

or pinpricks could be expected from him. He would not play the game unless he could have his own way. I have confidence in the hon. member, and I think he will perhaps change his outlook as soon as the heat of this first clash of battle has passed away. The member for East Perth (Mr. Kennally) said we on this side of the House spoke glibly enough in attacking the standard of the workers, but that as soon as he and his friends attacked the other standards, our attitudes entirely changed. Members opposite should get it out of their heads that we are attacking anything. The Government are doing their best in difficult times to see that every section of the community shoulders its fair share of sacrifice. He says our attitude was different as soon as the other standards were attacked. He is entirely mistaken. Let him try to attack those other standards, tariffs, rents, interest, rates, the cost of living, etc. Straightway he will find that he is fighting no lone hand, provided always that he has regard for every section of the community, with a special emphasis on the word "every." A great deal has been said about the 44-hour week. Members may have the 44-hour week for my part or the 40-hour week, or any number of hours they like, provided industry can stand the strain, but I never can see any sense in persistently reducing hours and raising wages only to cast industry into a condition of poverty and throw people out of work. It is claimed that an increase in the hours of work from 44 to 48 will not cure unemployment. I know that, but it will have a beneficial effect upon it. Unemployment is not the only consideration. Equally as big a consideration is to secure continuity in industry, to promote industry so that it will show a profit, be able to carry on, and, in due course, absorb still more labour. The hon. member made a rather lengthy reference to interest rates. His remarks were interesting enough, but he was not particularly illuminating. It is an intricate question, but not a single ray of light did he shed upon it. We on this side are just as keen as he to get cheaper money. We like 5 per cent. and dislike 8 per cent. as keenly as he does. He says the Government should attack interest. I asked how he proposed to set about it, but he had no idea. Of course not! He knows as well as we do that the system has its roots pretty well sunken in London and New York, and that we in Western Australia have no grub hoe long enough and

strong enough to tackle the job of uprooting it. It is of course always conceivable that the Commissioner of Taxation may be able to reach Australian investments, but it is plain that the investments of people in other countries are wholly beyond our control. I have exhausted my time, and will resume my seat. I thank members for a patient hearing.

MR. WELLS (Canning) [9.8]: Permit me, Sir, as a new member, to offer you my hearty congratulations upon your accession to the high office of Speaker. I feel from my knowledge of you as a citizen of Western Australia and a member of long standing in this House that you will fill the position with credit to yourself and distinction to the House. I am delighted to be in this Chamber to-night as the representative of a party which stands for all sections of the people of this State. It is from that pedestal I intend to make a few observations upon the political situation as it appeals to me. I wish to make reference to one or two things that have tickled my sense of humour when listening to the speeches that have been delivered on the Address-in-reply. Some members opposite have told us that the Government are in occupation of these benches by virtue of the promises they made at the general elections. I do not think that is so. I feel certain that the writings were on the wall several months before the elections, indicating that the Labour Government was to go out of office. It was not the promises made on the hustings that brought about the change. It was the summing up of the work done by those in office during the preceding years that affected the situation. The people weighed it up in their minds months before the elections and recorded their votes accordingly. As a rule, the electors do not believe the promises made at election time.

Mr. Wilson: They would be fools if they did.

Mr. WELLS: It is a reflection on the good sense of the electors to say that the Government were returned because of the promises made on the hustings.

Mr. Willcock: It is more a reflection on the people who broke their promises.

Mr. WELLS: I have a recollection of a very prominent member who spent thousands of pounds in telling the people of the State that the Collier Government was

the best, but the people did not believe it. They do not pay a great deal of attention to the promises that are made at such times, more particularly when the conditions that exist when such promises are made are afterwards altered in such a complete manner.

Mr. Marshall: The conditions were altered immediately.

Mr. WELLS: It should be the province of every new member, until he finds his feet, to read, mark, learn and inwardly digest. If I were compelled to swallow all the vaporings I have heard in this House in the last few days I should have an attack of indigestion.

Hon. P. Collier: You are looking for trouble as a new member if you talk about the vaporings of older members.

