

Labour appointed a magistrate for the Children's Court he made a wise decision. The member for Forrest (Mr. Holman) said an industrial magistrate should be appointed to handle industrial matters. I go further and say it would be wise if we had a judge sitting on the Criminal Bench who had a knowledge of psychology. Reverting to the present magistrate of the Children's Court, I consider he has done a lot of good, and I congratulate the Government on having appointed him. But he is faced with the difficulty of being unable to send offenders to a suitable place of detention. If a farm settlement were established for the youths who appear before him it would be the best thing that could happen. Pardelup has been a success and I hope the Government will consider establishing a similar farm for the people I have in mind. Some of the orphanages are doing excellent work in this direction. I believe Clontarf is accomplishing much good; boys are taken into the home and changed from potential criminals into good citizens. If we were able to introduce schools or farms of that kind and put in charge the right class of man who could mould the mind of the younger generation and transform criminals into good citizens, what a blessing it would be. It would be far better than putting these young men into gaols where they are able to associate with more mature criminals.

The Premier: You are talking some good stuff now. Keep on with that.

Mr. MANN: I have spoken for longer than I should have done, but I thank members for their patient hearing. I expect we shall in due course hear the views of the Premier on the position of the wheat industry. At any rate we hope to hear from him of any movement that is on foot. We on this side of the House join with the Leader of the Opposition in saying that we will give whatever help that lies in our power; not because we represent the farmers, but because we realise the importance of the industry to the welfare of the State. I take a broad view of this matter, and I think most members are equally broad-minded. That is why we are appealing for help for the industry. Conditions will become terrible indeed if the present state of affairs continues to exist.

On motion by Mrs. Cardell-Oliver, debate adjourned.

*House adjourned at 9.10 p.m.*

## Legislative Council,

*Thursday, 17th August, 1939.*

|   | PAGE |
|---|------|
| Questions: Lotteries Commission, amounts distributed to hospitals | 175  |
| Rural relief, contribution by Federal Government                  | 175  |
| Roads, contribution by Federal Government                         | 175  |
| Address-in-reply, sixth day                                       | 176  |

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

### QUESTION—LOTTERIES COMMISSION.

#### *Amounts Distributed to Hospitals.*

Hon. H. SEDDON asked the Chief Secretary: What was the total amount distributed or allocated to hospitals by the Lotteries Commission during the year ended June, 1939?

The HONORARY MINISTER (for the Chief Secretary) replied: £46,093 14s. 6d.

### QUESTION—RURAL RELIEF.

#### *Contribution by Federal Government.*

Hon. H. SEDDON asked the Chief Secretary: What was the total amount received from the Federal Government for rural relief during the year ended June, 1939?

The HONORARY MINISTER (for the Chief Secretary) replied: The total amount received from the Federal Government for rural relief for the year ended June, 1939, was £300,000.

### QUESTION—ROADS.

#### *Contribution by Federal Government.*

Hon. H. SEDDON asked the Chief Secretary: What was the total amount received from the Federal Government for road work during the year ended June, 1939?

The HONORARY MINISTER (for the Chief Secretary) replied: The total amount received from the Federal Government for road work for the year ended June, 1939, was £805,520.

## ADDRESS-IN-REPLY.

*Sixth Day.*

Debate resumed from the previous day.

**HON. C. H. WITTENOOM** (South-East) [4.37]: I should like to preface my remarks by congratulating Labour upon having been returned to office, having in mind particularly our friends, the Chief Secretary and the Honorary Minister, who have been closely associated with us for a number of years. Of course, I should prefer to see members of my own political faith occupying the front bench, but in the circumstances I know of none I would rather see in those positions than the Chief Secretary and the Honorary Minister. Labour has been returned to power once more, and in a stronger position than before, but with wheat at 1s. a bushel and wool at a price barely payable, I think the Government will find itself confronted with the difficulties inseparably associated with a bad depression. One of the chief difficulties probably will be to obviate having to place many more people on sustenance. Within reason the Government will receive my support. That Labour's new term of office should be marked by a strike at Fremantle is a rather serious matter, but I hope the dispute will soon be settled. A strike of this kind is the more regrettable at a time when the Government is giving so much attention to the campaign to establish secondary industries.

Dealing with His Excellency's Speech, I wish to refer first of all to the subject of defence. This, of course, is a responsibility of the Commonwealth, but the State must co-operate with the Federal Government as far as possible. Defence entails tremendous expenditure and taxation, and it is the duty of the State Government—this remark may sound strange—to ensure that the expenditure is fairly distributed over the Commonwealth. There are places apart from Sydney and Melbourne that need to be defended. The Western Australian coast has important ports and inlets right on the ocean route to Europe, and they should receive consideration. I mention this matter because, so far as we can judge from our reading, the Commonwealth Government is not paying much attention to the defence needs of the North West coast. We are told of Japanese sampans and other vessels poaching within the three-mile limit, and

we hear of Japanese crews landing where they like and spreading disease and immorality amongst the aborigines. The State Government has requested the Federal authorities to place a small patrol boat on the coast, but so far they have declined to do so.

Mr. Hawke's efforts are directed towards promoting the industrial development of Western Australia, with the idea of bringing additional population here. To my way of thinking, the Minister for Labour is to be commended. I have had some association with the hon. gentleman, and am confident that he is the right man in the right place. If it is possible to induce Eastern States business people to come here, he is the man to do it. Last year's Bill dealing with this subject met with little support here. I thought the measure a good one, and regret that it did not meet with the approval of members of this Chamber.

Hon. H. V. Piesse: It meant paying 12 men instead of one.

Hon. C. H. WITTENOOM: That was a matter which could easily have been amended in Committee. I repeat, the Bill was not given a fair deal in this Chamber. Mr. Hawke is extremely keen on the subject of the industrial development of Western Australia, and I hope he will succeed in inducing some Eastern States business people to start operations here. Still, the Government will have to be discreet, as otherwise it will bring over here industries which will prove harmful to established local manufactures which have pioneered in Western Australia. To get large-scale enterprises going one must have a big turnover. That is attainable in Eastern Australia, where the population is large; but the position here, with only 460,000 people, is vastly different. That was the experience of the Albany Woollen Mills, which received orders from the Eastern States, including Queensland. Those orders were for large numbers of pieces, whereas local orders were for comparatively few pieces. It is far cheaper to produce large orders than small ones, and this will be one of the difficulties of local industry.

Under the heading of "Pastoral" the Speech says—

The pastoral areas, excepting isolated localities, have enjoyed beneficial rains.

