest that any development outside the wheat area is not justified.

Mr. Lindsay: Is that in the report?

Mr. SPEAKER: I ask the member for Toodyay not to interrupt.

Mr. SAMPSON: The member for Toodyay knows that man does not live by bread alone. We cannot rely on the wheat belt entirely. We must produce our dairy requirements. This scheme will enable that to be done. Every citizen of the State is concerned in the ultimate success of the scheme. You, Mr. Speaker, and I equally, and every other member of this legislature and every other person in the State, are interested. Those who say they believe in the scheme know that if it is not the full success that it is hoped and expected to be, they will in part have to pay the loss arising. I am delighted to know that the migration activities are to continue. I am sure the Minister for Lands and the Leader of the Government realise that excessive imports represent an unsafe policy. We want to see the country populated, because we know that under present conditions the great empty spaces of Western Australia are a constant menace to the State and to the Commonwealth. Before leaving the subject of migration and group settlement, I desire to refer briefly to the trouble that occurred some years ago as to land sales at Gosnells.

In that connection there is a large area of land which has never been disposed of. Some of the land sold was partly paid for, but in some instances, it has been stated, no credit was given for amounts paid. So a difficult position was created as to the titles which some purchasers are now anxious to secure. I would suggest to the Minister for Lands that consideration be given to the matter. I have good reason for saying that the land in question can be purchased at a remarkably low figure. It seems to me that a group settlement could be well established at Gosnells, which is handy to Perth. The settlers would have some sort of a market immediately.

Mr. Panton: What would they grow?

Mr. SAMPSON: Citrus and stone fruits, and vegetables.

Mr. Panton: Vegetables! The grower of vegetables now cannot get a crust.

Mr. SAMPSON: I think the suggestion worth looking into, though I know that the lot of the vegetable grower is a difficult one.

Hon. W. D. Johnson: What is the area of land available?

Mr. SAMPSON: Three or four thousand acres. I believe the suggestion to be practicable. If, on examination, such is found to be the case, I hope a group settlement will be established in the Gosnells district. A matter associated with the South-West is the South-West Co-operative Dairy Products Ltd., that being the new name of the Bunbury Co-operative Butter Co., Ltd. The company is a very progressive concern indeed, and proves not only that co-operative companies can achieve a large measure of success but that the South-West is eminently adapted for the production of the pastures which are essential in dairying. The company's report for the last six months shows a profit, after providing for depreciation, of £2,414. The turnover for the six months amounted to £35,326. For the 12 months the turnover was £66,470, representing an increase on the previous 12 months of £3,177. I would not have referred to this report but for the fact that the member for Bunbury (Mr. Withers) has already spoken. The time at that hon. member's disposal on the day of the opening of Parliament was, however, very limited. I would not like it to appear that I am trespassing on his preserve.

Mr. Sleeman: Is there no imported butter in that quantity?

Mr. SAMPSON: No. The company buys butter fat from all the surrounding districts.

Mr. Sleeman: And imports it also.

Mr. SAMPSON: I am endeavouring to deal with the matter in a serious way. I am not referring to a Fremantle question, but to the outstanding success achieved by this company. The quantity of cream received during the period of six months was 371 tons, for which the sum of £23,199 was paid, an average of 1s. 3.4d. per lb. of butter fat; 197 tons of butter was manufactured, as compared with 162 tons for the corresponding period of the previous year. The position is a most satisfactory one; and while it goes far to show what can be done in this area under proper management, it also indicates the qualifications of those who are at the head of the company's affairs.

Mr. Withers: More could be done if we had cheaper power.

Mr. SAMPSON: Certainly. That perhaps is a matter which the member for Collie (Mr. Wilson) will deal with. Undoubtedly, cheap power is required in Bunbury.

Mr. Taylor: You will have to get cheap coal before you can get cheap power.

Mr. SAMPSON: The chairman of the company is Mr. C. L. Clarke, and associated with him on the directorate are Messrs. A. F. Clifton, J. G. Fry, S. C. Rose, R. H. Rose, and N. M. Brazier, and the Hon. Edwin Rose, M.L.C. For many years Mr. Edwin Rose acted as chairman of the company. The fact that he was absent from the State during a considerable part of the time under review accounts for his refusal to allow himself to continue as chairman.

The Premier: I believe that much of the success of the company is due to the extensive manner in which they have advertised.

Mr. SAMPSON: I acknowledge that they realise the value of publicity. There, of course, they stand on the same ground as the Premier.

Mr. Sleeman: What papers do they advertise in?

Member: The "Primary Producer."

Mr. SAMPSON: All members, I hope, who know Bunbury, read the "Bunbury Herald." However, I do not know that it is in order for me to refer to a newspaper, however famous it might be, during the course of these remarks. The secretary of the company is Mr. H. F. Johnston, but more than to anyone, perhaps, a tribute should be paid to the manager, Mr. J. R. Strong. A quantity of new plant has been installed, thus

reducing the labour required as far as possible. The equipment of the factory is thoroughly up to date, and I am told that in point of modernity it compares with the best factories on the north coast of New South Wales. In view of the development going on in the South-West, it will not be long before the factory requires additional accommodation and equipment. We were all delighted to know of the splendid increase in the wheat yield last season. The quantity, amounting to approximately 24,000,000 bushels, is another step towards the proving of the statement so often made, that in the comparatively near future Western Australia will become the largest wheat producing State in the Commonwealth. I am sure the Treasurer will agree with me that the financial position as disclosed at the end of the last financial year is attributable to the results of land development. May I briefly give the figures: for 1921-22 the deficit amounted to £732,000, for 1922-23 to £405,000, for 1923-24 to £229,000, and for 1924-25 to £59,000. The improvement for the year 1922-23 was £326,000, for 1923-24 it was £176,000, and for 1924-25 it was £170,000. Next year I hope we shall not have to refer to a deficit at all. I trust that then it will be entirely wiped out. Members on this side of the House are anxious, as far as their power extends, to help the Premier in that way. Perhaps I may be permitted to refer to a remark made by the member for Pingelly (Mr. Brown) regarding the great difficulty experienced by him in his endeavours to secure small grants which were urgently needed. Whilst I earnestly hope that the deficit will be entirely wiped out, I nevertheless would remind the Premier that small sums occasionally provide a great convenience to the public and also render possible increased development and material reduction of the cost of production. Although the present wheat yield is so satisfactory, there will be an even larger yield this season, if the rains fall at the right time. That being so, we must proceed to that often discussed question of unutilised lands. The matter has frequently been discussed in this House, and we have dealt with it in Closer Settlement Bills, which, however, have failed. Unutilised lands should be forced into productivity. We should see that the farmers do not have more land than they can properly handle. There I am with the member for Toodyay (Mr. Lindsay) who says that 1,000 acres of wheat land, properly worked, is sufficient. When

I find that hon. member, himself a wheat grower, expressing such sentiments, I feel quite safe in endorsing them.

*Sitting suspended from 6.15 to 7.30 p.m.*

Mr. SAMPSON: The utilisation of all lands in the agricultural areas is admittedly of very great importance, particularly so when we realise the additional miles of railway that, because of the non-utilisation of country already served, have still to be provided. The subject is a difficult one but, after all, difficulties are made to be overcome. It is urgently important to the welfare of the State that this problem should be solved. Forestry matters are now engaging attention all the world over. It is realised that, with the general shortage of timber, there is great need for afforestation.

What does he plant who plants a tree?  
 He plants cool shade and tender rain,  
 And seed and bud of days to be,  
 And years that fade and flush again;  
 He plants the glory of the plain;  
 He plants the forest's heritage;  
 The harvest of a coming age;  
 The joy that unborn eyes shall see—  
 These things he plants who plants a tree.  
 What does he plant who plants a tree?  
 He plants, in sap and leaf and wood,  
 In love of home and loyalty  
 And far-cast thought of civic good—  
 His blessing on the neighbourhood  
 A nation's growth from sea to sea  
 Stirs in his heart who plants a tree.

The growth of Australia depends largely on its timber supplies. Unfortunately those supplies are gradually being reduced, and, in consequence, Governments and other authorities in all countries of the world are turning attention to afforestation. Tremendous quantities of timber are used annually, and according to expert opinion the visible supply will not last for many more years. In Victoria there has been an awakening of the forest conscience and in the schools there is teaching in respect of this matter. Its importance cannot be over-estimated. In New Zealand, too, similar steps have been taken and great progress made. Although New Zealand in parts is very fertile, still there are hundreds of thousands of acres of land of but little use save for forestry purposes. When in New Zealand I noted some of the work being carried out. A company has been formed down there through which, by the payment of a small sum, a large return

is assured. The production of timber on a commercial scale is a sound proposition. Fortunately in this State we have in Mr. Kessell, the Conservator of Forests, one who is thoroughly imbued with the right gospel in respect of forestry. I hope members will give their consideration to the importance of seeing that this State does not lag behind in the provision of timber by means of afforestation. Far too much money leaves our shores for softwoods. We have areas of country of a nondescript character that would be eminently suitable for the production of soft woods. Work in this direction would result in a payable proposition, and I hope that when the Estimates are framed special consideration will be given to the importance of this matter by the provision of additional funds.

