

to make an earnest, honest appeal to the Minister for Mines not again to make a display of armed force in connection with industrial troubles, such a display as occurred recently. I make that appeal as one who values human life above all other things on earth, as one who wishes never to see one drop of human blood spilt because of industrial disputes. I do not want anything to occur that will even for one moment involve the possibility of a sacrifice of human life. We want to escape such happenings as we have read of in the old world, where it has now become the practice, as soon as there is industrial trouble, or a big strike, to bring out armed forces on behalf of one side or the other. If we are to escape that kind of thing here, the desire to escape it must not obtain only on one side.

The Minister for Mines: Hear, hear! That is the point.

Mr. McCALLUM: If we do not want those happenings here, it is not sufficient for us who hold responsible positions in the Labour movement, and exercise some influence over the rank and file, to appeal to our followers not to use force. It is no use going to large bodies of men and arguing with them on those lines, if we have the reply hurled back at us, "Look what the other side are doing; they have brought out armed forces; they are prepared to shoot us down; they have even gone so far as to provide field hospitals with nurses to bandage us up after we have been shot down." The position is very delicate and difficult. The attitude adopted in connection with the Esplanade Hotel trouble seemed to me absolutely ridiculous. In the Eastern States it was a laughing-stock. Nevertheless, the position was so critical that the least slip made by, shall I say, some hot-head on either side—

The Minister for Mines: Hear, hear! On either side.

Mr. McCALLUM: The least mistake on either side might have resulted in the lighting of a conflagration as to which it would be beyond the power of any Minister or of any one of us to say where it would end. I know it will be contended that the action taken in connection with the Esplanade Hotel affair was owing to certain threats which had been made. I was out of the State at the time of the trouble, but I have read up the newspaper reports of what occurred. I have consulted with the men in charge, and neither from them, nor from the newspaper reports, can I learn of any threat of any sort having been made until the day when there was that demonstration by the police. I admit that one speech made on that day may be said to have contained a threat. But up to that point I can find no trace of any threat, and all the men who were in authority tell me that no threats whatever were used. If it is asked what I would do in the circumstances, my answer is that if I had been in the Minister's place I would have sent for the men holding re-

sponsible positions in the Labour movement and would have said to them, "It is reported to me, and it is rumoured around the city, that certain happenings are about to take place on such and such a day, and that your side are preparing to do this or that. Now, I want to know from you where you stand in this matter, whether you sanction the proposed action, and what attitude you as responsible men are taking in connection with the trouble."

Mr. Pickering: A very sensible suggestion.

Mr. McCALLUM: The Premier has often enough admitted in this House that every time we have met him we have laid our cards on the table and been perfectly open and frank with him. There is no Minister of the Crown, either in this or in any other Government, with whom I have had business while I was chief executive officer of the Labour movement here, who can quote one instance where I have deceived him or failed to be perfectly candid and frank with him. In my opinion, that is the only way to get through. At the time of the Fremantle trouble, I went to the then Premier's residence and got him out of bed and spoke to him in his pyjamas, telling him I knew what was the position at Fremantle. I took this action in order that the then Premier should know exactly what would occur. It is no use demanding that reason shall prevail on one side only, and that all the force shall be on the other side. We know that men's passions have become intensified. The war has made men abnormal. They are now in quite a different position from that which they were in during former days. The industrial situation requires very careful and skilful handling. I believe that we are facing a difficult problem; but if each one of us makes up his mind to give the best that is in him to the solution of the problem, and to be candid and honest, there is no need for any of us to face the future with any other feeling than that of complete confidence.

Captain CARTER (Leederville) [9.41]: Following upon the lead established by the Leader of the Opposition, and I think I am right in saying the lead given by every previous speaker, I desire to offer my congratulations to the member for West Perth (Mrs. Cowan) on her attainment to the high distinction of being the first lady legislator in the history of Australian politics. I desire also to offer my congratulations to the House on the splendid spirit of amity which appears to prevail. In personally congratulating the Leader of the Opposition upon his excellent speech in this debate, I told him—and I believe every member of the party to which I belong would say this with me—that the hon. gentleman's policy of moderation and straightforwardness is one to which we can all subscribe. I believe that if that policy is to be given a trial, and if we witness cohesion between the party sitting opposite and the Ministerial party, there are