That statement, I regret to say, is entirely wrong. When one gets above the Mullewa-Cue railway line a few miles, one finds the

country in very bad condition, having had only a small rainfall. In that respect a large portion of the State is still experiencing bad times. I refer to a great part of the Lower Murchison and the whole of the Upper Murchison, a considerable portion of the Ashburton, and also the Gascoyne. These admittedly comprise a large area. I draw attention to the facts so that members may still be ready to assist pastoralists. Perhaps I may mention that I myself have been one of the worst sufferers. This year my station has had 10 inches of rain, but it came too late—in the early part of July, whereas it was wanted in May. I say on behalf of distressed pastoralists, some of whom have lost great numbers of sheep while others have lost fewer, that we appreciate highly what the Government has done for us. In bad cases it has remitted the whole of the rent. In cases not so bad, portion of the rent has been remitted. On the average Murchison station of say 400,000 acres the rent would amount to from £450 to £600, dependent on proximity to railway and quality of country. To have say £500 remitted when no profit is being made amounts to a big consideration, and is highly appreciated by the pastoralists. Again, freights on fodder for starving stock have been reduced by the Government; and some stations have taken hundreds of tons of fodder. The freight on stock for agistment has also been reduced, and the same remark applies to sheep for restocking stations. In the latter case the State has made a reduction of 25 per cent.

Hon. A. Thomson: That is helpful.

Hon. C. H. WITTENOOM: Extremely helpful. As a result of drought, one station of 400,000 acres has only about 3,000 sheep left out of, say, 25,000. Accordingly the owner is faced with two alternatives. One is to try to breed up; and he must reach a total of 9,000 or 10,000 sheep before he can get enough wool to pay working expenses, let alone interest; and another drought may come before he gets there. Either he must breed up, or he must buy ewes from the stock agents. High prices have to be paid for ewes.

Hon. A. Thomson: What is the price?

Hon. C. H. WITTENOOM: About 23s. in wool. To add 3s. on to 22s. or 23s. means a heavy burden.

Hon. H. V. Piesse: What is the average price that you pay?

Hon. C. H. WITTENOOM: I have been buying ewes since last December, and have been paying approximately £1 per head. As regards the price of wool, the owner of a station fairly well stocked with 10,000 or 12,000 or even more sheep, and able to sell a few wethers, will probably find it payable. On the other hand, high charges, taxes and other disabilities make it hard to work an average farm profitably at present prices of wool. Undoubtedly the sale of surplus sheep helps considerably. Our system of selling wool is bad, and there seems little prospect of any alteration.

Still referring to "Pastoral," as one who is largely interested in the fat-lamb industry, being both a promoter and a director of the Albany Freezing Works, I am glad the Government is able to say that it has provided a further amount to assist that industry generally. That is so. The Government has assisted the W.A. Meat Works and the Albany Freezing Works and has issued a permit to the Anchorage Butchers to kill 1,000 lambs a week. The W.A. Meat Works will probably kill 450,000 lambs; the Albany Freezing Works 80,000—perhaps a few less—and the Anchorage Butchers 15,000, which is a big increase on the number for last year.

Another pleasing feature is that the Government has not made any attempt to centralise the industry. It has done everything possible to assist this new industry in Albany, and such action has resulted in the opening up of thousands of acres in the Great Southern and the lower South-West districts. Those acres have been put under pasture for the production of fat lambs, and there is a market in the vicinity. But despite all this progress, that part of the State is not being developed as rapidly as it might be, particularly that portion of the Great Southern in which I live. When we take into account the excellent rainfall, the equable climate and the proximity of a port and the market, the question arises whether the attractions of Western Australia, as a place for settlement, are being advertised sufficiently in the Eastern States. We see very few visitors from the Eastern States in our part of Western Australia, and very few settle there. Surely there are many people with capital in the Eastern States who, if they knew of the advantages of the Great Southern and

South-West districts, would settle there. The following is an extract from a letter from Mr. V. H. Day, manager of Dalgety & Co., Ltd., Sydney—

As an indication of the demand for land by men with relatively small capital, it may be interesting for you to know that in connection with a recent ballot just over the Queensland border, near Goondiwindi, there were 3,775 applicants for 10,500 acres of land, from all parts of the Commonwealth, an applicant having to show that he was possessed of capital or assets to the extent of approximately £1,000 to take it up. The deposits covering all the applications amounted to over £1,000,000, and the applicants were estimated to have an aggregate capital or financial backing to the extent of approximately £4,000,000.

Hon. L. Craig: That happened three or four years ago.

Hon. C. H. WITTENOOM: I received this letter three or four months ago, prior to the election.

Hon. L. Craig: I think that happened a considerable time ago.

Hon. C. H. WITTENOOM: Quite likely.

Hon. L. Craig: Three or four years ago, I think.

Hon. C. H. WITTENOOM: But there must be people on the look-out for good farm lands, and some of them ought to be attracted here. The Government should bring out an attractive booklet showing, with coloured plans, what vacant land is available, its price, how it can be purchased, the cost of clearing, the cost of putting the land under pasture, its distance from railways, schools, etc., and be able to show a similar type of land that has been improved and give particulars of its productivity. The Albany Freezing Works distributed two booklets, but I am afraid they did not meet with much success. We received a number of letters from various people in the Eastern States and also from people outside the State, but that was the only result. If visitors could be shown the land and be given the information which I have suggested, I think some of them could be induced to settle on it. Not long ago, Mr. Thomson, Mr. Piesse and I examined some land that had been cleared by sustenance workers. That was when the Mitchell Government was in power. We were agreeably surprised at the excellence of the land and the amount of feed growing on it. However, it has not been cared for; in fact, it is reverting to its natural state. Certainly, before long, that will be

the position.

Hon. A. Thomson: The sum of £60,000 was spent on clearing that land.

Hon. C. H. WITTENOOM: And that money will be lost if the land is not settled. Cannot the Government evolve some scheme for settlement of this land and so prevent its return to its virgin state?

Hon. H. V. Piesse: Kendenup is only a few miles distant, yet consider its development.

Hon. C. H. WITTENOOM: That is so. The land I refer to is of the same type as the Kendenup land. Perhaps one reason why people will not take it up is because they cannot buy it; it can only be leased, I think for 20 years. It should be placed on the market for sale on reasonable terms. If that were done we would not be throwing away the £60,000 mentioned by Mr. Thomson.

Hon. H. V. Piesse: The purchaser should be able to acquire an area of reasonable size.

Hon. C. H. WITTENOOM: I am quite in accord with what Mr. Piesse says. Having lived for many years in the district, I am convinced a settler would have difficulty in making a reasonable living on a small area.