The Minister for Railways: Where is this country?

Mr. SAMPSON: There is a big tract between Bassendean and the seaboard, and there is another great tract in the Darling Ranges. Moreover, I understand there are other large areas of Crown lands suitable for the production of timber.

The Minister for Railways: That has not yet been demonstrated.

Mr. SAMPSON: We can demonstrate by odd examples how pinus insignis and other softwood timbers will grow even in close proximity to the city, and we can see avenues of trees at Wattle Grove and at Maida Vale. At Maida Vale there are two fine rows of pines that were planted some 20 years ago by Mr. James Goatcher. They have made splendid growth and in a comparatively short time they will be suitable for commercial use. Their growth goes to show that the conditions of climate and soil are quite suitable for the propagation and development of this class of tree. In Victoria Mr. W. W. Gay, B.Sc., is giving special attention to afforestation matters and has issued an informative booklet. Primarily this booklet is for the instruction of children, but all must be made to realise the importance of this subject. I am pleased that the Government have extended the electric cables into the outer suburban areas. Electricity is of the utmost service to the producers, and while it is not at present possible to secure essential extensions, I hope that early provision will be made for those extensions in

anticipation of the additional machinery that is about to be installed. The State Savings Bank provides a splendid avenue for the securing of money for the use of the Treasury. Unfortunately the accommodation at the head office of the State Savings Bank in Hay-street is quite inadequate to the requirements. If we compare the building with those in which the savings banks of other States are housed, the comparison will be very much to the discredit of our own State. There is in the Hay-street office insufficient room, and the consequent congestion must mean that a great deal of business has to be taken elsewhere. Earlier in the evening I was reminded by the Premier of the advantages of publicity. I may be pardoned if I suggest that publicity might well be used in making more widely known the facilities provided by the State Savings Bank. Many people are unaware of the fact that deposits in that bank are to the advantage of the State. Accordingly the transaction of business with that bank has never been regarded in a patriotic light, as it should be. Every resident of the State who has a savings bank account should have it in the State institution, so reducing the difficulties of the Treasurer by affording him the use of money at a low rate. Again, there is the establishment of agencies in country towns. There is difficulty to be overcome, but that difficulty could be minimised if greater consideration were given to it. In South Australia the Commissioners controlling the State Savings Bank spare no effort in making known the facilities that exist for the due investment of the people's savings. We might well do the same. Also, in some of the larger provincial towns we might erect suitable buildings for the housing of the bank staff and the carrying on of the bank's business. You, Sir, I am sure, would feel that any remarks on the Address-in-reply which did not contain a reference to prison reform would be wanting. Nowadays it is generally recognised by those who take any interest in prison reform that to secure the best results prisons should be conducted on lines, not of a punitive, but of a reformatory nature. In the past many prisons were neither deterrent nor reformatory. To-day, happily, there is a new spirit abroad and the old idea that education of the prisoners was a mistake has passed away. It can be fairly stated that that error does not exist

to-day except in ill-informed circles. In the old days discipline consisted of punishment and repression. The one viewpoint was that prisoners must be controlled. Undoubtedly discipline is essential if we are to secure the reform necessary. But there are other things. In New Zealand great progress has been made in this direction. The Dominion has taken up the establishment of prison farms. Various holdings in both the north and south islands have been taken over and developed. At Templeton, near Christchurch, an area comprising 800 acres of low-value land was placed under the control of the prison authorities. A number of prisoners were put to work on it, and to-day that area, which in its virgin state was of practically no value, is worth not less than £20,000. It is not fair, of course, to consider the monetary value, because the value that must accrue as a result of the proper employment of prisoners cannot be assessed in pounds, shillings and pence. The safe custody of prisoners versus the mental outlook is a subject of interest. The work being performed in the New Zealand institutions is of great value. Another instance of prison reform is provided near Invercargill. There prison labour has created an asset valued at between £60,000 and £70,000. The produce, mostly butter fat, for the year just ended represented a value of £7,349. In road making, too, prisoners perform useful service. When I was in the Dominion I went through the Rotorua district, and from Tokaanu to Waimarino the main road was being constructed by prison labour. It may be said that such work should be done by free labour. A full answer to that contention is that the amount of road work calling for attention in this State, and I dare say in most of the other States, is perhaps a hundredfold greater than the funds that can be provided to carry it out. No real argument can be advanced against prison labour being utilised in this way. At Mt. Eden, near Auckland, metal crushing works are operated by prison labour and the annual sales of metal approximate £15,000. These are some of the things being done in New Zealand, and there is in addition that great spirit of prison reform which is having its effect in rehabilitating and refitting for civic life men who perhaps by mischance have found themselves imprisoned. Whatever the reason, there is a great need here for prison reform and I am sure you, Mr. Speaker, will

agree that the time is overripe for something to be done. In addition to agricultural work, road making and metal crushing, the prison authorities in New Zealand undertake clothing, bootmaking, concrete tile and brick making. In the days prior to the adoption of the present methods a large number of warders and guards were necessary. In a work entitled "Evolution of New Zealand Prison System" I read—

The management of the New Zealand prisons during the past few years has been on entirely different lines. None of those connected with the management since 1909 has posed as a heaven-born reformer. Knowingly, we have followed no other system: we have merely tried to manage the prisons and the people in them on common-sense lines. The tree-planting system amply demonstrated the fact that at least 75 per cent. of the average prison population were normal—or, at all events, sufficiently normal to be treated much in the same way as any ordinary body of free men could be treated—with this advantage, that we had full control over the men, and could enforce discipline when discipline was required. A very large proportion of those who become inmates of prisons would not offend against the law if they possessed a capacity for work. It, therefore, becomes obvious that the very best reformatory agent that can be employed is work, and plenty of it, provided it is of a reasonably interesting and reproductive nature, and is as far removed as possible from the treadmill-like tasks of the past.

The payment of wages to prisoners to support dependants is another phase of this work which has been adopted with great success. The same writer states—

In 1920 there was inaugurated one of the most important departures that has ever taken place in prisons' administration either in New Zealand or elsewhere. In the Budget of that year it was announced that, owing to the economic advance that had been made in the management of the prisons, the production of a substantial revenue where formerly there was no revenue at all—the healthy growth, in fact, of our agricultural and works policy, and the demonstration of the earning power of the prisoners of the State—the Government had decided to pay a small wage to all prisoners who prior to their committal had wives, families, or others dependent upon them. The amount to be paid was at the rate of 3s. per day, or 16s. 6d. per week, to the dependants of such prisoners, rising in the third month to £1 2s. 6d. per week. The regulations providing for this payment and the rules governing the payment became effective as from the 1st January, 1921. The amount per head may seem small, but care had to be taken at the inception of the scheme that the burden on the taxpayers was not unduly heavy, or the scheme might readily have broken down of its own weight. Even at the rates fixed the cost to the Prisons Department now averages about £5,000 per annum, the total amount actually paid out to prisoners' dependants between the 1st January, 1921, and 31st March, 1923, being £10,459.



Another extract states:—

Every man serving a sentence of 12 months or more is given an opportunity of stating his case for remission to the board, either verbally or in writing. Each case is carefully considered on its merits, with all possible information regarding every man's past history, criminal or otherwise, his conduct and industry while in prison, and the possibilities with regard to his probable chances of rehabilitation if released. Even the question of employment after release is investigated, and instructions under that head given to the probation and departmental officers and others who interest themselves in the after-care of released prisoners.