brighter times ahead for Western Australia than have been seen during the past several years. I am also glad to have noted the spirit of fairness in the speech of the hon. member who has just concluded. I congratulate him on that spirit, but I cannot agree with him when he says that his own leader, the Leader of the Opposition, "erred" on the side of fairness. I have yet to learn that one can err on the side of fairness in dealing with matters of such grave import as are coming before this House for discussion during the present session, and as I believe and hope will come forward in every session which we shall enter upon. It is not my intention to make a long speech, and I propose to be bound by that declaration, though I think almost every speaker has begun by proclaiming his intention to refrain from delivering a lengthy oration. In the first place, whilst I shall touch upon the finances, I do not propose to commit the House to the task of listening to a diatribe from me on that subject. Mine is not a discursive criticism, but simply a plea, and a very earnest and honest plea, to the House, and to the Government more especially, for the adoption of businesslike methods. We are faced to-day with a deficit, in round figures, of five millions sterling, which, if we run it out at an ordinary, low rate of interest, represents an outgoing of something like £800 per day. So that every day we have to send out of this State 800 golden sovereigns, or their equivalent, in order to meet the interest which we owe as a State. We speak a great deal about our sinking fund, and take a great pride in it. We declare that our assets are good, and quite equivalent to our financial obligations. But that is not satisfactory in a country such as ours. At all events, it is not as satisfactory as it should be, considering the meagre population which is holding this vast territory with all its limitless possibilities. On this subject again I say that mine is a plea for business acumen and for businesslike methods. We need tight, keen, close-fisted supervision of all expenditure wherever it is, and of whatever nature it may be. I think it was the Leader of the Opposition who said the other evening that something drastic had to be done. I quite agree with that declaration, and I say that something drastic should be done immediately, that the pruning knife should be put in wherever it is necessary, and that the promises made on the hustings by Ministers and every one of their followers, and by the Leader of the Opposition and every one of his followers, should be redeemed, and redeemed at the earliest possible moment. The other day I was speaking with a man who is the managing director of one of the largest business concerns operating in this State, with a turnover of something like three-quarters of a million. He told me that within eight days of the annual balance his management had placed before them, perhaps not an audited, but a truly certified balance sheet, with an es-

timate for the coming year attached thereto. Now, it seems to me that we should inculcate upon our Government departments some of the methods employed by the company referred to. We have a much bigger turnover, but we have a much bigger staff to handle it. We should realise that it is essential that greater efficiency than has been displayed in the past should characterise the Civil Service. The company I have referred to has no overpaid advisory boards, committees, or commissions, or an overpaid salaried staff. Their staff merely comprises hard working, but well paid and competent officers, who are doing their job well. It is necessary in a concern such as the one I have referred to for the employee to be worthy of his hire if he is to retain his position. I am sorry to say that in at least some of the Government departments there seems to be no keen desire on the part of officers to give of their best to the country. There is no evidence of keen efficiency. I am in favour of the appointment of a select committee or a Royal Commission, whichever may be the cheaper and more effective to deal with this subject, to go thoroughly into the question of the Civil Service. One might ask with all sincerity and without any irrelevancy, in the words of the Scriptures: "How long O Lord are we to suffer?" I believe that this State has suffered to a serious extent through the lack of control of our departments, and owing to the unbusinesslike methods adopted. Economy has been the watchword all through the speeches which have so far been delivered throughout this debate. The Leader of the Opposition used that word as his text and preached a very fine sermon. The Premier, in his reply, promised economies and proceeded to show how those economies could be effected. I believe the Premier is sincere in his desire to effect economies and I shall give him my hearty support in his efforts in that direction. I think he is honest when he says that economies are being effected and that they will be continued. I hope too, that the Ministers who are sitting with him in Cabinet will give every assistance to the Premier in his efforts to effect economies. I trust that in their own departments they will see to it that those things which are not useful shall be cut out; and let us proceed with the activities of those departments in a more businesslike manner.

Hon. W. C. Angwin: You will have to let a lot go before you do that.

Capt. CARTER: I am not blaming any Government in particular, for mistakes will happen in the best regulated families. We have heard a lot about what happened in 1916, and of the way the finances were handled up till then. It must be remembered, however, that there has been a war since 1916.

Hon. W. C. Angwin: There was a war on at that time.

Capt. CARTER: That is perfectly true, but it is only recently that we have been feeling the full effects of the war. We felt some of the effects in 1917, 1918, 1919, 1920, but we are feeling them more now.

Hon. W. C. Angwin: We did not have a drought during those years.

Capt. CARTER: In 1916 the people of Western Australia did not know that the war was proceeding. I give the member for North-East Fremantle every credit for what he did during the war period in the interests of not only the State but of the Empire as well. I give him that credit not only for what he himself did, but for what his family did as well. I have a personal knowledge of what that was, but I repeat that in 1916 we as Western Australians did not know there was a war proceeding. We were reaping benefits where other countries were suffering.

Hon. W. C. Angwin: All the timber mills were closed down long before that.

Capt. CARTER: It is only to-day that we realise the full effects of the debacle of 1914. We have in the Premier a man who is an optimist. He has been dubbed an optimist on many occasions and while he is optimistic regarding the future, that is only good so far as it goes. That optimism is of little avail unless it is backed up by practical efforts.

The Minister for Agriculture: It is backed up with practical efforts.