On the question of wheat, which is most important, I speak with a good deal of feeling, having been engaged in the industry for some years. Wheat is the most important matter that Australia has to deal with to-day, more particularly Western Australia, because a large percentage of our population is interested in the industry, and we have fewer secondary industries. As we know, the Premiers of the States recently met in conference on two occasions in the Eastern States to discuss this matter, but without result. The intention is that they shall meet again on the 28th August; and judging from a report published in the evening paper last night. I am of the opinion that something will take place at this ensuing conference. It is somewhat difficult to understand the view of the Premier of Victoria, and, although others may not share my opinion, I agree with him on one point, that assistance to farmers should not be a State matter at all; it is entirely a Commonwealth matter. Australia is in a state of emergency, and it is for the Federal Government to see us out.

Hon. L. B. Bolton: Where is the Commonwealth to get the money from?

Hon. C. H. WITTENOOM: It must borrow the money. Both the States and the Commonwealth must borrow, and they will have to borrow from the same source.

Hon. L. Craig: The money all comes out of the same purse.

Hon. C. H. WITTENOOM: Yes, of course.

Hon. L. Craig: Do not you think there is an obligation on the State to restrict the production of wheat?

Hon. C. H. WITTENOOM: I quite agree.

Hon. L. Craig: That is a State matter.

Hon. C. H. WITTENOOM: The Federal Government's vicious tariff system is responsible for the farmers being in their present weak financial position to meet this calamity. How can they stand up against an emergency—a calamity—of this sort? The wicked tariff is responsible for the parlous position of our farmers.

Several members interjected.

The PRESIDENT: Order! I must request members not to interject and carry on a conversation with the Hon. Mr. Wittenoom. This makes it very difficult for the hon. member's speech to be reported.

Hon. C. H. WITTENOOM: I was referring to the wheat farms. What they will get, it seems to me, will be in the vicinity of 2s. Perhaps after all the deductions have been made, the sum may be a little more. I am surprised at the Prime Minister having put forward the proposition that he submitted to the conference. A claim has been made for the payment of 4s. but we know that will not be agreed to. Naturally we desire to see some help given and unless that assistance is forthcoming, and farmers are helped to remain on the land, we know what the end will be—Australia will be in a state of bankruptcy. I do not think it will be long before the four countries—Argentina, Canada, the United States and Australia will arrive at an understanding. A suggestion has been advanced that the areas under crop should be reduced. That would be the most difficult thing in the world to do, although it would be better to crop three-fourths of what is being sown to-day and receive 4s. for wheat than to crop the whole of the areas and get only 1s. Farmers must keep on seeding, fallowing and cropping, but they cannot be expected to do so as conditions exist to-day. One sees in the city expensive cars being driven through the streets. I suppose that two-thirds of

those cars are maintained, or partly maintained, directly or indirectly by the primary industries; therefore they should be further taxed to lighten the farmers' burden. I advocate that every possible consideration should be given to the farmers by way of reduction of costs, land rents, fertiliser charges and in fact in every possible way that reductions can be brought about. As we know, the people on the land have to pay to-day for spare parts about four or five times what they were in the habit of paying some years ago. Mr. Piesse last night gave us some instances of the manner in which costs had been increased. At the recent Melbourne conference the Prime Minister submitted a proposal that in the event of the price of wheat rising to 3s. 6d., farmers should be taxed to the extent of 50 per cent. over that 3s. 6d. That would be entirely wrong, bearing in mind the many years of hard work and losses that have been sustained by those in the agricultural areas. It was a most unfair suggestion to advance.

I should like to say a few words about the work being carried out by the Education Department. There is no question about the value of the efforts of that department. Often country members visit the schools and are invited to inspect and talk to the children. As far as we can see they appear to be healthy and strong, but from the reports obtained from medical men and dentists, it would seem that the condition of the children is not quite as it would appear to be. I am pleased to know that the Government is likely to increase its inspection staff and in that way pay more attention to the health of the children. It is pleasing also to know that some attention is to be given to children between two and three years of age and the school age. The work that is being done by the parents and citizens' associations is appreciated by all. These bodies collect money from various sources, and provide many of the children's needs, including supplies of milk, but they find it impossible to finance all the requirements. There are also other charitable organisations in some of the towns, but it is difficult for all of them to keep going to fulfil all the needs. While on the subject of education, it might be mentioned that an important need is a high school for Narragin, but so far as I can see we are not likely to get it for a while, although there

are many children in that district who would avail themselves of the facilities that would be afforded by such an institution. Members are aware that Narrogin is the centre of an important farming district and that there are many children there. The State school also requires a number of improvements.

On the subject of bulk handling, we are still keen, and the objection that was raised to the Government scheme was that it would prove too expensive and that there would be too much Government control. I understand that the Government is making an effort to induce the Commonwealth to join the State in carrying on reclamation work on the foreshore between the two jet-ties. I sincerely hope that that is true, because the depth of water that would be dredged in raising silt for the reclamation would improve the berthing facilities. This work should have been done 20 years ago, when there was a big dredge at Albany, a dredge that carried out work costing £50,000. The silt, instead of being used for the reclamation of the foreshore, was taken out to sea and dumped. That was all wasted effort. With the limited facilities that are offered at the present time, modern vessels will not call at Albany if they can possibly avoid doing so, though some do come in to pick up fat lambs that are exported from that part of the State. Those vessels arrive in the early hours of the morning, and leave in the evening. I have been informed by those in authority that if modern facilities were provided, the vessels could load in a few hours instead of being obliged to remain in port the whole day. The people in Albany have repeatedly asked for a harbour board. An Act was passed as far back as 15 years ago but it has never been proclaimed. We have been able to produce sufficient evidence to justify the appointment of a board, and that evidence still exists. We can produce figures to show that the extent of the trade gives every justification for the constitution of a board and the trade of the port shows a profit. Regarding the Denmark district, there do not appear to be many complaints from there. The people seem to be satisfied, and though they have fewer cows, they are getting an increased quantity of milk, which shows that they possess better stock and are growing better pastures.

Hon. H. V. Piesse: The majority of the holdings there are now occupied.