I realise that money will be necessary to establish a prison farm in this State but I am convinced it would be a very wise thing to do. There is no need to purchase improved property. Virgin land could be taken up, cleared and developed by the prison labour which at present is held in comparative idleness in the Fremantle Gaol. During the last few weeks I visited the Eastern States and while in Brisbane I had an opportunity to go through the Boggo-road Gaol. This gaol is well conducted, as I believe prisons in Australia generally are. But in Queensland they have not the difficulty to contend with that we have. Here the difficulty is to secure sufficient work to keep the prisoners in the workrooms employed. In Brisbane they are more fortunate. There is ample work for the prisoners and in my opinion the prisoners must be very much the better for that, because in place of comparative idleness they have ample work to do. They are thereby enabled to exert their talents and improve their qualifications, so that when they are released, they are certainly no longer the menace they would otherwise be, but are better fitted to carry out work because of the habit of work engendered by the reformatory system. In New South Wales, too, great progress has been made. There they have two prison camps, one at Emu Bay for agricultural work, and one at Tuncurry on the north coast, where afforestation in the shape of pine planting is carried out. I hope that we in the near future will inaugurate similar work in this State. The menace arising from the holding of prisoners without giving them an opportunity to work is well known. I hope the Minister in charge of the department will persevere, and at the earliest possible moment will provide a prison farm in this State. I regret to note the number of unemployed at the present time. It was par-

ticularly patent to me on my return to the State recently. Every day I have been applying roachel in regard to securing positions for different men who, I am sure, are anxious to obtain work. The difficulty of unemployment is more or less prevalent in every State, but I think it is more pronounced in Western Australia at the present time than it has been at this season of the year for some time past. I read in the newspaper a little while ago of a system whereby unskilled workers would be given opportunity to learn a trade. I quote from the newspaper report the following—

In the House of Commons Mr. Forrest drew attention to an experiment in Australia for giving unskilled unemployed men a training of three months in bricklaying in technical schools and the starting of classes for plasterers. He suggested the adoption of similar methods in Great Britain. Sir Kingsley Wood (Parliamentary Secretary of the Ministry for Health) said that the Government was aware of the experiment. He added that schemes for special training were being considered in connection with arrangements in the building industry to increase the supply of skilled labour.

The opportunity may be found of helping unskilled workers in this way. The matter of State trading is still with us and the position is unsatisfactory. It has always been a pernicious or wrong use of Governmental principles that trading should be carried on by the State. During my visit to Queensland I noted from a report which appeared in the morning Press of Brisbane that the Government had written down the capital cost of certain public enterprises by £800,000. Had they been private concerns they would have been hopelessly bankrupt. I refer of course to Queensland undertakings. It is another indication, and there are many, that State trading is usually costly.

Mr. Taylor: And bad in practice.

Mr. SAMPSON: Yes. The results are bad and the system is bad in principle. The work of Ministers and members of Parliament can be more properly occupied in giving attention to legislation, and leaving trading matters to be attended to by those who are in business. Fruit marketing and its difficulties 'is a subject that is always with those who are engaged in that particular industry. I regret, as no doubt other members do, that the Committee of Direction which is operating in Queensland, has suffered a setback. The High Court decided that it was illegal for the Committee of Direction to attempt to control marketing so far as inter-State trade

was concerned. The decision arrived at by the High Court has meant that some phases even of the intra-state trade were illegal. This was the opinion of the judges, but it is worthy of note that the Chief Justice stated that while Section 92 of the Commonwealth Constitution Act precluded the control of marketing so far as Interstate trade was concerned, in respect of trade within the State it was competent for an Act to give control. The court decided that the power given by the Act had been exceeded. It is clear, however, that Parliament intended that the Committee of Direction should have full power and should, in the terms of one of the sections, take control of all fruit within the State. With regard to the Interstate position, that difficulty has been anticipated for some time, and members who have read up the subject will recall the suggestion made on different occasions that, in order that the Act might be complete in its incidence, there should, in addition to the State Act, be a Federal Act to control the position. This is necessary, and I hope will ultimately be brought about. The Committee of Direction unfortunately has, as after-events have proved, adopted the one-floor system in respect to the marketing of bananas. They instructed growers that all bananas for sale in Queensland must be sent to that one floor under their control. The agents took action, with the result I have stated. To-day it is competent for the Committee of Direction to still carry on the marketing, the buying and selling of fruit if they so wish, and it is also competent for agents to do the same.

Mr. Sleeman: You cannot beat the Queensland legislation.

Mr. SAMPSON: Unquestionably, there has been a great deal of opposition to the Act from the time it was proclaimed. This is easily understood. There is as much need to-day for the Act as there ever was. The Minister for Agriculture in Queensland has promised that it shall be amended and that the intention of Parliament, whereby the growers shall control the marketing of their own fruit through their own elected committee, shall be carried out. On my recent visit to Queensland I made it my duty and pleasure to visit Stanthorpe, which is regarded as the capital of the granite belt. There I met a number of growers, the local manager of the Commercial Banking Company of Sydney, and the Editor of the local newspaper. It was pointed out to me by the manager of

the bank, and the Editor of the "Stanthorpe Border Post," that sincere and earnest effort in regard to voluntary co-operation had been made for years past, and that thousands of letters had been written by the honorary secretary of that centre, but the results have always been the same.

Mr. Lambert: Why should we be inflicted with all this?

Mr. SAMPSON: There is nothing to hold the hon. member here.

Mr. Lambert: I do not think the hon. member's eloquence would hold me. It is only my tolerance.

Mr. SPEAKER: Order!

Mr. SAMPSON: I wish to read a letter.

Mr. Lambert: A love letter?

Mr. SAMPSON: It is written by a Stanthorpe man and I was permitted to view it.

Mr. Lambert: You have not lost the last page, have you?

Mr. SAMPSON: The letter says:—

If I can assist you in any way in regard to giving you a good grip of the fruit organisation in this State (and particularly in this district) I shall be only too pleased to do so. I have been connected with the organisation of the fruitgrowers in this district over a period of 30 years, for several years acting as secretary to a voluntary fruitgrowers association, and also acting as secretary to the present district council for two years. Association were started years ago with the best intention; but they were powerless to do much good. They passed good resolutions, wrote long letters to the Minister, but they never got anywhere because they had no executive authority and in the end the growers grew tired of fighting and gradually the association died of a broken spirit. Under the present organisation scheme the position is entirely different because the organisation has power—power to collect money and spend it for the good of the growers. This power is safeguarded by the fact that everything must be sanctioned by the growers and they have the power to turn the whole organisation out of office by voting them out. No franchise could be more democratic. Of course in any such scheme there will always be opponents who do not believe in any form of organisation and they think the present a favourable opportunity to endeavour to start a counter organisation in the hope of making the Committee of Direction ineffective. It is not strange perhaps that such a move should have brought together all those who for various reasons wish to kill the organisation and all it stands for, and neither is it to be wondered at that while they outwardly profess that they have no intention of killing the organisation (which move would be unpopular) they at the same time are advocating alterations which if carried into effect would leave the organisation as impotent as the old voluntary organisations were. Thus they are exhibiting all the cunning of the serpent, an enemy coming out with their scheme at a time when they realise that a few short-sighted growers (who were previously favourable to the C.O.D.) are somewhat dissatisfied with the management over matters which in no way affect the vital principles of the

organisation, thus they are getting more support than they would otherwise secure. The primary producer is a very hard person to handle, and some of them are playing the game of the would be destroyers, for all it is worth, but nevertheless the heart of the district is sound for the organisation and it will not go down. The point at which the founders of the League of Freedom (save the mark) and the supporters of the organisation divide is on the question of compulsion. The League of Freedom people know well, as also do the supporters of the organisation that without compulsion the C.O.D. would be absolutely powerless, and would soon decay. This is quite apparent, as is also the fact that the League of Freedom supporters know that if they can only get the growers to agree to the compulsory clauses being taken out of the Act the whole organisation will be rendered useless. I quite realise that so far the Committee of Direction has not done much for the deciduous fruit growing industry, but they have been in office only 13 months, and with a big undertaking of the kind it is hardly likely that in such a comparatively short time much could be accomplished; in fact the danger in such matters is that at the outset the management may be stampeded into doing something without giving it the most mature consideration. That is what the agents wanted to see happen with the C.O.D. and they are shouting out now because that condition has not obtained. As showing the value of the organisation and the danger which the produce agents see in it, I may state that the fruit merchants association offered to pay a man to organise the Granite Belt for the League of Freedom. I think that is the greatest tribute that could be paid to the C.O.D. There may be a stout fight ahead, but the great majority of the growers with their present feelings will stand by the organisation.

Mr. Lambert: What are you doing for the fruit growers here?

Mr. SAMPSON: It is well known to members that when the Act was brought into operation in Queensland, it was brought in without being first referred to the growers. I consider that was not democratic, and that those who were to be affected and whose produce was to be controlled, should have had the opportunity of voting yea or nay. The Minister for Agriculture has promised that during the present session there will be a Fruit Marketing Bill brought down.

Mr. Lambert: There will not be time for it if you go on.