Capt. CARTER: I hope and believe that that is so, and that the Premier will be assisted in his efforts by the Ministers serving with him.

The Minister for Agriculture: I hope so.

Capt. CARTER: O hope the Minister for Agriculture will see that there is an improvement in his department. The fact remains that we are up against a deficit of five million pounds. We have to face the music and should be able to do so with a consolidated front. During the war isolated positions or units which became isolated constituted a danger to the whole front. This lesson of the war may be applied to the financial position of Western Australia, and it points to the necessity for combining to conserve the interests of the State to help to lift us out of our financial troubles. The Leader of the Opposition has given the members sitting behind him a splendid lead. If we present a united front, there is every possibility of finding a way out of our present difficulties. It is essential that every avenue of economy should be availed of. When it is realised that with a population of 330,000 odd people, some 190,000 are living within a 12-mile radius of Parliament House, anyone having a regard for economics will realise the condition of affairs which is bound to arise. The figures I have given are approximate, but they afford me the opportunity of pointing out that our population is out of all proportion to some of our public utilities. The Leader of the Opposition drew attention the other night to the fact that in

Western Australia we have one mile of railway for every 87 persons in the State, whereas in Victoria there is a mile of railway for every 460 persons.

The Minister for Agriculture: We have been opening up the country.

Capt. CARTER: I admit that and I am not running down any particular Government or the developmental policy they pursued. I know that this State is one which has to be developed. The year before last I travelled 8,500 miles by road all over the State and I had an opportunity of seeing the industries of Western Australia first hand. I was impressed by the possibilities ahead of our industries and I hope these will prove beneficial to the country in the course of a comparatively few years. At the same time, one cannot but realise that our railway construction is out of all proportion to our population. I am strongly opposed to any further extensions in connection with our railways until such times as our financial position is more stable. For the same reason I am opposed to any extension of the tramway system as operating in the city of Perth to-day.

Mr. Clydesdale: You were advocating recently an extension in your own electorate.

Capt. CARTER: I have never yet done that. I challenge the hon. member to show where I have advocated an extension of the tramways in my own electorate. I believe there is on foot a proposal which, from a business point of view, could not commend itself to any business concern. In face of the deficit, I content we cannot afford to spend £41,160 in connection with an extension which cannot pay its way for at least two years, or more likely, for five years.

Mr. Clydesdale: It will pay its way from the first month it is opened.

Capt. CARTER: That is merely your statement. It proves nothing.

Hon. W. C. Angwin: The Perth trams are not paying now.

Capt. CARTER: In face of the deficit, the South Perth-Como extension is one which no sane business firm or corporation would consider for one moment. In the first place, it is perhaps the least payable proposition which could be brought forward in connection with our city tramway extensions. The Government are hard up for money and I think they are wrong in proposing such an extension. It has been stated that the extension was approved of by Parliament last session. I have read "Hansard" dealing with this question, and I contend that it proves that the South Perth-Como extension was never mentioned during the discussions in Parliament.

The Minister for Agriculture: The extensions were approved.

Capt. CARTER: They were not approved. I have the copy of "Hansard" with me and I would advise the Minister to read the matter again. The Minister voted against the expenditure under the item: "Tramways, Perth Electric, and Extensions, £87,000."

The Minister for Agriculture: The item was passed.

Capt. CARTER: On the casting vote of the Chairman. The Minister knows it is true that he voted against this extension.

Hon. W. C. Angwin: My vote saved it.

Capt. CARTER: I am surprised to hear that.

Hon. W. C. Angwin: I thought they wanted rolling stock.

The Minister for Agriculture: The item was passed for the extensions and for everything else.

Mr. Angelo: This particular line was never mentioned.

Capt. CARTER: In the metropolitan area we have one of the most highly inefficient systems operating in the Commonwealth. I have looked closely into the question during the last few weeks and I have no hesitation in saying that the termini constitute a positive disgrace. Take the Bulwer Street-North Perth line; there is a double line to within about five chains of the actual terminus. At that point between 8 o'clock and 8.20 in the morning, one can see anything from three to six cars banked up waiting for the car at the terminus to return. From the time the first car is able to go to the terminus and commence the return journey till the fourth car is able to move, is a period of 14 minutes. The time occupied in running from the North Perth terminus to the Barrack Street Jetty is exactly 14 minutes. In other words, the tram loses a trip every time it goes to the terminus. This position has been brought about through the lack of foresight by the department in neglecting to accede to the request of the North Perth people to duplicate the line to the terminus. The same thing applies at the Mount Hawthorn terminus, at the Walcott Street terminus, and at Inglewood, where they have not got even a loop. The same position obtains in a dozen different ways in connection with the system, which is a disgrace to the engineers in charge of that departmental work. Our tracks are a positive menace. I have asked the Minister concerned for the number of accidents and derailments. The department is still going into the figures. I know that at least three accidents have happened on the Beaufort-street line as the result of trams jumping the rails. It is only by good fortune that we have not had a calamitous disaster through tram accidents. Our rolling stock is dirty and the system as a whole is a disgrace. In the second place we have no money for unprofitable investment. While we have to pay £800 in interest every day we cannot put money into prospective concerns. Would any corporation go looking for prospective business such as the South Perth-Como extension when they have such payable concerns as that which the member for Claremont has introduced to the Minister, and that which I mentioned in a letter which I wrote to the Press, namely the extension of the tramline along Cambridge-street. We need that line badly, and we have two or