Mr. WELLS: That which troubles me more than the speeches of members is the position of the State, the present depression and the financial outlook. One of the great causes of the position is that we are attached to the Federation. In itself Federation is a wonderful ideal and a dream. As Western Australians, however, we are suffering considerably because we are one of the States of the Commonwealth. We have to put up with the extravagance that is going on in the Federal arena where there is so much duplication in departments, high tariffs, bonuses and other things to which we as a small and distant State have to pay our quota. The present Federal system is one of the greatest hindrances to the progress of Western Australia. In our Federation we have attempted to run before we can walk. We were not sufficiently advanced to enter into that great scheme. It would be a good thing if some providential influence came along and put the whole scheme to sleep for 100 years. Probably at the end of that time Western Australia and the smaller States would be in a position to cope with the extravagant demands of the Federal Government. To a large extent, in my opinion, the present position has been brought about by the extravagance of the people of the Commonwealth, including Western Australia. During the last six or seven years we have had a royal spending time. I acknowledge that the Government and the people had one great idea in view, that of making this country one of the best in the world for those dwelling therein. Such an ambition

is laudable. In endeavouring to realise it, however, they have spent millions on extravagance and luxuries. Fine houses have been built, and fine motor cars have been bought. Hundreds of thousands of pounds have been sent to America which it would have been far more advantageous to spend in developing our State. The Government have under consideration taxes on some of the things to which I am alluding. In my opinion that is wise. A man who can afford to pay 8s. or 10s. to take himself and his family to the talkies, can spare a shilling or two to meet the necessities of those out of work. The same remark applies to the man who can afford to go to the races or a football match. I am not deprecating sport, but am urging that those who are able to indulge in it should pay their quota towards the support of men out of work.

Mr. Wilson: What about the man who is too mean to spend anything?

Mr. WELLS: We have been proceeding on wrong lines. We have overlooked the fundamental principle that must enter into every undertaking, into the management of a country just as into the management of a blacksmith's shop—the necessity for proceeding on sound business lines. Otherwise such a condition as that in which Western Australia now finds itself becomes inevitable sooner or later. By tribunals we have regulated the hours which men shall work, and the amount of money they shall be paid in return for those hours; but we have forgotten the all-important matter of regulating the amount of work to be given during the hours specified. That is one reason why Western Australia is up against a financial and industrial depression. The member for Hannans (Mr. Munsie) during his speech last night mentioned a promise which he said had been made by me on the hustings at, I think, Como, with regard to the conditions of the workers of this State. I remember being asked only one question in that connection, and that had reference to the 44-hour week. An elector asked me whether I was in favour of reverting to the 48-hour week, and I replied distinctly in the negative, but added that I thought we could reasonably expect to get a little more work done during the 44 hours. The question as quoted by the member for Hannans may have been put to me, and I may

have said that I would not be a party to interfering with the conditions of the workers. If the matter had been mentioned to me, I certainly would have replied that I was not in favour of interfering with those conditions. At the present juncture, however, we are all called upon to make sacrifices more or less. I hold that the sacrifices should be more in the case of the men earning big incomes, and that as the amount of income decreases, the sacrifices should be almost wiped out.

Mr. Marshall: But you have started at the wrong end.

Mr. WELLS: I consider that the man who earns the largest income is the man to be called upon to make the biggest sacrifice.

Hon. P. Collier: But last night you voted for starting on the man at the other end; you started at the bottom.

Mr. WELLS: It is not the policy of the Government to interfere with the conditions of the worker to any extent. When the Budget is brought down we shall learn what the Government intend to do as regards that particular question.

Mr. McCallum: We know already.

Mr. WELLS: Any member on either side of the House would be perfectly justified in making the declarations attributed to me. However, it cannot be denied that since then conditions have altered entirely, that altogether a new set of conditions has arisen, and that those new conditions have to be met in a new way. I am pleased to learn from to-day's newspaper that the reasonable and rational workers of Western Australia are realising that fact. Having listened to one or two speakers last night, I am convinced that the leaders of the workers are out of step with the bulk of the workers in this State. The men themselves realise the extraordinary circumstances, the financial and industrial depression, and are quite prepared to make some sacrifices in order to help in retrieving the State from that situation.