Mr. SAMPSON: At a meeting of fruit-growers recently held in Bridgetown a motion was carried asking that before the proposed Bill becomes law the Minister should give those concerned an opportunity to criticise and consider it. I hope the Minister will do that. It is a reasonable request. I am inclined to think that if it had been accorded in Queensland, many of the objections which were subsequently levelled at the Act would never have been voiced. I hope the fruit-

growers will refrain from taking action in deciding against this proposed measure until they have, as expressed by the Bridgetown growers, had an opportunity of seeing the measure which the Minister proposes to bring down. It must embody the principle of compulsory co-operation. Voluntaryism in connection with fruit marketing has failed. There is urgent need of control and I am fully convinced that without such control there can be no real organisation. From Queensland we hear only of the failures. A very big principle is involved in this movement, but unfortunately no reference is made to the instances where the committee has achieved success. Take the local marketing of pineapples. Prior to the operations of the Committee of Direction the position regarding the canneries was serious. The spectacle of 50 trucks of pineapples rotting outside doors of canners could have been seen in those days. When the Committee of Direction took control they established an organisation and made arrangements with the growers that the pines should be sent in as soon as possible, so that when the glut season was encountered they would be able to hold up supplies for three or four days without any damage being done. Prior to that action the economic loss was tremendous. It is estimated that at the least £60,000 over and above that previously secured for the growers on the sale of pine apples in Queensland alone was obtained in three seasons. There are two seasons in each year and that means that within 18 months the saving to the growers was approximately £60,000. Then again, the minimum price secured by growers for their pines for canning purposes was improved. Originally the practice was for the canners to go to the growers and make a bargain with them that they should send in their pines at a minimum of 2s. 6d. per case. But when the glut arrived and the markets were overstocked with pineapples, the canners would telegraph to the growers not to send in any more as they could not deal with additional supplies for the time being. They would then go to the markets and purchase pines at practically any price they desired. Thus the saving to the growers as the result of organisation following on the creation of the Committee of Direction is estimated at not less than 50 per cent. Under the regime of the Committee of Direction the minimum price was not less than 3s. 9d. whereas formerly it was not more than 2s. 6d. Queensland growers have

occasion to applaud the results of the Committee's work. Then there is the question of the control the Committee of Direction exercise over the fruit for the southern markets. This is the feature of the Committee's work that the Chief Justice and all the other judges of the Supreme Court in Queensland contend is beyond the power of the Committee. In July the Brisbane "Telegraph" contained the following report:—

### FRUIT FOR THE SOUTH.

760 tons last week.

The interstate fruit special train, run by the Committee of Direction of Fruit Marketing, last week carried 760½ tons, of which 458½ tons were for Melbourne, and 302½ tons for Sydney.

The consignments consisted of 18,257 cases, of which 15,658 cases were bananas, 1,807 cases pines, 113 cases pawpaws, 488 custards, 4 sweet potatoes, 46 citrus, 135 beans, 3 tomatoes, 1 marrow, 2 cane.

Melbourne received 9,994 cases bananas, 604 cases pines, 1 marrow, 3 custards, 108 cases beans, 38 cases citrus, 12 cases pawpaws, 4 sweet potatoes 2 tomatoes.

Sydney's allocation was 5,664 cases bananas, 1,203 cases pines, cases citrus, 101 cases pawpaws, 27 cases beans, 485 cases custards, 1 tomatoes, 2 sugar-cane.

Distriict loading was as follows:—Dayboro line, 27½ tons; North Coast, 507½ tons; South Coast, 44½ tons; Cleveland line, 17½ tons.

It is estimated that 192,000 cases were received and treated by the canners, so that the House will see how important is the power of control vested in the Committee of Direction. It is frequently stated that under control the sale of bananas in the southern markets has decreased. Here is a statement that appeared in the Brisbane "Courier," from the Committee of Direction:—

It is interesting to note the large increase in the number of cases of bananas going forward by the committee's interstate fruit trains for the first 26 weeks of this year as compared with the same periods for the years 1923 and 1924.

The figures are:—

	Sydney.	Melbourne.	Total.
1923 ...	14,901	174,587	189,488
1924 ...	42,926	164,185	207,111
1925 ...	150,280	270,274	420,554

### YEAR'S TOTAL.

	Sydney.	Melbourne.	Total.
1923 ...	37,271	377,721	374,992
1924 ...	150,112	384,100	534,212

Mr. Sleeman: You seem to be in favour of this business.

Hon. Sir James Mitchell: He originated the idea in this State.

Mr. SAMPSON: The League of Freedom—

Mr. Sleeman: Has that any reference to the Loyalty League?

Hon. Sir James Mitchell: No, to the Bolshevik League.

Mr. SAMPSON: After consultation with certain agents, the League of Freedom has arrived at what is termed "the new agreement." It is as follows:—

During the past week a delegation from the Granite Belt League of Freedom has been in consultation with the Brisbane Fruit Merchants' Association as to the best method of stabilising the market and dissipating unwarranted suspicions which occasionally arise between grower and seller. The league delegates brought with them certain proposals which had been tentatively drawn up by their executive committee, and these have been carefully considered by the Merchants' Association. Yesterday afternoon finality was reached, and the following basis of agreement was made available for the Press:—

(1.) An inspector to be in the markets, paid by the growers.

(2.) Account sales or advice to be posted within 48 hours of receipt of consignments. Cheques weekly, or earlier, if preferred.

(3.) A clear and simple method of book-keeping to be adopted, and a common system of keeping sales slips inaugurated throughout the markets.

(4.) Books to be open for inspection on demand either by the grower or his authorised agent.

(5.) It shall be the policy of the Fruit Merchants' Association not to sell good quality fruit under cost of production to the grower, namely 2s. per half-bushel case and 4s. per bushel case. Any consignments not up to standard to be referred to the growers' inspector.

(6.) Growers forwarding fruit or produce for sale packed in a dishonest manner to be reported to growers' inspector, and, if deemed "advisable, proceedings to be taken. Should it be proved to the satisfaction of the association that any of its members are acting dishonestly he shall forthwith be expelled from the association, and proceedings taken.

(7.) In the event of large consignments not being cleared, and it being necessary for the inspector to sell to the factories, no commission will be charged by the agent concerned. The agents agree, if the market is glutted, to help each other to dispose of the consignments forwarded.

(8.) Friendly conferences between growers and the association to be held from time to time to consider matters of mutual interest, such as opening up new markets, improvement in transit, and reduction of freight where possible.

It is understood that during the discussions a most friendly relationship was established between the merchants and the delegation, and this contributed very largely towards the solution of problems facing both parties. Other branches of the league, no doubt, will endeavour to arrive at a similar understanding on lines specially applicable to the fruits grown within their respective areas.

I will admit that some of the suggestions made are decidedly good, but the references to the cost of production will not, I am convinced, be endorsed by the growers. In any event this does not postulate any real

organisation. This document is termed a new agreement, but there is nothing binding in it, and there is nothing to prevent either the agent or the grower flouting it at will. True organisation does not operate in that way. All too briefly I have endeavoured to set out the position in Queensland. The position in Western Australia is interesting, and at the annual conference of fruit growers held on the 12th November, 1924, the following motion was carried:—

In the opinion of Conference statutory powers are necessary in order to give the fruit growers of this State control of their industry, and we ask the Government to send a responsible officer to Queensland to make himself thoroughly conversant with the operations of the Queensland Fruit Marketing Act.

I hope the officer will be sent, although I know that since then the President of the Queensland Council of Agriculture, Mr. McGregor, has been in Perth. At a meeting of the Fruit Advisory Board he fully discussed the Queensland Act. The result was that a motion was carried approving of an Act to control fruit marketing. The motion I have quoted as having been carried at the annual conference of fruit growers, was similar to resolutions carried in other centres throughout the State. It is true that the area under fruit, as disclosed by the Commonwealth Year Book, has decreased, and that is surely evidence to prove that there is the necessity for legislation to assist growers in organising their own industry. I hope that when the Bill is brought forward by the Minister, it will, after being submitted to the House, be put before growers for their consideration. When whatever amendments are deemed to be necessary have been determined, I hope the measure will have a speedy passage through Parliament. Dealing with the railways I am glad to know that the system called the "cash on delivery" system has been inaugurated. This system has been in existence in South Africa and Queensland for many years past. In each country it has been found to operate greatly to the advantage of the railways, with the result that it must be of advantage to all concerned. I hope that the "cash on delivery" system will be utilised to the fullest extent and that it will be made widely known. In other countries it has resulted in many parcels that formerly went through the post being dispatched over the railways. On the subject of co-operation I draw the attention of members to the frequent improper use of

that term. It is often used in businesses that are not really co-operative, and in those cases the only person that benefits is the proprietor. I submit that the misuse of the word, if not intended to delude the public, might easily have that effect, and it is my intention later on to bring down a Bill with the object of rendering the improper use of the word an offence. The masquerading in false colours of any trader in this way should, in the interests of co-operation, be stopped. With regard to road making generally and the construction of development roads particularly, the road boards appreciate the Federal-State grant. I hope that the full amount that the Commonwealth Treasurer is providing will be availed of by the Minister, and that it will be possible later to provide roads for settlers who at present have no access to a market. The Federal-State grant is a credit to all concerned. There is, however, a clause which provides that no man shall be taken off his holding to be employed on road making. This matter was brought up last session and I understand that the Minister is not making it a rule whereby it will be impossible for a man with a holding who, through unforeseen circumstances, is compelled to go out and work in order to keep the pot boiling. Such a man, in my opinion, should not be debarred from taking work with a road board or engaging in any form of contract. I support the motion for the adoption of the Address-in-reply.