Hon. C. H. WITTENOOM: That is so. Elder Smith & Co. carry on stock sales there, and those sales are attended by large numbers of people. Albany has in recent months experienced severe floods, worse than it has ever known. The floods completely ruined the potato crops. Efforts that were made to save the potatoes in some of the areas, I regret to say, failed. It is most unfortunate also, because the price of potatoes is very high, no less than £20 a ton being offered in Sydney, and that would represent £18 in Western Australia. The loss to the growers can therefore be imagined. With regard to the railway service, I do not hesitate to say that the rolling stock should be improved, and the time taken to cover the journeys considerably reduced. People find it more comfortable and quicker to travel by car, and they can reach Albany from Perth in five or six hours, compared with 19 hours by train. True, the journey by road is approximately 100 miles shorter than it is by rail. Many ways could be suggested of improving the railway service generally. From Perth to Narrogin a train gives a service on three days a week and on the other three days the journey by Diesel coach is much faster. Sometimes the Diesel coach breaks down and cannot be used. The railways then put on a steam train, which apparently has no trouble in doing the journey in the same time as is taken by the Diesel coach. Why cannot all the trains be run at the speed of a Diesel coach?

I wish to refer to the refreshment rooms along the Great Southern railway. Excellent accommodation is provided at Mount Barker, and the establishment is well-appointed, but no caterer has been installed there for the last two or three months. The train arrives at Mount Barker from Albany at a time when most people want a meal, and arrives from Perth at about breakfast time. The same thing occurs at Wagin, where for some time there has been no refreshment caterer. I do not know whether it is that people will not take over the rooms. The accommodation is not provided for revenue purposes but for the convenience of passengers. If no one will pay to take over the rooms, the Government should invite someone to do so for nothing.

Reference must be made to the Western Australian Woollen Mills, of which I am a promoter and director. No apology is needed from me for bringing up that subject, because much Government money is invested in the mill that it is practically a Government concern. Business is better now than it has been for some time. The undertaking is paying interest on borrowed money and on debentures, and is also providing for depreciation. A small profit has been shown, and that is better than the losses which have, in the past, been sustained. I see no reason why the profit should not increase year by year. Compared with Eastern States establishments, the mill is small, containing as it does only 48 or 50 looms, compared to 200-250 elsewhere. Despite that, we can successfully compete with the Eastern States in several very profitable lines. On the other hand, many kinds of woollen goods come from the Eastern States with which we cannot possibly compete. We wonder how it is they are turned out so cheaply. I hope we shall not have to ask the Government for further financial assistance. The mill employs about 150 hands, and pays approximately £3,500 a week in wages. The orders we get are fairly large. The remark has often been made that the mills should be transferred to Fremantle.

The Honorary Minister: To Jandakot.

Hon. C. H. WITTENOOM: It has been argued that they would then be situated close to other industrial enterprises, that it would be easier to obtain employees, and that the customers would be closer at hand. The important point about the position of woollen mills is the climate and water, and that is especially so in respect to the Albany mills. A world-wide authority recently visited Albany, and confirms the view we have always held that on account of the water and the climate, the mills have been established in the right place. In the early days the Government brought an expert from England. That gentleman visited Collie, Geraldton and other centres, but he was definite about choosing Albany as the place for the mills on account of the climatic conditions and the water.

I regret that the Government intends to bring down another Bill to provide for a reduction in the franchise for the Legislative Council. Time after time efforts have been made to bring that about, and I can

only hope that the new Bill will meet the fate that befell the others.

Hon. G. Fraser: You are condemning it before you see it.

Hon. C. H. WITTENOOM: We know all about it. In my opinion the franchise is already low enough, providing as it does for a vote for a person who is paying as little as 7s. 6d. a week rent.

Hon. J. Nicholson: You are not giving the Government any encouragement to bring down the Bill.

Hon. C. H. WITTENOOM: No. A person cannot get much in the way of a house for 7s. 6d. a week. I have a word or two to say about water supplies. The position at the principal towns along the Great Southern will have to be considered most carefully. I refer particularly to Narrogin, Katanning and other towns.

Hon. H. V. Piesse: And Pingelly.

Hon. C. H. WITTENOOM: Yes. The water supply there is most unsatisfactory.

Hon. H. V. Piesse: It is the world's worst.

Hon. C. H. WITTENOOM: Yes. Some kind of scheme has been started at Narrogin, but the local people wish the Government to regard it as purely temporary. A bitumen covering has been spread over about 50 acres, and so far the results have been satisfactory.

Hon. H. V. Piesse: The Katanning reservoir is now full.

Hon. C. H. WITTENOOM: I want the Government to look upon these schemes merely as temporary until the engineers can find some permanent scheme to cope with the situation. I admit that a more permanent scheme would cost many hundreds of thousands of pounds. I support the motion.

HON. L. B. BOLTON (Metropolitan) [5.22]: For obvious reasons my remarks will be brief. In moving the motion for the adoption of the Address-in-reply, Mr. Fraser said he had a few bricks to hurl at the Government. After listening intently to his remarks, I did not notice that he threw any at all. Therefore, I feel there may be one or two left, and I propose to handle them as carefully as possible.

Hon. G. Fraser: I did not mention that in relation to the Government.

Hon. H. V. Piesse: Perhaps he was throwing bouquets.

Hon. L. B. BOLTON: He said he had a few bricks to throw. He had no time in which to throw many bouquets, and to my knowledge he did not throw any. I congratulate the Government upon securing another lease of life for three years. It has been said, "You cannot fool the people the whole of the time." Evidently the Government has been able to fool the people for three years, and it seems it will have a chance to do so for another term. If I were asked to say why the Government had been returned to office, I could only suggest that it was due to compulsory voting. Without being too unkind, I would say that a large percentage of Government supporters were so disgusted with the result in many directions, prior to the elections, that they would have refrained from voting. Having been forced to vote, they went to the poll and were sufficiently loyal to vote Labour. That is the only excuse I can offer for the Government securing another lease of life.

Hon. G. Fraser: There was another reason, namely the experience of the past three years.

Hon. L. B. BOLTON: Some of the things the Government did during those three years should have put them out of office, not given them a fresh lease of life. I should like to congratulate the Chief Electoral Officer and his staff upon the manner in which they handled the last election. For the first time they were conducting an election under the system of compulsory voting. I heard fewer complaints than I have ever heard in connection with most elections. Undoubtedly the officers did their job well. I would make one or two suggestions. The first is that the Government should amend the electoral law with regard to postal voting so that it may be brought into line with the Federal Act. Every elector should be able to vote at any polling booth on election day. The law should also be amended with regard to people who fail to vote. In this morning's paper I noticed the names of people who had been brought before the police court for failure to vote. The Act should be amended to give the Chief Electoral Officer power to impose a fine when the elector does not provide sufficient excuse for not exercising the franchise.

Hon. H. V. Piesse: That might be done for the second offence.

Hon. L. B. BOLTON: The offence is not criminal. If a person forgets to vote, he

should perhaps be fined for his forgetfulness, but should not be dragged before the police court.