three times the population of South Perth to be served. Yet I do not believe that we should have any further extensions until our financial position improves. The South Perth-Como scheme will not bear comparison with any of several which I can mention. Any private tramway system would refuse point blank to consider the scheme which the Minister tells us is to be carried out forthwith. I am not sure that it will be carried out forthwith for I think the House will prevent that action. At the next sitting of the House I hope to give notice of motion to that effect. We have no right to spend the money in our pockets simply because it is there. The Minister has told us that the material has been ordered, is arriving, and will deteriorate if it is not used. It is the first time I have heard of steel rails deteriorating. We must think of what we owe before we incur this new expenditure.

Mr. Glydesdale: Then, according to your argument, Perth is to remain dormant.

Capt. CARTER: No, but the railways and tramways of the metropolitan area are altogether out of proportion to our total population, as our metropolitan population is altogether out of proportion economically to the population of the State. Allied closely with the important question of public health is the question of water supply. Metropolitan members have formed a committee irrespective of party, and laid their views before the Premier. The latest information we could get from the Premier was that he had a further report from the engineer, dealing with the extension of the Canning scheme. He says it will take a couple of millions to build that scheme and that two or three years will be required for its completion. That being the estimated cost, I feel that probably the actual cost will be three millions, and the time necessary for the completion of the scheme at least a year longer than is estimated. There is a tremendously urgent need for some efficient scheme of water supply in the metropolitan area; in the higher parts of North Perth people cannot get water until after 11 p.m., and the water when secured is greatly discoloured and is at a temperature half-way along to boiling point. We should eliminate from the various schemes put forward those which are not satisfactory from a practical point of view. During recent years little or nothing has been heard of the proposed extension of the Mundaring scheme. I have here a few figures, and at a later date I hope to go into the matter exhaustively. The goldfields scheme drew from Mundaring in the year 1919-20 854,000,000 gallons. During the same period the quantity used in the metropolitan area, drawn from all sources, was 2,242,000,000 gallons. Thus the total quantity used was 3,000,000,000 gallons. The capacity of the Mundaring Weir is 5,000,000,000 gallons. Allowing for 700,000,000 gallons supplied by the Victoria reservoir and Bickley Brook there is more than two years' supply in the weir. Those figures are taken from annual

reports; they are very striking. Mr. W. C. Reynoldson, engineer for goldfields water supply, reported on the 16th September, 1904, that in his opinion the extension of the Mundaring scheme was the simplest, cheapest, safest, and most efficient proposition that could be put up. On the 23rd October, 1907, he made another report in which, without giving any reasons, he advocated the Canning scheme, forgetting all about the Mundaring scheme. He advocated the building of a tremendously expensive scheme on the Canning. I would impress upon the House the necessity for a vastly improved water supply in the metropolitan area. The condition of our water supply is disgraceful. The Minister will say that we have bores capable of producing millions of gallons daily of excellent water. But in South Australia not very long ago a very excellent bore, of about the same capacity of ours, gave out in a night, and that was the end of it. We have no guarantee that our bores will carry us for a week. Yet we are paying £8,000 per annum in wages for the pumping of that water into our mains. And still we have not an adequate supply in certain localities. The necessity for the establishment of a proper water supply in the metropolitan area is very great. We have heard much of the dear loaf; this has been mentioned chiefly in relation to the wheat pool this year. As a representative of a constituency which produces over 75 per cent. of the milk consumed in the metropolitan area I am vitally interested in the wheat pool, and I am also interested as a representative of the loaf consumer. In the light of the information I have, I do not think that if the wheat pool is to be carried on in the way it has been in the past it is a safe and sound proposition. Members of the Country Party will say that it is indispensable. I reply that we have already had offers from private firms to conduct the wheat business.

The Minister for Agriculture: What firms?

Capt. CARTER: Dreyfus & Co. for one. However, I do not want to jeopardise the interests of one section of the community for the benefit of another. I believe in safeguarding the interests of our primary producers. Still there are anomalies in the administration of the pool which its most ardent supporters will find difficult to explain. I have here an extract from the "Australasian" of the 18th June last. I am going to give these figures, because when on a previous occasion I gave them they were contradicted, and I was promised that they would be contradicted publicly. They have not been publicly contradicted and so I want to give the Minister a chance to contradict them if he can.