**MR. MARSHALL** (Murchison) [8.35]: I congratulate the member for Forrest (Miss Holman) on her achievement in securing admission to the rights and privileges of this House. I extend to her a cordial welcome here, but at the same time I remind her that there are 49 other members who would not like to see other ladies in their midst, because some of them might have to go out to make room for those ladies.

Mr. Richardson: I am sure you would give way to a lady.

Mr. MARSHALL: The member for Swan (Mr. Sampson), who is opposed to the nationalisation of everything, has given us an exposition of what he considers should be done in the way of nationalising industries, and he has held up the Chamber for an hour and told us that we should interfere in regard to the distribution of certain products. He urged that the Government should

take control of production, distribution and exchange. If that is not nationalisation I shall have to go a long way to find out what the word really means.

Mr. Sampson: I said nothing about Government control; I said control by the growers.

Mr. MARSHALL: The growers will be working under regulations framed under an Act of Parliament, and if that does not go as far as some other legislation, it goes far enough to be close to nationalisation. I intend to touch on a few items that are mentioned in the Governor's Speech which has been presented to us with the usual amount of frill and padding that is usually associated with it. The Speech gives hon. members an opportunity of knowing what legislation the Government propose to introduce. I notice that of the 14 Bills contemplated by the Government for the present session, no fewer than five are entirely of an agricultural character. Three may be termed as being of a semi-agricultural character, inasmuch as they will apply, or be of some benefit, to agriculturists and to the city. Apart from one particular measure that is proposed, I see little or nothing in the contemplated legislation that will be of much benefit to those living far away from the metropolis. I am not taking the Government to task in regard to the proposed legislation; I wish to remind my friends on the cross Opposition benches for the second time that whenever agriculturists require legislation or reform of some kind, they have to approach a Labour Government to secure it.

Mr. Withers: We are the only reform party.

Mr. MARSHALL: I remember when the Labour Party were in power in years gone by practically every reform the agriculturist secured, reforms of paramount importance, were granted by the Labour Government. Unfortunately we got little thanks for it.

Mr. Davy: What sort of reforms?

Mr. MARSHALL: I do not know of any legislation passed by a Labour Government that was not for the benefit of the farmer.

Mr. Davy: What was it?

Mr. MARSHALL: From memory I can quote a few matters of importance, the extension of the scope of the Agricultural Bank, the creation of the I.A.B., the inauguration of a wheat pool, the repricing

of agricultural lands, and several other matters.

Mr. Sampson: Additional taxation on land.

Hon. S. W. Munsie: Passed just last session.

Mr. Davy: The I.A.B. is defunct.

Mr. MARSHALL: I do not know what the hon. member is talking about, or what he expects me to reply to. All I ask is that members on the cross Opposition benches shall be grateful for the many small mercies they have received at the hands of Labour Governments, mercies that they never would have received from any other Government. I know too well, unfortunately for the farmers, that their alleged leaders more often than not betray them. We have only to read the newspapers and the statements made by people who it is alleged represent the farmers, and who tell the farmers about the hardships that are always being inflicted on them by Bolshevik Governments, or some such other ridiculous statement. The farmer is a hard-working man and he has little time to study for himself. Therefore he is easily led by the nose by people who should know better.

Mr. Thomson: And you never got a bite!

Mr. MARSHALL: I am very pleased that the Government intend to give so much assistance to the farmers.

Mr. Lindsay: Why?

Mr. MARSHALL: I look upon agriculture as the backbone of the State.

Country Party Members: Come over here!

Mr. MARSHALL: There is no need to do that. From this side I can express my appreciation of the attitude of the Government towards the farming community. With regard to fruit marketing, the proposed legislation is long overdue, not because, as the member for Swan put it, the producer alone is suffering, but because the consumer is suffering equally as much. It is an astounding thing to find in the orchard growing districts so much fruit going to waste, and that in the metropolis it is impossible to get fruit of reasonably good quality unless we pay exorbitant prices for it. Therefore I shall welcome the Bill foreshadowed in the Governor's Speech. I trust that the Bill will be instrumental in not only putting more profits into the pockets of the producers but will

be the means of getting more fruit into the homes of those who really require it. Another proposed measure that meets with my approval is the Vermin Bill. That applies to my electorate more acutely perhaps than to any other. Members opposite will agree with me because they know that the primary producers in my electorate are not only producers but protectors as well, inasmuch as in a measure they are protecting the people in the South-West. I do not wish to claim any undue credit for those people, but I claim that they have protected the primary producers and particularly those who, as a side line, run a few sheep or a few cattle. I have a good idea of the nature of the Bill. To me it comes as a great concession, having regard to my electorate. Let me say that in view of what takes place in districts far removed from what are commonly called the country areas, people in the south do not know what "vermin" means. I now intend to quote the "West Australian," and I recognise that I am on dangerous ground: the Leader of the Opposition recently got a rap over the knuckles for reposing too much faith in that organ, and I do not wish the same fate to befall me. About two weeks ago I read in the "West Australian" that a farmer in some part of the wheat belt had been affected with extreme consternation because he had seen one dingo. If the place had been invaded by a hostile army, the people could not have been more concerned. The appearance of that solitary dingo was considered of sufficient importance to be announced in the daily Press.

Mr. Thomson: One dingo can do an enormous amount of damage.

Mr. MARSHALL: Yes, of course, like one had member of this Chamber. Now, a single vermin board in my district paid bonuses on no fewer than 1,100 dingoes in one year; and that number came off two stations. The people concerned, moreover, have no sideline such as mixed farming or wheat to help them.

Mr. Davy: It would almost pay them to breed dingoes.

Mr. MARSHALL: If those people do not suffer from drought, they suffer from the dingo pest. What would have been the effect if those 1,100 dingoes had got through to the place where the one was seen? I understand that the proposed

legislation will ask all growers to contribute slightly, and that the matter will be administered by a central body. That is only reasonable. The economic loss caused to this State by the dingo pest must be incalculable.

Mr. Taylor: It is disastrous when dingoes get among well bred sheep.

Mr. MARSHALL: Quite right; but, after all, it matters not so much what the quality of the sheep may be. Small growers, particularly returned soldiers with millstones of financial obligations round their necks, cannot afford to have their stocks depleted by attacks from dingoes. The only other promised measure which will be of interest to me is the Bill to amend the industrial arbitration law. I should not have troubled to touch on that measure had it not been for the argument of the member for Pingelly (Mr. Brown), who seemed to have an idea in his head that the Arbitration Court is a tribunal set up for the one purpose of increasing wages and improving conditions without evidence in justification. As an industrialist of many years' standing, I can affirm that it is utterly useless for any organisation of employees to go to the present Arbitration Court, and that it would have been useless to go to any arbitration court of the past, for an increase of wages except with good evidence to prove an increase in the cost of living. If the cost of living does go up, it is not due to increased wages. The workers come behind the rise of the cost of living, sometimes years behind it, and ask for a compensating advance. To say that the cost of living rises because of increased wages is utterly absurd.

Mr. Davy: If the cost of living goes down I suppose there will not be any more applications to the Arbitration Court.

Mr. MARSHALL: Captains of industry never miss an opportunity of concocting evidence and appealing to the Arbitration Court. They apply for a revision every 12 months. Surely the hon. member has not forgotten the famous Kalgoorlie award of only two years ago—a disgrace to humanity. It asked the men to work in gold mines under bad conditions and at low wages. Moreover, while several hundred cases had been listed for hearing in the Arbitration Court before this particular case, somehow this application, by some unknown means, was heard first. The Chamber of Mines in some manner contrived to have all the other cita-

tious set aside and this particular citation brought on for hearing. And what for? For the express purpose of lowering the wages of the miners. It must be apparent to any fair-minded member that the workers of this State cannot possibly get an increase in wages until they can prove that the cost of living has gone up.

Mr. Taylor: And they cannot always get it then.

Mr. MARSHALL: No. For my part, I have more reason to regret that the Arbitration Court ever came into existence than I have to jubilate over the fact of its existence. I remember the first Arbitration Court case in the Mt. Margaret electorate. We were then receiving a rate of 13s. 4d. The court reduced the rate to either 11s. 4d. or 11s. 8d. The employer was prepared to pay 13s. 4d., and had never argued about paying that rate until the court came into existence. During the 20 odd years I have worked in this State I have never known an increase to be granted to industrialists before the cost of living had materially risen. The only increase ever I got was during the war period.

Mr. Taylor: Miners' wages only went up when the wages of everybody else had gone up. The miners were the last to get an increase.