Hon. J. Nicholson: Is not something like that done in America in connection with the traffic laws?

Hon. L. B. BOLTON: It is done under the Federal law. Sometimes the Chief Electoral Officer fines a person half a crown.

Hon. G. Fraser: The person is given an option.

Hon. L. B. BOLTON: Most people elect to pay the half-crown, though of course some will engage a lawyer to defend them.

The next point mentioned in the Lieutenant-Governor's Speech that I shall deal with refers to finance. The Government has indicated its intention to introduce legislation to abolish the financial emergency tax as such and merge it with the income tax. Few of us would disagree with that course, but I sincerely hope that the Government will not adopt the attitude it did last session but will take this House into its confidence, giving us some idea in what direction the additional money is to be raised and an assurance that it will not release a large number from the necessity to pay anything at all towards the cost of the social services provided by the State, particularly in view of the fact that the individuals would represent the section most likely to benefit from those particular services. The suggestion has been made that most of the people who may be so released are supporters of the Government. If the Administration wishes to keep its name clean and to adopt the proper course, I suggest that at least on this occasion the Government should take this House into its confidence, particularly if it wishes the legislation to be passed. If that course is not pursued, I am afraid the Government will experience the same difficulty as it did last session in securing the endorsement of the legislation.

Perhaps the next most important matter from my own point of view, as well as that of the State, relates to our secondary industries, and I propose to deal with that phase somewhat fully. Having been closely allied with the industries of the State for many years, I feel that I can speak on the subject with some little authority. I do not desire to weary the House, but I would remind members that when this Chamber was asked last session to pass the Bureau



of Industry and Economic Research Bill, it refused to do so and rejected the measure. I took a leading part in securing the defeat of the Bill. I did so because I thought it would not serve the best interests of the State and would not achieve what the Government desired. If it could have done so, I and other members thought that the cost of the machinery proposed to be set up to give effect to what the Government wished would be altogether too great. This House, as Mr. Parker suggested yesterday, is to be congratulated upon having made certain suggestions to the Minister during the course of the debate, and we find that in the end those suggestions have been adopted by the Government. I congratulate the Minister for Industrial Development, Hon. A. R. G. Hawke, upon creating a body that I feel convinced may be of some assistance to the industries of this State at a cost much less than was proposed in the legislation before Parliament last session. The Minister has practically followed the advice that we tendered to him last year. The manufacturers of the State also suggested that there should be one paid officer. I am pleased to note that the officer who has been appointed is a local man with engineering qualifications, which should give him at least the right to advise manufacturers on various phases. I notice that a suggestion was made in the Press that the newly-appointed officer should begin by visiting the factories and offering advice where required, with a view to bringing the manufacturers into closer touch with the consumers. If I may be pardoned, I would like to quote to the House a few of the remarks I made last session when speaking on the Bill that we rejected. On that occasion I said—

In order that this State may be developed, the first requirement is that there shall be a closer contact between the manufacturer or the producer and the consumer. We must have greater confidence in ourselves, and there must be a realisation on the part of the people of the necessity to support local industries.

In view of the appointment of the officer to whom I have referred, and the four Government experts, in addition to which we have the advisory committee that has also been set up, I have great hopes for the future. There is one point concerning which I am somewhat afraid, and I cannot altogether support the Minister in his atti-

tude. I certainly support him in his effort to secure the establishment of new industries in Western Australia, but I would prefer that the body set up by the Government should, for the time being at least, devote its main attention to the assistance and development of the secondary industries we already have. There are certainly some that require such assistance. If the Government were to start at home and commence its work by ensuring that the officer appointed to take charge of this work secures the contacts I mentioned in my speech last session, and brings the manufacturer closer to the distributor and the consumer, then some good must result. I had the pleasure of travelling to the Eastern States with the Minister for Industrial Development and the Secretary of the Department of Industrial Development, when they went in quest of new industries for this State. I give the Minister every credit for being sincere in his work. I saw quite a lot of him while he was in Adelaide and Melbourne, during which period I was in close touch with what he was doing. No man could have worked harder or done more along the lines he thought should be followed, but I think the Minister received rather a rude shock from some of the manufacturers in the Eastern States.

Hon. A. Thomson: I am sure he did.

Hon. L. B. BOLTON: The Minister was told, by those manufacturers, as many members of this House have pointed out from time to time, that before we can hope to further develop our industries and secure the investment of more outside capital, we must look to our own industrial laws, the Workers' Compensation Act and, generally, to the conditions applying to labour in Western Australia.

Hon. G. W. Miles: There should be uniformity throughout Australia.

Hon. L. B. BOLTON: I do not know that that would be quite right. That suggests to me that Mr. Miles is in favour of the Federal Arbitration Court only. I am not so sure that I agree with him, because the conditions in the respective States are quite different. I am inclined to think that the position is better as it is to-day.

Hon. C. F. Baxter: Stick to our own industrial legislation.

Hon. L. B. BOLTON: The conditions under which Western Australia is operating

industrially, compared with what obtains in the Eastern States mean that we have no chance whatever of competing in most industries against manufacturers operating on the other side of Australia. We have only to remember the figures quoted by Mr. Baxter during his contribution to the present debate to realise that fact. The hon. member told us what manufacturers in this State have to pay and their obligations under the Workers' Compensation Act compared with the demands of legislation in the other States. He mentioned the difference in the rates applying here and in the East and generally indicated the tremendous handicap imposed upon manufacturers in Western Australia. Quite rightly, he also pointed out, and I am in a position to confirm his remarks, that the manufacturers of the Eastern States deal with a huge volume of business compared with the output of Western Australian concerns, with the result that our trade competitors are better able to instal much more up-to-date machinery than is economically possible here. To ask firms with factories in the Eastern States, who are supplying Western Australia with from 10 to 15 per cent. of their output, to erect branch factories here to cope with local requirements is merely ridiculous.

Hon. J. M. Macfarlane: Absolutely absurd.

Hon. L. B. BOLTON: I fancy the Minister found that out during the course of his visit. The great drawback to manufacturers in this State is the low volume of output required. Until we have a population that can demand an output such as that experienced in the Eastern States, I am sorry to say that I regard it as almost impossible for Western Australia to compete against the secondary industries of the Eastern States. I have been associated with a secondary industry for many years.

Hon. C. F. Baxter: And your father before you.

Hon. L. B. BOLTON: Yes, and my experience in some directions has been almost tragic. Because I have been personally interested, I have always refrained from telling members some of the things that have happened in industry. To-day I propose to tell the House some of the disadvantages that local manufacturers have to encounter in their effort to compete against those operating in the Eastern States.