The Minister for Agriculture: I will do so.

Capt. CARTER: The Minister said so before. That was a fortnight or three weeks ago. The extract reads—

Importing countries have ceased control of wheat and flour, and every wheat-exporting country in the world, except Russia and Australia, now has a free market. Before pooling, it cost farmers an average of 5d. a bushel—including rail, agent's commission, labour margin for risks and losses, rentals, overhead and every other charge borne by the wheat—to handle the wheat from farmers' waggons in the country to ship's hold. Under pooling, the same service cost an average of 12d. a bushel.

The Minister for Agriculture: It costs 5d. a bushel.

Capt. CARTER: The statement continues—

On the increase of 7d. a bushel, less than 1d. can be ascribed to increased wages for lumping and other charges. An open market will reduce handling expenses to within 1d. a bushel of what it was before pooling. That will save growers 6d. a bushel.

On the question of chartering, one would think that the Commonwealth Government, with all the information and resources at hand, would surely be able to place ships' bottoms for export at something like a fair average price per ton. Listen to what has happened—

In October and November the Australian Wheat Board is reported to have chartered 1,000,000 tons for December to April, loading at from 135s. to 155s. a ton. By December freights were down to 90s. a ton; the January rate was 80s.; February 70s.; March 60s., and April 50s. Present rates are still lower.

They dropped lower than that before they started to rise again.

Notwithstanding cheap tonnage booked since November, the average rate of freight on the 55,000,000 bushels of new season's wheat shipped up to the present is 115s. a ton. Vessels (chartered last November) at 150s. a ton were loading last month alongside of vessels whose charges were 50s. a ton.

I have given the Minister the source of the article and I have read the article to him. I have asked the Minister to refute this statement, but it has never been done publicly.

The Minister for Agriculture: It will be done publicly.

Capt. CARTER: If any business concern, or the wheat pool in particular, has to be saddled with an incubus of 6d. a bushel on its wheat, then it is an unsound proposition. It is no wonder that the dairy farmers in my district are finding it almost impossible to feed their cows on the offal which should be available to them at a cheaper price. There is one question which the member for South Fremantle touched upon and which is of vital interest to this country. That is the amendment of the arbitration law. The hon. member, in the course of his speech, referred to the Whitley council system, and

though he said he was not in favour of it, he went on immediately to propound a scheme which appeared to me to be on all fours with the system he had just previously condemned. I believe in the Whitley system. What I know of it is that it operates in other countries with great credit to itself and benefit to the whole community. There is an opportunity at these round table conferences for an interchange of viewpoints, the community of interest displayed by the employer on the one hand and the employee on the other make for co-operation between the two, and the results have been a decided increase in production. There has been an improvement in working methods and, as the previous speaker mentioned, there has been a utilisation of brains and initiative wherever these have been discovered. There are men in the ranks of the employees who, by reason of their contact with their employers, have been raised to higher positions than they ever held previously. These round table conferences have on the whole been a most effective, cheap, and speedy method of dealing with disputes. They have prevented the strike and they have prevented the lockout. I agree with the hon. member that their chief virtue is that they have not the red tape which attaches to our more formal Court of Arbitration, but I go further and say that they have not the red rag which very often operates when men refuse to come together and be reasonable. If this system could be developed in a greater and more efficient manner in Western Australia—after all it was such a system which dealt finally with the railway strike—then I believe it would make for the better running of the country as a whole. A further matter I wish to touch upon is that of the capitation grant. I was surprised to find that it was not mentioned, especially by speakers on the Opposition side, because there is a very strong possibility that the Commonwealth authorities will make an effort to reduce, if not to finally wipe out, that 25s. per head which is ours to-day. The Premiers' Conference, which was to have dealt with the matter, has been delayed. I do not know whether it is that our Premier is frightened to approach the Premiers of the other States on this matter, or what the reason is, but the fact remains that the 25s. per annum, which comes to us from Customs revenue, has not been touched up to the present, though there is a threat by the Commonwealth authorities to reduce it. If that should happen, it is a simple sum in arithmetic to multiply that by 330,000 to find out what we shall lose. It would be calamitous for this State from a financial point of view. I hope the Government will see that every opportunity is taken to combat this inroad which is threatened upon our financial position. It is not my intention to labour the fact that we are in a peculiar position in regard to the almost total absence of secondary industries. It is a fact which is only too painfully obvious to one who

stands aside and regards the situation. We in Western Australia have a glorious heritage, one of which we should all be proud. We have it in the mineral world and in the cereal world, and we are second to none in other phases of opportunity. The member for Claremont (Mr. J. Thomson) could tell us of the excellent high grade iron ore which may be obtained at Yampi Sound; yet we have no steel works to handle this product. We produce lead and copper and send them out of our State for treatment. We have in our metropolis the cheapest electrical current of any city in Australasia, and where are our secondary industries? They are conspicuous by an almost total absence. Our coastal waters abound with teeming millions of choice fish, and yet fish is a scarce commodity in Perth. It is impossible to place one's hand on a cheap supply because the whole business is in the grip of a ring, and although the Government have made efforts in the past, rather unsavoury in one or two instances, to deal with this matter—

The Minister for Agriculture: Why say unsavoury?