Mr. MARSHALL: That is absolutely so. In Meekatharra we went from 1916 to 1920, four years, without a penny of increase. When we did arrive at finality and got an agreement, what happened? The agreement contained a clause, which the advocate of the Chamber of Mines had overlooked, providing that the miners should be on the surface when the knock-off whistle blew. Prior to that, the miners had to wait underground until the whistle blew for knocking off; the whistle had to blow before the men went up. There was a great deal of comment on the injustice of men adopting the ferocious attitude of down tools and going on strike. However, his labour is the only commodity the worker has to sell. Under our arbitration law the price of that commodity is regulated, fixed up for the worker. I venture to say the member for Pingelly (Mr. Brown) is not prepared to allow the Arbitration Court to adjust the price of wheat. The point I wish to make, however, is that as soon as ever the Chamber of Mines discovered that their advocate had made the mistake of admitting that clause into the agreement, though they did not cause a lock-

out, they wired to the management at Meekatharra, "Do not start operations under that clause." The men said, "All right; if you will not give us what we have got under an industrial agreement, got from the tribunal to which you always recommend us to go, we will refuse to work." For six weeks the miners were out of work, and then, thanks to the present Leader of the Opposition, who was then Premier, the difference went to arbitration. Again, take the case of the Lancefield mine. What happened there when an award had been given? The member for Mt. Margaret (Mr. Taylor) knows what happened. The men went to the court and got an award by proving that the cost of living had gone up. They thoroughly justified the granting of an increase. Thereupon the mine was closed down.

Mr. Panton: The management at Lancefield wanted the men to break the law.

Mr. MARSHALL: Yes. That is the kind of conduct practised by gentlemen for whom the member for Pingelly (Mr. Brown) stands in this House. I do not want to put it over the industrialists of the State that they have no right to look after themselves when we have the captains of industry setting an example. There was a time when, as the member for Mt. Margaret (Mr. Taylor) knows, if they were led, it was to destruction. Hon. members may ask me what I think of the Arbitration Court. I consider it is a tribunal with statutory powers to keep the workers ever in subjection.

Hon. Sir James Mitchell: Why not try to do away with it?

Mr. Davy: Then you do not believe in the Arbitration Court?

Mr. MARSHALL: I do not know that the hon. member does, seeing that there is no place there for lawyers.

Mr. Davy: You are rather judging me by yourself. You have no time for anything that does not benefit yourself.

Mr. MARSHALL: I do not say that I am ever jubilant regarding the Arbitration Court. I do not desire to reflect upon the members of the court, but the trouble is that legislation lays it down that certain things shall be done as a guide to the court. That is where all the trouble originates. We all know that the court has to adjudicate upon industrial troubles and present an award containing, among other things, provision for a living wage sufficient for a man,



his wife and family of three. It does not matter what arguments may be put up, the court cannot possibly give more than a living wage.

Mr. Panton: And it is based on the Harvester judgment.

Mr. MARSHALL: I am not going to refer to that particular aspect but am arguing from the broader side of the question. The court cannot give more than a mere living wage.

Mr. Davy: Yes, it can. The provision merely says that the court cannot give less than that.

Mr. MARSHALL: The court is restricted.

Mr. Davy: Yes, to the extent I indicate.

Mr. MARSHALL: The hon. member has never yet heard of an award being delivered in which consideration was given to the cost of recreation, medical expenses, and all the other incidentals necessary to enable a man to live in reasonable comfort.

Mr. Taylor: Those details are always put up in evidence. I have put them up myself.

Mr. MARSHALL: But they are never taken into consideration.

Mr. Davy: How do you know?

Mr. MARSHALL: Because I have conducted cases. It is the greatest fallacy in the world. Even admit for the sake of argument what the member for West Perth (Mr. Davy) suggests, will he deny that the court cannot give an award over and above a mere living wage?

Mr. Davy: I say it can. The direction to the court is that they shall not give a rate of wages less than on that basis.

Mr. MARSHALL: No one knows better than the hon. member that under the existing conditions it is a travesty.

Mr. Davy: No.

Mr. MARSHALL: I happened to be in the court myself and I know. We have the spectacle of workers having to go before the court and dragging their wives and families there and parading their poverty.

Mr. Davy: There is nothing to be ashamed of in poverty.

Mr. MARSHALL: No, but is it darned inconvenient. I would like to see the member for West Perth go to court in order to get an award for the legal profession. I would like to see him dragging his wife to the court with her receipts to show what it costs to keep him, his wife and family for

three months. When we are on the laughing side of the question we can laugh heartily, but those who have had bitter experience of the Arbitration Court in presenting cases find no occasion for laughter. Assuming that the court does take into consideration everything necessary to enable a person to have a living wage and live in reasonable comfort, what is the position of such a man afterwards? It does not matter what position he is in, the worker is not one penny better off from the time he starts in an industry until he is deposited in the cemetery. That is because he is limited to the living wage.

Mr. Panton: If he were to be awarded more than that they would close down the industry!

Mr. MARSHALL: The member for Pingelly (Mr. Brown) talked about the arduous labour of farmers. I do not say his statements were wrong. He told us that farmers had to struggle. I have had some little experience on a farm and I agree with him that in the pioneering stages agricultural life has many unfavourable and unencouraging features. It is true that sacrifices have to be made by the women, who live under rotten conditions, but, after all, they are, in the majority of cases, acquiring an asset. If it were not so we would not have any farms in existence to-day. When they have passed through those stages, we find that after 15 or 20 years of strenuous work they reap their reward.

Mr. Lindsay: They capitalise their energy.

Mr. MARSHALL: That is so, and then they have an asset. On the contrary, what has the gold miner, the timber worker, the coal miner, or any other worker, after 20 years of strenuous labour? He has nothing. The gold miner certainly has bad health. Before he reaches a mature age he has that rotten complaint known as tuberculosis. The coal miner may be in a rather better physical condition, and the timber worker may have better health than the other two put together.

Mr. Panton: But he may be minus a few fingers and other things.

Mr. MARSHALL: If Providence is kind to the goldminer, he might be killed at an early stage without any suffering. If he is left long enough he will suffer agonies and finish up in the

sanatorium. Although the farmer works long hours and makes great sacrifices he has more recompense for his labours than have other workers.

Mr. Brown: Who has built up the assets of the State?

Mr. MARSHALL: The most eccentric gentleman in this Chamber on economics is the member for Pingelly! If I were to reply to his question I would say that it is the State that builds up the assets by a form of socialisation. The biggest and most comprehensive policy of socialisation that is to be found in the Commonwealth is that of land development. But other citizens, irrespective of what their avocations may be, are of equal importance to the farmers. So long as a citizen is labouring, he is helping to build up an asset for the State. More than that, if there were not the other citizens in the State it would not be possible for the farmer to carry on. If the farmer could make his own implements, man his own ships, drive his own trains and so forth, it would be all right, but as it is, these other activities are absolutely essential and it is well that we should recognise the importance of men in those callings in relation to the farming community. Thus it is that these workers are equally as valuable to the State as is the farmer.

Mr. Lindsay: You will agree that the farmer is the foundation of it all.

Mr. MARSHALL: No, I will say that land development is the only form of natural wealth that we can look to. I readily admit that a farmer is a valuable citizen to the State but not more than other citizens who are assisting to carry out what is necessary to maintain our social fabric.

Mr. Taylor: I think we shall have to take you down to some of the farming districts.

Mr. MARSHALL: If you do, I will not make a bigger mess of things than the hon. member did on one or two occasions. It is gratifying to note the reduction in the deficit this year. Those who take an interest in State affairs will be pleased to know that the State is now on the flood tide of prosperity. For years past we have had accumulated deficits, representing a drain on the taxpayers, but at last the annual deficit has been reduced to vanishing point. It is particularly gratifying to those of us who went so far as to promise our electors that under the Labour Government there would

be strict economy of administration and even reduction of taxation.

Mr. Taylor: You knew from the development going on that it must be so.

