

they should help by co-operating among themselves and by furthering any project for the economical handling of their products. On the subject of the development of this State and its natural resources I have had many conversations with the member for Coolgardie (Mr. Lambert), who is absent at the moment. Like him, I consider it a crying shame that the Federal people should have treated us as they have done over the Forest Products Laboratory. In this House I frequently asked Mr. Seaddan whether the Federal people were trying to evade their responsibility as to establishing the Forest Products Laboratory in this State. He airily waved me aside and said everything was all right. We know how all right it is: the Federal people have removed the laboratory to Melbourne. We have in this country much natural wealth which is not being utilised, but which only awaits the advent of the scientist and the chemist to develop it. The things of which I have spoken I have very much at heart, and therefore I have voiced them here. I trust hon. members were interested in what I said. I sincerely hope that the State's financial prospects will improve, and that this Parliament will retain the good humour with which it has started, and that no one will threaten to cross the floor and punch another member's head.

Mr. Corboy: That is all past, now that we have a Labour Government.

Mr. GRIFFITHS: I sincerely hope that the coming harvest will be a big one, because that means everything to the people of this State, whether they be town dwellers or country dwellers, and I am glad that the townsmen are beginning to recognise that such is the case.

Mr. KENNEDY (Greenough) [7.56]: It is gratifying to new members on the Ministerial side of the House to hear the assurances of loyalty to the Ministry given by members of the Opposition. The Government policy being of a thoroughly democratic nature, it is only right that Ministers should receive support all round. A democratic policy means justice and equity to all sections of the people and to all branches of industry, and such a policy will raise the State again to a prosperous condition. I hope later on to be able to commend the Opposition for their practical support of the Government; actions speak, not words. It must be reassuring to the older members on the Ministerial side to learn that the Labour policy is being adopted by the rural electors. Thanks to the preference votes of the Greenough farmers I am here to-night. It is apparent that Western Australia cannot depend on its agricultural production alone; we must also encourage the mining industry, and I am glad that this is promised in the Governor's Speech. In my electorate is a lead mining district which, under adverse conditions, has for many years exported lead in large quantities. At present the Surprise

mine is working at Galena, which is 11 miles distant from the present head of the Ajana railway. The means of transport from the head of the line to the mine are primitive, and that fact is largely crippling the mine. The last Parliament passed an Act authorising a private company to build the necessary railway. That railway was supposed to be up to the standard of our Government railways. However, the company put down an obsolete 2ft. gauge line, which had originally been a tramway on the goldfields. That line is inadequate for the economical transport of ore. The gap to be bridged from Ajana to Galena is only 11 miles. The private company's railway was supposed to be passed by the Railway Department as fit for the transport of passengers and goods. I do not think the line capable of taking the necessary mining machinery and other goods from Ajana, for the heavier goods have to be taken by teams to Galena. Although the financial position of the State is regarded in some quarters as unsound, I claim that this railway extension is warranted. The Railway Department would not entertain for one moment the taking over of the existing line, and the engine that was supposed to haul loads over it is now a derelict at Ajana. In this prosperous mining town, there are over 100 men with their families and they suffer great disabilities regarding water supplies. During the election campaign I noticed on the occasion of my visit that their only means of water supply was by scratching a hole in the bed of the Murchison River, after the fashion of kangaroos. A tank was filled with a bucket and the water was carted in to supply the township. Only after the water has come down the river for many miles is that supply available. Another railway extension that should be seriously considered by the Government is at least a section of the desired Yuna-Mullewa line. Settlers in those outback parts have received advances from the Government and they have been settled on good York gum country, where there is a good rainfall. Those settlers have to cart their produce over distances ranging from 11 to 15 miles to the head of the railway, and that imposes a great hardship upon them. I also request the Government not to be severe in their treatment of I.A.B. clients who have received notices to quit their farms. In the face of adverse conditions those settlers have struggled for many years to make good and the Government should take a lenient view of their position. They were encouraged to go outback, and it is only right to lay part of the blame for their failure on the shoulders of the late Government. Having advanced money to those settlers, it was the duty of the Government to have experienced instructors in the district in order to advise them regarding the best methods of farming to be adopted. Those settlers, not having much capital, endeavoured to get returns quickly and they cleared the light land on their holdings instead of clearing a part of the heavier country. Later, the light land