Capt. CARTER: In more ways than one, physically and otherwise. The question has not been satisfactorily dealt with. What can be said of one industry may be said of another. Take, for instance, the woollen mills, which we are told will be established in Western Australia. It is the bounden duty of the Government to assist the consumer and the grower to come together in this matter of the establishment of woollen mills. Let us make that tremendous saving in overhead charges which we have to meet to-day. We have the spectacle of our wool being carted hundreds of miles to the port, loaded in ships, sent thousands of miles across the sea to the Bradford and other mills, brought back again and then sold to us over our own counters with all the overhead charges of railage, freight, manufacture, insurance, commissions galore—there are plenty of middlemen—at the finally enhanced price. I believe that the immediate establishment of such industries would lead to a final and permanent reduction in the cost of living.

Mr. Angelo: Would you ask the Government to start woollen mills?

Capt. CARTER: Let them give every support to those who are now throwing out feelers in connection with the establishment of woollen mills. We have had enough of Government enterprises. The establishment of such an industry would provide employment and training for our youths. At the present time we hear the question, "What are we to do with our youths?" and the answer is flung back in our teeth, "Our youth have practically no secondary industries to engage in." If we are going to support the 190,000 people whom we have in the metropolitan area—and it is economically wrong that there should be such a preponderance of the

population in the metropolitan area—we must take the only truly economic course and see to the establishment of secondary industries. This must be done by every possible means the Government can adopt.

The Minister for Mines: That would result in bringing more people into the metropolitan area.

Capt. CARTER: I do not mind if woollen mills are established amongst our pastoralists. It would be easy to send the youth there for training. I do not wish to have them brought to the city. I am pleading for the establishment of secondary industries and asking the Government to render every assistance to get rid of the incubus of imported goods. We have the raw material in plenty and we have the men to do the work. No finer statement could be delivered than that by the member for South Fremantle this evening—a memorable statement which I believe is true—that the Australian workman is second to none on earth. We have the raw material in plenty and the men in plenty. Why not get to work? Here we are in this august Chamber, sent here to do the work of legislating for the greatest common good, and the greatest common good possible in Western Australia is the inculcation of a desire on the part of the people to promote primary industry and to establish secondary industry to deal with our raw material. We can go from one to another of these industries, fruit canning, paper making, alkali deposits, salt, sugar growing, these and a thousand and one others of which we have not yet touched the fringe. I lived at Mount Barker for a couple of years and saw valuable fruit, windfalls, but jolly good fruit, better than much of that which is often obtained from the shops in Perth, being fed to the pigs because there was no provision for canning, and at that time no possibility of jam-making. Since then an effort in this direction has been made, but not on a scale sufficiently large to encourage the growers to go in for further cultivation. Take Harvey: I think I am right in saying that the fruit-growers there have uprooted whole acres of orange trees simply because they were not paying. Not paying when, in the city at the present time, one has to pay up to 3s. a dozen for oranges!

Mr. Clydesdale: It is on account of the clay that they will not grow.

Capt. CARTER: The position certainly demands most earnest consideration.

The Minister for Agriculture: And is receiving it.

Capt. CARTER: There is room for more action.

The Minister for Agriculture: It is getting action, too.

Capt. CARTER: I hope that is correct. If at any time active work was required, now is the time.

The Minister for Mines: There never was so much attention paid to the establishment

of secondary industries as has been the case during the last 12 months.

Capt. CARTER: I am glad to hear that statement and I hope that action will be taken as well. I hope this House will see that it is taken. I hope this House will assist Ministers in every possible way towards the establishment of secondary industries. Hand in hand with the working of our Railway Department there is that urgent necessity, which faces every young country, for the establishment of main trunk roads, and the upkeep of its roads in general on a good, sound basis. I believe that in this respect we have ahead of us in Western Australia a task which is going to tax not only our enterprise, but also our energies, to handle it in a satisfactory manner. In Victoria there was to be found prior to the year 1912, an aggregation of just about the worst roads in Australasia. During 1912, however, Victoria introduced its Country Roads Act. It was my privilege to attend just recently a lecture delivered by a Perth gentleman who went on a holiday in the Eastern States, taking his car with him. Landing in Adelaide, he toured right through the Eastern States by motor; and he returned by steamer. He was thoughtful enough to prepare a lantern lecture illustrative of his trip; and as a member of the Good Roads Association of Western Australia, he went into the subject most exhaustively, with the specific purpose of showing what was to be found there, good and bad—he showed us both. But, for one thing, he did show us a most wonderful collection of good Victorian roads. He says that the excellence of the Victorian road system—and the Victorian people claim that this is so—is due to the Country Roads Act, and the system of handling roads.