Mr. MARSHALL: The hon. member will have an opportunity to explain how it came about. Since the finances have been so greatly improved there has been a rush of Opposition members to explain to the Government how to square the ledger by varying the methods of the previous Government. I regret the criticism that has been directed at the Group Settlement Royal Commission. Irrespective of whether their findings were right or wrong, I feel certain that the Commission arrived at those findings after having heard a mass of evidence and given each phase of the question their best consideration. It is not impossible that in the fullness of time the findings of the Commission will be found to have been correct. Almost without exception, the pioneers of land settlement never get the benefit of their labour, that being left for the next generation. So although the group settlements may be over-capitalised, I hope that a way out of the difficulty will be found and that ultimately the scheme will prove to be a huge success. There is now altogether too much money involved in the scheme for anybody to wish for group settlement anything but unqualified success. From what I know of the settlers down there I can say they are splendid people with stalwart hearts and great courage. Most of them are raw industrialists from London, notwithstanding which they are determined to make a success of their respective holdings. I hope their aspirations may be fully realised. The only feature of the group settlement scheme to which I object is the going to the South-West when, for a much smaller expenditure, the same number of migrants could have been settled in the North-West, where there would not have been so long to wait for a return on the invested capital. Much that has to be built up and created in the South-West has been already provided by bounteous Nature in the North-West. Had the group settlers been located up there the Government would have got much earlier results at much less expense. Again, if the late Government had had an eye to national safety and home defence the group settlers would have been put, not in the South-West, but in the North, the only point where foreign aggression is to be expected. However, our greatest patriots

overlooked that, and went in for a more expensive scheme down south where, from the defence point of view, everything is safe. Nevertheless I hope that the group settlement in the South-West will prove a huge success and will spell prosperity, not only to the State, but also to the stalwart settlers themselves. I agree with all the eloquent utterances as to the desirability of manning our manless areas. Probably in order to accomplish that the Government will find it imperative to carry out a policy of migration. But the migration policy of the late Government has had a damnable reflection on the welfare of the city and of the State at large. When a Government inaugurate a policy of migration that will bring people into the State for the purpose of settling the land instead of settling the man, I will agree with it. But it is heart breaking to walk about the city and everywhere meet with the request, "Can you get me a job?" The one great cry to-day is, "Can you get me a job?"

Mr. Mann: What are you going to do about it?

Mr. MARSHALL: I do not propose to do anything other than enter my protest against any form of migration that will flood the industrial centres of the State with unemployment. So long as a migration policy is conducted on lines that will allow the industries to absorb the migrants and give them a living wage, I will make no objection to it; but the policy we have had in the past has not provided for any such absorption. Indeed, I am not sure that the late Government could not be successfully charged with having brought out migrants under false pretences.

Mr. Taylor: Do not indict them.

Mr. MARSHALL: No, for I do not want to bring any further trouble on the head of the Leader of the Opposition. Still, our migrants have been brought out here under false pretences. Attractive pictures were hung up all round London, showing beautiful farms with crystal streams flowing gently through green pastures on which stock were quietly grazing; and at the top of the pictures were bags of £ s. d. The would-be migrants thought that all they had to do was to come out here, collect a bag of money and go back Home again. Now the responsibility for the misrepresentation that brought the migrants here is falling on those who were not in any way responsible for it. The ex-Premier always asserted that his migration policy was calculated to bring out only

such people as were prepared to go on the land.

Mr. Mann: That was right while he was over there.

Mr. MARSHALL: I agree that the ex-Premier attained his object. He meant to flood this State with unemployed and he did it.

Mr. North: Was not there much more employment when he started than there is now?

Mr. MARSHALL: The declared policy of the previous Government was to bring migrants to the State for the sole purpose of land development. I went so far as to ask questions regarding the nationality of certain Government employees, and I found that quite a big number of imported people were getting into the police force, the railway and tramway services. To-day at Churchman's and Wungong Brook one could easily imagine that he was in the heart of London; the great number of workers there are English people.

Mr. Taylor: Are they costers?

Mr. MARSHALL: I do not know, but unlike the hon. member, they look sensible! My grievance is that stalwart, willing migrants and solid Australian workers are walking the streets looking for employment and desirous of getting it, but it is unobtainable, and I cannot support any form of migration that will aggravate that trouble. If the migrants can be absorbed in the industries without creating an unemployed problem, I am prepared to support such a policy. If it is confined to land development, I can see nothing objectionable about it, but to bring migrants here under false pretences to replace good Australians is highly reprehensible. We have even to issue doles to keep these people alive, people who in England were told that if they came here, fortune would smile upon them. It is a crying shame. It is an economic loss to the State to be paying £22 per head to bring people here and then to have to feed them. When we are not feeding them, they are displacing good Australians who being acclimatised and more experienced, are an economic loss when they go to the Eastern States. It is a rotten policy, and I hope the present Government will not stand for it. I do not think they will.

Mr. Mann: The Premier does not agree with you.

Mr. MARSHALL: The Premier knows his work. There is no wiser man in this State and few wiser men in the Commonwealth than is the present Premier. We hear a great deal about the drift to the city. I am inclined to favour the idea of coming to the city, because life there is really worth living. People who live in the city are treated much better by legislation than are people outback, and therein lies the reason for their going to the city. No Government could provide theatres at Meekatharra, Wiluna or Peak Hill, or build universities or provide other utilities to make those places more attractive, but much could be done to obviate the pinpricks that people who live in the outback country have to submit to. The further out people go, the heavier they are taxed. The nearer people live to the metropolis, the better off they are. From an industrial point of view the workers are better off. They enjoy better social conditions, they have theatres and all sorts of entertainments catering for them. They have public utilities such as libraries and museums maintained solely by the Government. Even in regard to income tax, organised industrialists have comparatively good wages and good conditions and are better off than are workers in other parts of the State. A man working in the mines at Meekatharra has absolutely no form of relaxation. If he is a married man, his only pleasure in life is to join his family in his home. If he is a single man, he goes to his hut, picks up a newspaper and has a read. That is the extent of the recreation available to him. A worker in the metropolis getting £250 a year can live for at least £30 a year less than can a man drawing a similar salary in Meekatharra. Yet no deduction is allowed to the man in Meekatharra on the £30, so the man in Perth is better off to the extent of the difference in the cost of living. Higher rates are paid at a place like Meekatharra, because the cost of living there is higher, but it does not follow that the man receiving high wages gets any real benefit from them. A person on the same rate of pay in Perth pays only the same amount of taxation though it does not cost him within £30 of the same amount to live. So there is an inducement for people to come to the city. Many people who travel to the rail head at Meekatharra go on to the North-West. Some time ago an alteration was made in the railway arrangements at Mullewa. The Commissioner of Railways

assured me that in the changing of trains, consideration would be confined to long distance travellers, and that they would be provided with good clean compartments on the next train through from Geraldton. People who travel north, particularly women with children—and most of the women have big families—have to get off the train at Mullewa, scramble across the platform with a child under one arm and baggage under the other, and instead of getting good, clean compartments, they often find it difficult to get a seat. These people have to travel for days after leaving the rail head; yet they receive no consideration from the Railway Department. So there again there is little inducement for people to go outback. I have referred scores of times to the position of workers on the stations. The law to prevent hawking is a measure purely and simply for the metropolitan area, although it applies to outback centres. If men go out to assist in the development of pastoral leases or take up prospecting, they have to return to one of the towns at intervals to buy clothing, boots and other requisites, and in order to do this they have to lose nearly a fortnight's work. Hawking is not permitted. I agree that hawking should be restricted to white men, but the business people in the more remote towns, who are prepared to carry the goods out to the workers and thus save them loss of time, should not be prohibited from hawking in such districts. This is another handicap imposed upon people who go out into the remote parts of the State, and they want to know why; so do I. The Governor's Speech refers to the pastoral industry as being on the eve of a bountiful season, the country having been blessed with good rains. I agree that the prospects are bright, but not to the degree indicated by the Governor's Speech. Most of the sheep raising areas in the North-West have suffered severely from drought, and the flocks have been greatly depleted, so we cannot expect next season anything like the wool clip usually obtained. I am afraid that lack of assistance and sympathetic administration on the part of the Government towards people prepared to engage in sheep or meat growing is doing much harm. Foreign money is being introduced for the purchase of sheep raising properties in the North-West, but that is not altogether agreeable to me. Some

people might feel gratified that thousands of pounds of Eastern States or foreign capital is being invested in pastoral properties here, but in years to come the State will suffer because the purchasers are not local people. They are foreign to the State and will take the money out of the State. In my electorate there were four settlers all doing fairly well until the drought came, and now the four properties are in the hands of the South Australian Company, a big pastoral company that has not a shareholder in this State. That is a loss to the State.

Mr. Mann: They are spending a lot of money to develop it.

Mr. MARSHALL: It does not matter what money they spend. Whatever profit they make will go out of the State.

Mr. Mann: It is a good thing to get money into the country.

Mr. MARSHALL: But it is not a good thing to replace our own small producers by big companies. We want small holdings, and a greater number of them. We do not want monopolies by one or two pastoral companies able to hold up practically the whole of the North-West.

Mr. J. H. Smith: Are they buying up the small holdings?

Mr. MARSHALL: Yes. The De Grey River property is owned by the De Grey Pastoral Co. There may be a few shareholders in this State, but the majority of the shareholders are London Jews. The company employs only a few white men, but the whole of the profits go to England. This is an economic loss to the State. It would be better that five or six families should be living on that holding and keeping the money within the State.

Mr. Mann: It would not be much use if the property was not developed.

Mr. MARSHALL: How are we to develop the country by sacrificing it to monopolies or trusts? These people take up land in order to get money out of it. It would be much better for the State if all these holdings were smaller. Of course, the hon. member cannot agree with that.