Hon. H. V. Piesse: It is time everyone knew of them.

Hon. L. B. BOLTON: Yes, and all my sympathies in this direction are with the Minister for Industrial Development because, in many directions, he is not receiving a fair deal from members of his Government. I should indicate in one or two instances sufficient to confirm what I have said. While admitting I feel at a disadvantage in speaking of my own industry, I think I am justified in doing so because that with which I am mostly concerned is possibly one of the greatest secondary industries in the Commonwealth. I refer to the motor industry, which employs a larger number of men than any other section of industry in Australia. In this State, with a population of 460,000 people, our importation of motor bodies manufactured in the Eastern States represented a value of £468,375 for the year ended the 30th June, 1938, and 99 per cent. of the imports came from Victoria and South Australia. Ten years previously the value of such importations was £151,000. Members can appreciate that the value of the imports has increased enormously in the course of that decade, and practically nothing has been done to help that industry.

Hon. J. M. Macfarlane: Rather has it been the other way round.

Hon. L. B. BOLTON: Yes.

Hon. J. M. Macfarlane: What about trolley buses and the Midland workshops?

Hon. L. B. BOLTON: That is one point I wish to touch upon briefly, but I will consider it when I am dealing with the position of our railways and tramways. What I do emphasise at this stage is that until such time as the industrial laws are amended in Western Australia, there is no possible hope of our industries competing with those of the Eastern States. If any advantage is given at all it is always given, so far as my experience shows, to the Eastern States manufactured article. I wish to inform the House just how the industry I represent has been treated, having been asked by members of my association to bring the matter before the notice of this Chamber.

Hon. J. A. Dimmitt: When you say advantage has been given to the Eastern States, by whom do you mean?

Hon. L. B. BOLTON: I will endeavour to explain that. The Traffic Department

and the Transport Board which controls other than Government transport, have generally given the trade an excellent deal. They have mostly been exceedingly fair in their decisions. I desire particularly to pay a tribute to the Transport Board because in every instance that board has done its best in the interests of local manufacturers. The same thing largely applies to the Traffic Department up to the Commissioner. I blame the Minister or the Government in many instances for the present condition of affairs. I wish to make reference to three or four occurrences that I have felt on many occasions should have been brought under the notice of members. Now that Mr. Hawke is attempting to help industries in this State, I desire the Government to prevent the continuance of practices that have obtained in the past. The Minister concerned should at least give the same consideration to locally-made articles as is given to imported commodities.

The first case I would mention is this: An excellent regulation is one that provides that a parlour-coach—and I think most members know what a parlour-coach is—must have a door on either side of each seat. Otherwise there would be no outlet for passengers if the coach overturned on the side where the doors happened to be. There are only two coaches in the State that do not conform to the regulation, and they were built in South Australia. They were constructed for the contractor to the Tourist Department of this State. When they first arrived the trade held up its hands in horror. Members said, "We are not allowed to do this, and these coaches will not be licensed; the authorities cannot license them." However, it is said that in Government circles one man rules all the others. I am not mentioning any names; I do not suppose that is necessary.

Hon. E. H. Angelo: It is not necessary.

Hon. L. B. BOLTON: The coaches were ordered for the contractor. Being required for tourist activities, they had to be licensed, no matter what regulations happened to be in force. They were licensed, and to-day they are the only two vehicles on the road that are allowed to run under such conditions. I definitely support the regulation, and I assert that those coaches have no right to be used at all, and certainly not for tourist traffic for which they

are used day after day. Subsequently permission was sought by the trade for the construction of more coaches of a similar type. Boltons, Ltd., did not seek that permission. As it happened my firm had nothing to do with the matter, because we were not doing work for the particular party concerned. But another firm approached the Traffic Department, and the reply was, "No, certainly not. We could not think of allowing it. The coaches imported from South Australia were licensed because—well, because they had to be licensed."

That is the first story. The Minister and the Government tell us that they are out to assist local industry. There is one local firm—the Swan Portland Cement Co.—that has been responsible for reducing the importation of cement into this State from 80 to 90 per cent. If any company should be encouraged it is that one.

Member: It is making a good profit.

Hon. L. B. BOLTON: Never mind about the profit the company is making. It is employing a number of men. If it were not for that company the Minister for Employment would have a few more men to look after, and he would have a little more worry than he has to-day. However, that is by the way. The company to which I refer desired to place on the road four vehicles to cart limestone from South Fremantle to its works. A regulation provides that the over-all length of a motor truck and a trailer must not exceed 33 feet. That is the maximum length. In order that it might be able to carry a payable load, the company asked that an additional 3 feet—18 inches on each vehicle—should be permitted in respect of the four it was ordering. Not only the firm building the vehicles but the company itself through one of its directors, Mr. Evans, an ex-Commissioner of Railways, saw the Traffic authorities, but the reply to their request was, "Certainly not. We cannot allow one inch extra, let alone 3 feet." The result was that the vehicles had to be constructed according to the regulation. In spite of that, within a few days a vehicle was licensed that was 42 feet over-all, that is 9 feet more than the regulation permitted. Why should there be one law for one party and another law for another party? It is absolutely wrong. I will give another instance.

Hon. H. V. Piesse: For whom was the vehicle licensed?

Hon. L. B. BOLTON: I will tell the member privately. I should like members to appreciate the fact that I am taking a risk in my personal business in making these facts known. I am doing so because I feel that as a man in public life I should take this step.

Members: Hear, hear!

Hon. L. B. BOLTON: Let me give another instance. The Fremantle Tramway Department—and I think the Minister knows of this—wanted to have buses built in lieu of the trams that were running over the Fremantle bridge. The department was approached with a request that permission be given for the buses to be built 2½ inches wider than the regulation permitted. The regulation insists that the width shall be 7 feet 6 inches; the request was that buses should be built with a width of 7 feet 8½ inches, an extra 1¼ inches being provided on each side of the vehicles. That proposal was turned down flat. Efforts were made by the board itself and the firm building the buses but the department refused to allow the width to exceed seven feet six inches. So the plans had to be re-drawn and the buses were built to the width required by the regulation. On the other hand, the Government built trolley buses eight feet wide. But that does not matter. I am not complaining so much about that, but I do complain of the fact that recently a vehicle was imported from Melbourne—a semi-trailer. Most members know what a semi-trailer is, and they are aware that of all vehicles on the road the semi-trailer is probably the most dangerous, because when a corner is turned the front part of the trailer stands out considerably beyond its usual width. I am a firm supporter of the belief that such trucks should not be made too wide. However, when this truck arrived in Fremantle it was eight feet one inch in width, that is, seven inches wider than the regulation permitted. The company was told that there was no hope of obtaining a license for it. The vehicle was imported in April. May and June went by and the company was told that things would soon be all right and a license would be obtained. An application was made to the Traffic Department, which definitely turned it down. The sergeant in control of the measurement of vehicles was sent round to inspect it. He