The Minister for Mines: Will you tell us how much Victoria borrowed for the purpose?

Capt. CARTER: I will come to that. New South Wales, Queensland, and South Australia have had under very serious consideration the adoption of a similar Act. Indeed, I believe that Queensland has already adopted the Act, with slight modifications. The measure provides for a board of three—two engineers and a skilled administrator—under the control of a Minister of the Crown. That in itself represents a very great improvement, and certainly augurs well for economy as compared with the scheme propounded here by the Minister for Works, who suggests the establishment of three road districts and the appointment of three boards. The powers of the board under the Victorian Act are, firstly, to decide what roads shall be main roads, and take over the same; secondly, to find out the most suitable materials for road construction and maintenance—a function which seems to me to afford wide scope for activity in Western Australia; thirdly, to put into use the most effective methods of road construction and maintenance; and, fourthly, to determine what deviations are necessary, and what new roads should be laid out or made. The Act safeguards local authorities, who have the

right of appeal. Owners are compensated if their land is injuriously affected, or is taken over by the board.

Hon. W. C. Angwin: But the ratepayers have no say regarding the construction of roads, and the amount of rates thereby necessitated.

Capt. CARTER: I may inform the hon. member that if this Act, a precis only of which I am giving to the House, does not in every detail meet with the approval of the House, we can have something modelled on the Victorian lines. We can improve upon the Victorian Act just as Queensland has done. There is no reason why we should not consider this Act as a skeleton measure to be filled out in accordance with our own views of what is desirable.

Mr. Clydesdale: It gets right back to the fact that we have not the population here to pay the cost. Anyone connected with municipal affairs will tell you that.

Capt. CARTER: The hon. member would apparently prefer to leave in the hands of the Williams Road Board, if there is such a body

Mr. Johnston: There is, and it is a very good roads board.

Capt. CARTER:—the responsibility of deciding how many miles—I am not sure of the mileage, but I believe it is something in the neighbourhood of 100 miles—in its district shall be considered main roads.

Mr. Johnston: More than that.

Capt. CARTER: The member for Canning (Mr. Clydesdale) says it is as sound to leave a condition of affairs such as exists in this State at present, as to attempt something which is better. I say such an attitude is absolutely illogical. We have at the present time a road system which is absolutely rotten, for the simple reason that it is ineffective, and cannot become effective because it is impossible for members of roads boards, or for roads boards as a whole, to handle the job which is put on them.

Hon. W. C. Angwin: That is only because they cannot get the money.

Capt. CARTER: That amounts to the same thing. They cannot do anything without money. Where are they going to get the money?

Mr. Clydesdale: It is only because there are not sufficient people here to pay the amount of rates that would have to be imposed upon them.

Capt. CARTER: I take it, then, that the hon. member is resigned to his fate and does not want improved methods.

Mr. Clydesdale: Nothing of the sort.

Hon. W. C. Angwin: It is all very well for the member for Leederville to talk, but let him wait until it comes to striking rates; that is the point.

Capt. CARTER: I still have to learn from the interjectors of anything in the present system that savours of virtue. There is absolutely no virtue in the present system, which is utterly ineffective and cannot possibly last

much longer. I should expect consideration of this matter from hon. members who have the interests of our primary producers at heart; and I take it we all have. I am not putting forward my roads proposal from a motorist's or a pleasure-seeker's point of view. I am speaking of the importance of roads from a developmental point of view.

Mr. Clydesdale: Quite right.

Capt. CARTER: Our railways run through an enormous area of country; we are wonderfully well situated in respect of railway communication—from an economic point of view, too well situated. But those railways cannot reach every farm, and we have roads running 30, 40, and 50 miles into farming country which is not tapped by railway construction. Therefore it is our bounden duty to protect the interests of the farmer who is distant 20 or 30 miles or more from a railway. If he has to cart his products over, say, 20 miles of quagmires, miscalled roads, he is not being given a chance. It is up to the House to consider very carefully the lines which have been adopted in the Eastern States with so much success. Sufficient should it be for the House at least to consider the matter when I tell hon. members again that Queensland has adopted the Victorian Act and that other States are seriously considering its adoption. It is not necessary for me to go into much further detail on this subject, though I may add that, so far as I can gather from the précis of the Act which I have before me, that it contains stipulations of such a nature as to safeguard the interests of all concerned—the property owner, the board, the Minister controlling the board, and the State as a whole. It is high time that in Western Australia we had roads which would at least give our settlers a chance to handle their products. I speak from experience.