Mr. Mann: No.

Mr. MARSHALL: He does not represent that part of the country. In other States assistance is rendered to such people. The Government should introduce legislation for State banking with a view to rendering assistance to them. Why should not Government assistance be

rendered to people who wish to grow wool, mutton or beef in much the same fashion as it is given to those who wish to grow wheat? I cannot understand the Government singling out a specific industry for special consideration. I know it is of advantage to the State that help should be given to wheat farmers, but why should it be confined to them and to fruitgrowers?

Mr. J. H. Smith: The fruitgrowers do not receive much.

Mr. MARSHALL: I do not say they are overburdened with assistance. Seeing that the Government give help in that direction, they should not refuse to give similar help to another solid industry. Because of the drought many of our small holders have had a setback, and are ready to sell to the highest bidder. Thus, instead of our getting small holdings they are becoming larger. I do not like them. They do not spell success, and are detrimental to the interests of the State. It is a retrogressive step. In South Australia the Government make advances to holders of pastoral leases to enable them to secure wire netting and other essential commodities in order that they may embark upon the industry. The repayment is spread over the period of the lease. If the lease is for ten years, the payment is at the rate of £1 a year on each £10 advanced. If people are prepared to go outback, the further back they go the less consideration they get. At all events, they are not encouraged by sympathetic administration. Those who have not acquired land in a good geographical position near the markets and the railways have to compete with those who are more favourably situated, and pay a much higher freight on everything they get and produce. When people are paying three times as much as others, and are working 800 miles or 1,000 miles from Perth, producing wool, mutton or beef, they are at a great disadvantage. A man who gets in early and secures land that is well situated is allowed to compete with those who are far removed from the centres of population. I consider that those more favoured people should be called upon to pay more than they do, and that the unfortunate people should be permitted to pay less, for instance, on the freight of their livestock. I do not know whether the Government would entertain a reduction on the freight rates, but I do know that long train journeys de-

preciate the value of stock, especially when they are travelling two days and nights in the train. They arrive at the markets in a more or less damaged condition, and have to compete with stock that may not have had to travel by rail at all. It is a complex problem and will require a good deal of adjusting. The Government should try to encourage people to go outback and to stay there.

Mr. J. H. Smith: They do get special concessions.

Mr. MARSHALL: Only when they get a full train load. The small grower with only one or two bogies of stock gets no concession.

Mr. Davy: Do you mean the man with 100,000 acres?

Mr. MARSHALL: I do not think he can be even called a grower. A small man in our country is one who owns about 300,000 acres or less. Most of them have more than that. In some parts of the State a 10,000 acre holding is a large one, but not in my district. In America one special facility is afforded for travelling stock. Every 50 or 100 miles, I understand, the stock is run under a water shower. The water pours down upon the beasts and keeps them and the trucks cool until they reach the next shower. I understand that this procedure saves the stock, and prevents the quality from depreciating in a manner that must be seen to be understood. It would be a difficult problem to institute that kind of thing on our railways because of the water shortage. I would not complain so much if I thought the passage of stock from the Murchison could be expedited. It is cruel and callous to keep stock so long in the train between the railhead and the saleyards. The delays are excessive. I understand they are due to one or two grades on the Meekatharra side of Mullewa or Yalgoo, and that, if these were adjusted, the trains could get through more easily. It is on this account that there are delays in the transit of live-stock. It is a dreadful thing to see the beasts packed like sardines in trucks for as long as 55 hours without a break. It cannot be avoided in the circumstances, unless more expense is incurred by the Railway Department. I suggest that the Government, instead of giving further concessions to the farming community, should put on another engine to the stock trains from the Mur-

chison, and give a concession to the people whose cause I am espousing in the form of quicker transit for their stock.

Mr. J. H. Smith: The Minister has that in his own hands.

Mr. MARSHALL: I know that. It is pleasing to be able to say that from the gold mining point of view my district was never more promising. Wiluna is the hope of the gold mining industry. Mt. Vernon, 80 miles east of Wiluna, is also a very promising district. That belt has been opened up for  $4\frac{1}{2}$  miles, and recent crushings are of fair value, and some are very high. The district around Cole's Find, 11 miles from Wiluna, is also promising. The prospect of the district from the mining point of view, and Peak Hill from the point of view of the development of the manganese deposits there, and the possibilities of Meekatharra generally were never better. The pastoral season has been good. Unfortunately the drought depleted the ranks of stock and settlers have somewhat suffered, but the season is now good again. I have one parochial grievance and that refers to the mines at Meekatharra. By deputation the local people requested the Government to favourably consider a proposal for a reduction in the price of water. After three months' negotiation between the Mines Department and the Public Works Department I received the following letter—

On the 11th May you introduced a deputation to Mr. Cunningham with reference to the price the department was charging the Ingliston Consols Gold Mining Co. for water. I am now directed by Mr. Cunningham to inform you that he regrets being unable to agree to a reduction in the prices charged. The reduction in the price of water supplied from the goldfields water scheme was made in order to decrease the working expenses, and so prolong the working life of the mines, but although the price was reduced to the industry, the Mines Department from its vote, development of mining, paid to the Water Supply Department the difference between the price the department received from the companies and the original price. The Mines Department declined to grant a subsidy in order to reduce the cost of water in the case of the Ingliston Consols Co. In any case, a reduction in the cost of water would make practically no difference in the cost of working this mine, seeing that the amount involved would only be about £100 per annum.

From time to time when approaching Ministers for certain concessions to do with mining, the argument has always been used, "I cannot do that, because I may establish a precedent that will recoil on us." I admit that innovations on matters of policy do

leave a precedent for others to follow. The Ingliston Consols gold mine at Meekatharra is struggling. It does show a profit and always has done, but only as a result of scratching and scraping by those who are managing it. Every shareholder of the company is a local man, and most of them are the pioneer prospectors of the mine. They have their families there, and all their interests are centred there. That particular syndicate, however, could not get the concession in question. Kalgoorlie mines could get the concession, and did get it. From a recent "West Australian" I learnt that one particular mine, the shareholders of which are foreign to this country, and which has secured the concession, has taken profits made in this State and expended them in Brazil and Alaska. If local syndicates and companies cannot get the concession, that is the end of it, and I do not complain. However, I always understood that the concession was given to the mines on the Golden Mile for the reason that the water scheme had paid for itself and that no further liability attached to the taxpayers of this country. Until I read the case prepared by Mr. Keenan, K.C., for submission to the Federal Disabilities Royal Commission, I thought that was the fact. However, from Mr. Keenan's statement I learn that the scheme is a burden on Western Australian taxpayers. Mr. Keenan states—

Before the fall dealt with above took place, the returns from the scheme were sufficient to pay interest on the capital moneys involved and all working costs, although they never reached a sum which would allow of appropriation of profits to provide a sinking fund. The figures given above, therefore, represent the actual loss which the State had to provide for out of general Consolidated Revenue.

Still, it would not be right for me to attack the Government for having refused that concession to the Consols Mine. All I have said. I have said with good feeling. Nevertheless, the mine in question is one of the best worked mines in the State, pays the highest rate of wages, and is most considerate to its employees. On those grounds I thought the mine might be entitled to the same concession as that granted to a foreign company which takes its profits out of the State. I congratulate the Government on their appointment of Mr. Kingsley Thomas to inquire into the mining industry. Although I do not agree with everything stated by that gentleman, I regard his report as the most valuable document placed before

this State by any Royal Commission during the four years I have been a member of this Chamber. I may add that Mr. Keenan's statement is likewise of the utmost value. However, the report of Mr. Kingsley Thomas appeals to me most of all. It is a report that has been long overdue, and I appreciate it especially on account of the solid matter it contains. If all Royal Commissions produced the same good results, they would not be so much ridiculed as some of them have been during the last evening or two by hon. members opposite. I thank the Government for the very favourable consideration they have given to proposals I have put forward on behalf of my electors. I cannot say that I got within measurable distance of all I wanted, but from the debate in this Chamber I have gathered that all members have suffered in a like manner. So long as I do not receive worse treatment than other members, I shall not complain. I congratulate the Government upon the achievements of their first year of office, and hope that their successful administration will continue for the best interests of the State.

On motion by Mr. Davy, debate adjourned.

## RESOLUTION—MINING INDUSTRY, GOLD BONUS.

### *Council's Message.*

Message received from the Council requesting the concurrence of the Assembly in the following resolution:—"That as compensation for the disabilities suffered by gold mining through Federal action, this Chamber is of opinion that the Commonwealth should assist the industry by the payment of a gold bonus."

On motion by Mr. Lambert, consideration of the Council's message made an Order of the Day for the next sitting of the House.

*House adjourned at 10.6 p.m.*