said, "No; this will never be licensed." The inspector was approached, and he said the same thing. The Commissioner was interviewed, and his reply was in the same vein. He said, "We could not think of licensing this vehicle. It would not be fair. Apart from the fact that it comes from the Eastern States, it is seven inches too wide." But what happened? Early in July a regulation was gazetted giving the Minister power, when he thought fit, to grant a license for any special vehicle to be made any width, and to run over any road in the State, and so this vehicle was licensed. In every instance imported vehicles have been favoured. That is how the Government is helping Mr. Hawke and local industries. Local firms have no possible hope of obtaining any concession whatever.

Hon. J. Cornell: The conduct of the Administration in that respect squares with its attitude to starting-price betting.

Hon. L. B. BOLTON: That attitude is manifested in many directions, but I am dealing with my own industry. I could give members further instances.

Hon. H. V. Piesse: Go on; I can listen for a long while to stories of that kind.

Hon. L. B. BOLTON: Recently a well-known bus company imported four buses from England. The company never worried about the traffic regulation. When the buses arrived it was discovered that they were nine feet high from the ground, whereas the regulation provided that they must be no more than eight feet six inches. The department said, "We cannot license these buses." "We will see about that," said somebody else. "They must be licensed; we cannot send them back to England. We did not know the regulation provided that they should not be more than eight feet six inches high." Once again a regulation was put through, and the Act was altered to permit of these buses being licensed.

Hon. J. Cornell: The Act was not altered.

Hon. L. B. BOLTON: No. I meant to say a regulation was promulgated. I would not seek the disallowance of that regulation, because I definitely favour a height of nine feet. I do not complain that the regulation is wrong.

Hon. A. Thomson: You are drawing a comparison.

Hon. L. B. BOLTON: Yes, I am making a comparison between the help local industries receive as against that given to firms

overseas. I have related three or four instances, and I think members will give me the credit for knowing something of what I am talking about.

Members: Hear, hear!

Hon. L. B. BOLTON: The regulation has been altered to provide for a height of nine feet. I am not saying there is anything wrong with the regulation, but I do say it is wrong for concessions to be given to imported articles, whereas it is almost impossible for local builders to receive any favours. I want to stress the point that I am not blaming the Traffic Department; I blame the Minister. If he acted on the advice of the Commissioner, then the Commissioner must take his share of the blame. Such actions are not likely to help local industries. We have a hard enough fight as it is, and this sort of thing should not be allowed to happen. We know, as Mr. Cornell has said, that such favours are being shown in other directions, but I assert that it is the duty of the Government to put an end to them. This sort of thing cannot be allowed to continue. It is not fair to the Minister for Industrial Development, who is working so hard, and it is not fair to the industry.

Mention has been made of trolley buses. The Government seems to be going the right way to kill industry in this State. I do not propose to tell the story of the contracts for the recent trolley buses, but it would open the eyes of members if I did. However, I am practically sworn not to repeat it. Still, I can say what is going to happen if the Government persists in its suggested policy. Recently a proposal was advanced that the State should control all transport.

Hon. J. M. Macfarlane: That was suggested by the Commissioner of Railways.

Hon. L. B. BOLTON: Yes. He is really aiming at the motor bus traffic. This proposal has had a most serious effect on industry in that at present there is not one order for a bus in any motor building shop in the whole of the metropolitan area. Perhaps on second thoughts I should correct that statement and say there might be one order, but this is the first year for some time when, at this period, there have not been a dozen or more buses on order for private enterprise. Hundreds of thousands of pounds have been invested in the industry, but in view of the statement of the

Commissioner of Railways, private enterprise has not the least idea of what is likely to happen. Owing to this uncertainty, no one would expect those people to expend more money in their businesses.

Hon. J. Nicholson: They have drawn in their horns.

Hon. L. B. BOLTON: Quite so. If those people who are in the State and who understand local conditions will not expand their businesses, what earthly hope have we of inducing overseas or Eastern States capital to come here and establish industries? At every turn the Government seems to be opposing them.

The department that desires to take over the control of the whole of the transport of the State is the Railway Department, which also includes the tramways. Probably members have glanced at the statement of working costs submitted to us during the last few days, but may I point out that the losses for 1939 amounted to £313,226. Segregating that total, I find that the trams and trolley buses last year incurred a loss of no less than £21,816. During the previous four years small profits were shown by the trams and trolley buses as follows:—

|      |    |    |    |    |    |        |
|------|----|----|----|----|----|--------|
| 1935 | .. | .. | .. | .. | .. | £5,700 |
| 1936 | .. | .. | .. | .. | .. | 1,750  |
| 1937 | .. | .. | .. | .. | .. | 690    |
| 1938 | .. | .. | .. | .. | .. | 574    |

Last year, as I have stated, the small profit was converted into a loss of £21,816. These figures indicate that the greater the development undertaken by this department, the greater is the loss. Now the Government tells us that it proposes to continue the building of trolley buses in order to extend the transport system. The Government suggests taking over and controlling all transport. What will happen when that occurs? Cannot members visualise the colossal loss that will result? Private enterprise was giving the public all possible satisfaction; it was paying huge amounts in taxation and in license fees, and thus the Government was getting some revenue from the industry. Not content with that, the Government now tells us of this suggestion to control the whole of the transport services. By actions of this kind the Government is helping almost daily to kill some industry or other, and we have the prospect of another three years of Labour rule!

Under "Public Health" the Speech in a line and a half announces that work is being commenced on the first section of a comprehensive programme for the rebuilding of the Perth Hospital. I fear that a tragedy awaits us there. I wish to make perfectly clear that I am not reflecting in any way upon the Principal Architect, Mr. Clare. In him we have an exceptionally capable officer who is doing excellent work for the Government. Still, I maintain that the Government should secure the best possible advice before proceeding with the erection of the hospital. The best will not be too good for the City of Perth. We are about to build something that will stand for many years after we have passed away—an institution designed to meet the needs of not only the metropolitan area, but also a large percentage of the people in the country districts. Therefore I maintain that we should have the very best advice. I consider it was an insult to sack the Perth Hospital Board as the Government did and then place the institution under the control of three officials. I have no wish to reflect upon those officers, though I shall say that Mr. Huelin, in my opinion, is not the right man to place in charge.