Mr. McCallum: With the sack hanging over every one of them.

Mr. WELLS: No.

Mr. McCallum: Yes. Every one of them is threatened with the sack.

Mr. WELLS: I say they are willing to accept those sacrifices, and I believe the sacrifices are not such as will absolutely im-

poverish. It has been stated that members on this side said the financial depression had largely resulted from the maladministration of the previous Government. I desire to refer to the administration of the previous Government as regards only one department, the railways. The figures published this morning show that during the past year passenger earnings have decreased by £52,000, and goods earnings by £93,000. When motor transport came into being, a few years ago, very little action was taken to prevent it from establishing itself. There was some harassing of the motor people in an endeavour to force them off the road, but no definite steps were taken to counter their competition. If there is opposition to an established business, the first thing its proprietor does is to paint up his windows, brush up his stock, and if necessary reduce prices somewhat, so as to popularise his business in the eyes of customers. The Railway Department should have adopted that course, thereby making the railways more popular. They did almost the opposite. Where four trains were running, one was cut out; and business was simply thrown into the hands of the motor competitors. The same thing applies to motor transport on main roads. Competition has gradually crept in there, and I think the previous Government were lax in not mopping it in the bud.

Mr. McCallum: Do you know how many regulations on that subject your friends in the Upper House disallowed when we tried to control that competition? The Government made the attempt, but the Upper House disallowed the regulations, and some of your friends sitting beside you praised that Chamber for doing so.

Mr. WELLS: Motor traffic on the roads has taken all the plums, leaving the railways to carry huge, cumbersome freights on which there is very little profit. A revision of railway freights and charges is therefore desirable. The service should be popularised with the people of the country districts, so that they would use the railways rather than motor lorries. Take the case of a man at Merredin or Bruce Rock. Suppose he wants a 5-ton truck to convey goods from Fremantle or Perth. He puts in a ton or half a ton of potatoes, half a ton of onions, so much jam, and so much sugar; and each commodity is taken at a different rate. The

potato rate may be 5s. or 10s. per ton. If the consignment includes 14 lbs. of pepper, that will be charged at about 25s. per ton. Country residents would be attracted to the railways if they were allowed to load a five or six-ton truck at a flat rate. If a motor takes a load of goods from the metropolitan area to, say, Merredin, the goods are conveyed at a flat rate. I believe that if the Railway Department would adopt the same system, they would regain a great deal of the business they have lost during the last few years.

Mr. Willecock: Bring everything down and put nothing up!

Mr. WELLS: At present the Railway Department are losing traffic, and consequently have to put men off. It is simply a matter of business; conditions have to be improved in order that trade may be brought back to the Railway Department. Then things will improve all round.

The Minister for Railways: Of course one cannot take a railway truck into a shop.

Mr. WELLS: I agree.

Mr. McCallum: When farmers want super carried, they go to the Railway Department.

Mr. WELLS: Super, unfortunately, appears to be about the only thing the railways are carrying just now. Another matter I desire to mention is the State trading concerns. It is time the Government of Western Australia got rid of those cumbersome undertakings. Two have been mentioned to-night—the Wyndham Meat Works and the State Shipping Service. I suggest that if the Government are hard up for a few thousand pounds to carry on development work, they might well sell the State hotels, for which they would probably get £80,000 or £100,000 in cash. The State hotels are the only trading concern, perhaps, for which cash could be obtained.

Mr. Coverley: What should the Government do with the meat works?

Mr. Marshall: What about the railways? Why not sell them? They are a failing concern in competition with private enterprise.

Mr. WELLS: There are dozens of people who would put money into private enterprise here, but quite naturally they will not invest their capital in competition with concerns run by the State. Such concerns always have the revenue of the State be-

hind them, the poor taxpayer being called upon to make up any deficiency.

Mr. Marshall: That is quite untrue as regards the aggregate.

Mr. WELLS: If we can get rid of the State trading concerns and abolish this unfair competition, we will get enterprising men to open up industries here that will benefit the State far more than the trading concerns possibly could do. The Minister for Railways perhaps knows more about the State trading concerns than anyone else in this Chamber, and he would probably tell us, as we understand it ourselves, that those concerns were principally started for the purpose of reducing the prices of commodities. To a large extent they have not done that at all.