Hon. W. C. Angwin: I agree with you there, but our population is small and we cannot do so much.

Capt. CARTER: But is it not going to be more than it is at the present time? If we set out to make all our roads good at the one time, the task is going to prove painfully impossible. But if we set out on a policy of gradual but sure improvement, we shall have a chance of achieving success under a system which has already proved itself to be a thoroughly sound and satisfactory one from every other point of view.

Mr. Clydesdale: Have not the municipal councils and roads boards been trying to do those things?

Capt. CARTER: Yes, but ineffectively.

Mr. Clydesdale: It is very easy to talk like that.

Capt. CARTER: I know the difficulties of the hon. member in his mayoral chair. I would not have them on my mind.

Hon. W. C. Angwin: You have given no time to municipal work, and therefore do not understand it.

Capt. CARTER: I understand it from the point of view of one who reads as he walks.



I do not go about with my eyes closed. I appreciate the situation with which these gentlemen are faced. I recognise that they are facing it courageously, and doing yeoman service. But the point is that they are not rendering effective service. Will the member for Canning (Mr. Clydesdale) tell me that they are doing effective service? Will he say that he is not game to try another scheme which will give effective service?

Mr. Clydesdale: Undoubtedly I am game.

Capt. CARTER: Then I fail to understand the hon. member's objection to my proposal. We cannot afford to neglect the roads any longer. I hope that the Government will take into serious consideration the introduction of a Bill which will comprise the main elements of the Victorian Roads Act which I have outlined. I believe it would be beneficial not from a pleasure-seeker's point of view, but from the point of view of the producer and his children who have to travel over these roads to school. I know the State very thoroughly by road, and I know that the roads can be made a great deal better if effectively handled, at a great deal less cost than members may think. By the appointment of a board such as that outlined under the Victorian Act, there is a possibility of greatly improving our roads. We have had a very pleasant period with congratulations and felicitations since we have met, but we should not allow these feelings to overcome the elements of common sense in practice and reality. We are up against a tough proposition as a State, which, to say the least of it, is a serious one. It is necessary for us to pull together as a House and as a people if we are to do that which is our job. The member for North-East Fremantle (Hon. W. C. Angwin) in the course of his speech said that no body of men liked strikes less than the workers themselves. I agree with that hon. member and I also agree with the member for South Fremantle, when he stated that in Western Australia we have a fine record in connection with the elimination of industrial troubles. At the same time, I plead to members as a whole to use their best endeavours to eliminate that "hot head" element that exists on the Opposition side.

Hon. W. C. Angwin: It exists on your side as well.

Capt. CARTER: I am not saying that it does not exist on the Ministerial side of the House as well, but I trust that it will be possible in the future for sweet reason to obtain between the members of both parties, enabling at least a fair and sane view to be taken of questions that present themselves in this Chamber. It is all very well for a member to say—and everyone of us perhaps have our moments of "hot air"—that it does not matter if a hotel should come down so long as no lives are lost. If we cannot safeguard property, we cannot safeguard lives. The same necessity to protect property holders exists as for the protection of the workers, for we must stand by both. If that loyalty to our

obligations which is our bounden duty, will guide us in our deliberations outside the House—I am speaking particularly to those who wield great influence among the workers and to those on the Ministerial side who carry influence with the employers—I believe that a spirit of amity and reasonableness can be brought to bear upon the affairs of this State. I also believe that Western Australia is in for a better and more happy time. I understand that it is usual for members to state exactly where they stand. I have heard that it is usual for a member to say that he supports the Government and then to criticise the Government, or that he supports the Opposition and then to criticise the Opposition. My position is one that I can describe in one word. My first debate in this House took place on the first day I entered the building when I was charged by another member, who shall be nameless, with the dreadful crime of being a Nationalist. That member said that I had no right to call myself a Nationalist and contended that he was just as good a Nationalist as I was. If that is so, I am very glad. In the case of that particular member, I know that is right, and if each one of us could be a Nationalist in the one and true meaning of the word, there would be a much better feeling of amity amongst us and throughout the State. I believe a Nationalist is a man who will stand up to his obligations and will see to it that his professions are a first charge upon his obligations. He is a man who will see that the redemption of his promises is a first charge upon his energy. I believe that a Nationalist, from a political point of view and an Australian point of view, is a man who is so proud of Australia, of Australian men, and of Australian ideals and aspirations that he makes these things a first call upon his strength. He is a man who will stand four square in upholding law and order and constituted authority. I believe he stands for freedom of speech and thought in politics, in religion and in civil life and in all things that make life worth living. Finally, I believe—perhaps I should have mentioned it first—that he is a man who gives fealty to his Most Gracious Majesty the King. These are my political planks and that is where I stand.

On motion by Mr. Mann, debate adjourned.

*House adjourned at 10.48 p.m.*