Hon. J. Cornell: I say that, too.

Hon. L. B. BOLTON: I am speaking from experience. As the Minister knows, I have had some experience of hospital administration. For many years I was chairman of the Fremantle Hospital Board, and, although it was a small institution, the experience gained was worth something. The policy of the Government in practically placing the control of the Perth Hospital in the hands of Mr. Huelin is entirely wrong. Another of the trio is the Under Treasurer, Mr. Reid. I have the highest regard for this officer. To my mind he is an exceptionally capable Under Treasurer, but any job that appears to be difficult to fill is pushed on to poor Mr. Reid.

Hon. J. Cornell: It was the same with Dr. Sutton.

Hon. L. B. BOLTON: Yes. The Under Treasurer has altogether too much work to do. He is given jobs here, there and everywhere, and if he does not break down under the weight, the work must suffer. He should be given more time to devote to his duties, particularly those of Under

Treasurer. Mr. Reid is called upon to present the State's case before the Grants Commission, and is given far more work than should be required of any official.

The Speech contains a reference to proposed legislation dealing with apprentices. I am pleased to note that the Government intends to take this matter in hand. When we read that no fewer than 749 lads between the ages of 15 and 17 years applied for 100 positions in the Government railways, we can realise how serious is the outlook for the youth of this State. The apprenticeship system needs to be overhauled, and I hope that the Government will have some satisfactory proposals to submit to us. The Minister for Labour made some remarks about the New South Wales system, but that system has the advantage that it is providing work for hundreds of youths who otherwise would be unemployed. The Government should realise that if they overhauled the industrial laws and the apprenticeship position, gave industry a chance and gave junior labour a chance, it would not be to the detriment of the fully qualified tradesmen. The greater the number of juniors we can employ, the greater the number of adults we can employ. To argue that the result of employing junior labour would be otherwise is ridiculous, and I say that from an experience of 35 years. True, the Minister did quote one instance of the employees being in the proportion of ten juniors to one adult. I would not suggest that the Minister quoted something that was incorrect, but certainly this question should be investigated.

If my suggestion were adopted, industry would be substantially assisted. Under existing conditions we have no hope of succeeding. So far from being a pessimist, I claim to be one of the most optimistic men in the House and my sole desire is to see industry progress. It is to my interest and to the interest of everyone else in the State for that to happen. Unless the Government faces these problems, the progress that it hopes to stimulate will not be realised. This matter should be seriously considered when the question of developing new industries is being investigated. It is all very well to ask Eastern States manufacturers to send capital here, but while conditions continue as at pre-

sent, we shall have no hope of getting new industries established.

On motion by Hon. J. A. Dimmitt, debate adjourned.

*House adjourned at 6.12 p.m.*

## Legislative Assembly,

*Thursday, 17th August, 1939.*

|   | PAGE |
|---|------|
| Question: Railways, sleeper contracts and insurance | 189  |
| Leave of absence                                    | 189  |
| Address-in-reply, seventh day                       | 189  |

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

### QUESTION—RAILWAYS, SLEEPER CONTRACTS AND INSURANCE.

Mr. HOLMAN asked the Minister for Railways: 1, Will he supply—(a) the names of the contractors, (b) the quantities, in connection with contracts entered into with the Railway Department, for the supply of jarrah and/or wandoo sleepers since 1st October, 1938? 2, Can he say whether the persons engaged in the production of such sleepers were covered for workers' compensation? 3, If not, is it the policy of the Government to obtain its supplies of hewn sleepers through individuals who are prepared to engage in this dangerous work without insurance cover? 4, Can he state that, in any future contracts, measures will be taken to ensure that all persons engaged in the fulfilment of such contracts shall be covered for workers' insurance in a similar manner to those engaged in respect of private timber merchants?

The MINISTER FOR RAILWAYS replied: 1 (a) and (b), Hewn wandoo sleepers: Bailey Bros., 1,270; D. O'Connell, junr., 1,829; F. Thompson, 1,000; G. Viner, 2,000;

M. J. Roach, 2,000; E. Reilly and G. Morris, 4,000; F. Weeks & Co., 10,000; A. Shalders, 10,000; J. H. Bennett & Sons, 3,500; F. J. Chapman, 1,143; H. T. Jones, 2,000; H. O. Lloyd, 500; B. Menghini, 2,000; W. P. Scott, 500; L. J. Squires, 1,524; Adelaide Timber Co., 2,150; Millars' Timber and Trading Co., 10,550; F. Ricetti, 250; J. Lawrence and A. Bagley, 3,550; A. Ferrari, 1,000; Worsley Timber Co., 2,540; E. S. Petchell, 1,500; M. Bakotin, 1,500; M. Biocic, 1,500. Sawn wandoo sleepers: Bailey Bros., 1,270; M. M. Hughes & Sons, 3,000; Bunning Bros., 50,000; Adelaide Timber Co., 130; Wandoo & Jarrah, Ltd., 1,500; Coli Sawmills, 25,400; R. Stewart, 1,000; Johnston Bros., 12,700; Shields Bros., 2,540; Millars' Timber & Trading Co., 15,000. Hewn jarrah sleepers: Bailey Bros., 1,270; R. T. Hebb, 3,000; K. A. Larson, 2,000; R. Masters, 889; J. H. Bennett & Sons, 2,000; M. J. Roach, 1,000; F. Weeks & Co., 3,000; Adelaide Timber Co., 580; F. Ricetti, 380; N. G. Johns, 150; Millars' Timber & Trading Co., 2,500; Worsley Timber Co., 630; M. D. Pernich, 500; H. T. Jones, 20; J. Galvin, 1,770. 2, As a condition of contract insurance policy must be submitted where labour is employed. 3 and 4, Answered by No. 2.

### LEAVE OF ABSENCE.

On motion by Mr. Wilson, leave of absence for two weeks granted to Hon. W. D. Johnson (Guildford-Midland) on the ground of urgent private business.

### ADDRESS-IN-REPLY.

*Seventh Day.*

Debate resumed from the previous day.

HON. N. KEENAN (Nedlands) [4.36]: If reiteration of the matter is not boring to you, Mr. Speaker, I should like to join with other members in congratulating you upon your elevation to the high position you hold, the highest the House can confer upon any member. I feel sure that during your occupancy of the office you will preserve the dignity of the House, the rights of members, and all the great traditions associated with your ancient office. My congratulations are also offered to the member for Marchison (Mr. Marshall) upon his induction to the Chairmanship of Com-