Mr. Marshall: I suggest that you cannot prove that statement.

Mr. WELLS: What about the State Sawmills?

Mr. Marshall: You make rambling statements, without giving any facts!

Mr. WELLS: There are a lot of ramblers in this House. The State Sawmills joined the combine, and up went the price of timber.

Mr. McCallum: How long have the sawmills been in the combine? You are talking of something about which you do not know the facts.

Mr. Marshall: Yes, try some auctioneering down there!

Mr. WELLS: A man would not make much commission out of it if he put you up!

The Minister for Railways: I suppose that is a rambling statement.

Mr. WELLS: I am a new member, and I am not accustomed to these interjections. I am merely giving my views.

Mr. McCallum: Why do you not get the facts before you speak?

Mr. Marshall: One would think you were selling a lot of little toys in a shop.

Mr. WELLS: I have listened to a number of speakers, and not all of them have confined themselves to facts.

Mr. Wilson: Well, why don't you do so?

Mr. WELLS: If the State trading concerns were done away with, it would give private enterprise a chance to step in and carry on more successfully. As a help out of our present difficulties, I appeal to the people to support, in every possible way, the con-

sumption of local products. The member for Hannans (Mr. Munsie) made reference to the Albany Woollen Mills. The difficulty is not so much on account of the price, but arises from the fact that the Albany lines are not stocked. A couple of months ago I visited some shops in the city for the purpose of having a suit made from Albany cloth. One retailer I spoke to did not have a roll in his shop.

Mr. Wansbrough: You give me your order, and I will have it attended to.

Mr. WELLS: I went to another large shop for the same purpose.

The Minister for Mines: Anyhow you would not be able to get it in Albany.

Mr. Wansbrough: Yes, you would.

The Minister for Railways: No fear.

Mr. WELLS: I went to a warehouse and made the same inquiry. The Albany cloth was stocked, but it was hidden away in an obscure corner. In both the retail shops and the warehouse those I spoke to depreciated the local cloth.

Mr. Wansbrough: And 90 per cent. of the people in Perth are wearing it, but do not know it.

Mr. WELLS: I insisted upon getting it and eventually had a suit made from Albany cloth. I am wearing it now, and it will compare favourably with cloth procured in any other part of the world. As citizens of Western Australia, we should insist upon procuring local commodities, and should see to it that the local retail shops and others have supplies available.

Mr. Munsie: We should not have to pay 17s. 6d. a yard for what is sold at 7s. 3d. per yard at the Albany mill.

Mr. WELLS: I am quite aware of that.

The Minister for Railways: At any rate, the money is kept here.

Mr. WELLS: Western Australians should do their utmost to encourage local industry and wherever possible we should insist on procuring local goods. If we could stem the flow of £10,000,000 that goes out of Western Australia to the Eastern States for the purchase of goods manufactured there, it would do a lot to help the unemployed in our midst. I wish to refer to one or two matters of importance to my electorate. On the borders of the Canning electorate there is the Causeway, and something should be done to effect an improvement there at an early date. I realise that the

construction of a new causeway dovetails in with the large reclamation scheme for the river, and perhaps the time is not opportune to ask for the construction of a new causeway. On the other hand, if the present narrow 3ft. pathway used by pedestrians were to be linked up with the roadway by the removal of the railing, and a small footpath built outrigger-fashion at the side for pedestrians, the Causeway would then be much safer for vehicles and for pedestrians as well. Then there is the Canning Weir upon which some hundreds of pounds were spent in order to prevent the tidal waters spreading over the low-lying land. Under existing conditions the salt water percolates through the weir, and the money spent to date has practically been lost. With the expenditure of a few hundred pounds, I believe the weir could be made watertight and then people who own swamp land for summer cultivation could carry on. Last year a number of people had to vacate their blocks because of the inroads of salt water.

Mr. Sampson: That has spoiled a lot of good land.

Mr. WELLS: Yes, and a few hundred pounds would prevent that. Another matter of importance to the people of the Canning electorate is the provision of a ferry boat on the South Perth service. I understand that new engines were landed just recently and if possible the Government should construct an additional ferry boat necessary for the service.

Mr. J. H. Smith: What, continue State trading!

Mr. WELLS: I would prefer to have the boat built by private enterprise and if the ferries were run privately, I think it would be beneficial to the people, and a better service would be provided. Regarding the position confronting the State in general, there is a silver lining to the cloud. Western Australia is in the happy position of being one of the finest States in the Commonwealth. Her mineral wealth is probably as great to-day as it was 25 or 30 years ago, and if a little money were spent on prospecting in the goldfields areas, new fields might be opened up. Then we have hundreds of thousands of acres of fertile land that has merely to be scratched to burst forth into productivity.

Mr. Wilson: Don't you believe it!

Mr. WELLS: If every section of the community were, for the time being at any rate, to sink all party differences and pull together, we would soon be out of our trouble. The old car of State is resting in the rut, and it behoves each one of us to pull together and lift her on to the road again. If we do that, in a few years we shall be on the high road to prosperity, with work for all and a happy, prosperous people.

On motion by Mr. Sleeman, debate adjourned.

House adjourned at 9.10 p.m.

Legislative Council,

Tuesday, 9th September, 1930.

Questions: State Saw Mills	unsold timber ...	...	...	PAGE
2 Groceries for strikers	...	...	...	304
Address-in-reply, ninth day	...	...	...	304

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

QUESTIONS (2)—STATE SAWMILLS.

Unsold timber and charges paid.

Hon. G. W. MILES asked the Minister for Country Water Supplies: 1, In connection with the State Sawmills, what is the quantity of (a) jarrah in loads; (b) karri in loads unsold and/or on consignment in the United Kingdom, India, Ceylon, New Zealand, South Africa and the Eastern States? 2, What amount has been paid on above in railage charges and freights (a) from mills, (b) harbour trust charges, (c) sea freight, (d) handling charges and duty, if any, at destination? 3, Is it a fact that some timber has been in New Zealand unsold for over two years?

The MINISTER FOR COUNTRY WATER SUPPLIES replied:

(i.) Total consignment stocks—Jarrah, 1,849 loads.
Karri, 1,809 loads.

as under—	Jarrah.	Karri.
1. United Kingdom ...	40	84
2. India ...	...	...
3. Ceylon ...	979	1,177
4. New Zealand ...	...	...
5. South Africa ...	...	...
6. Eastern States ...	830	548
Total ...	1,849	1,809

(ii.)	Railage Freight Mills.	Har- bour Trust Charges.	Sea Freight.	Hand- ling Charges.	Duty.
	£	£	£	£	£
1. United Kingdom	250	37	384	155	...
2. India ...	...	...	...	...	...
3. Ceylon ...	3,156	377	4,312	1,887	651
4. New Zealand	...	...	...	...	...
5. South Africa	...	...	...	...	...
6. Eastern States	1,860	241	3,100	1,206	...
	£5,275	655	7,796	3,248	651
Grand Total	...	...	£17,832	...	...

(iii.) No. Timber to New Zealand is sold f.o.b.

Groceries for Strikers.

Hon. G. W. MILES asked the Minister for Country Water Supplies: 1, Did the State Sawmills' stores at Holyoake supply groceries to men on strike at Port's mill during 1929 and 1930? 2, Did the Minister for Works give instructions that these stores were to be supplied? 3, Has payment been received for these stores?

The MINISTER FOR COUNTRY WATER SUPPLIES replied: 1, No. Stores were supplied to Timber Workers' Union 2, No. 3, Yes, promptly.

ADDRESS-IN-REPLY.

Ninth Day.

Debate resumed from 4th September.

HON. H. SEDDON (North-East) [4.36]: In addressing myself to the motion before the Chair I should like to add my felicitations to you, Sir, on having been granted the high honour of being elected a knight of the Empire, an honour which I think all members of the House will agree with me in saying has fallen to one who well deserves the dignity. Since last session we have had elections, and I wish to extend a welcome to the new members and to congratulate