failed them and unless consideration is extended to those men, those who take over the holdings later on will benefit at the expense of the original occupiers. The Government should also assist the people out-back by reviewing the parcels rates over the railways. At present we are endeavouring to compete against the Commonwealth Government, seeing that packages weighing up to 11 lbs. can be sent by parcel post 60 or 70 per cent. cheaper than the railway rates will allow. They are conveyed in mail bags or parcels and the railways have to carry them and the Commonwealth Government are paid for transmitting them. I have noticed during the busy times of the year many parcels have had to be sent out to meet farmers' requirements, over distances of from 300 to 400 miles, and the charge has been as much as 3s. 6d. and 3s. 9d. This matter has not been brought up by farmers' representatives in the past and I think attention should be given to it.

Mr. Thomson: That matter has been brought up before.

Mr. KENNEDY: Those charges are too heavy, and it would be advisable for the Government to review these parcel rates. Last night great stress was laid on the 44-hour week question. A working week of that duration has been in operation for a considerable period in the railway workshops, and has also been applied for a long time to the men working on the permanent way. In his annual report the Commissioner of Railways states that as much work has been done in the week of 44 hours as was done in the 48-hour week.

Hon. S. W. Munsie: The complaint against the Government means that they are wild because we introduced an extension of the 44-hour week.

Mr. KENNEDY: The work of the permanent way maintenance section of the Railway Department is important, because if the road is not maintained in a satisfactory condition, the railways cannot be run effectively. The men employed upon the maintenance of our railway lines have been enjoying a 44-hour week for a long time, and there has been no increase in the number of men employed, whilst the standard of the permanent way is just as good now as it was when the men worked 48 hours a week. The Press have stated that the extension of the 44-hour week to what they term the running men, including engine-drivers, firemen, guards and signal men, will mean an increase of 25 per cent. in the working costs of the railways. I believe that by the economical working of the railways, the 44-hour week can be worked without any extra expense to the State. I cannot understand why, during December, January, February and March, the railways are taxed to their fullest capacity in carrying wheat to Fremantle and other ports, and for the remaining eight months of the year rolling stock lies idle at unattended sidings. The distribution of the transport of wheat throughout the whole

year would mean that the railways would pay better, and if it is essential that the wheat shall be carried during the four months mentioned, those requiring that service should be called upon to pay a substantial increase on freight for the benefits conferred upon them. At present the running staff of the railways do not work more than 44 hours a week and do not do so throughout the full year. There should be no occasion for men to work overtime day and night for four months and during the remaining part of the year be kept in their depots for station duty, which is not productive work. All it means is that the men sign on and mooch about as there is no work for them to do. If an inquiry were made concerning the railways, it would be found that my statement is correct. I worked for many years as a guard, and during the last three years I actually worked only from 40 to 44 hours, although I was paid for the full 48 hours. That was not my fault. That demonstrates that the running staff can do the work required of them within 44 hours without extra cost to the State.

Mr. Thomson: That is a strong indictment against the railways.

The Premier: No, it is not. You must remember that these men are guaranteed a full week's work. It is not possible to keep them working full time during the slack season.

Mr. KENNEDY: The Leader of the Opposition stated the other night that an amendment of the Electoral Act was required to prevent 'dumming' in postal votes. I do not know whether the inference to be drawn from that statement was that the Greenough seat was won by means of illegal votes, but I know that it was won legitimately. If it happened that a large number of postal votes were recorded in that electorate, the reason was that at one place 30 or 40 men were engaged at a salt works. Whether by accident or design, no polling booth was provided there, and therefore those men had to vote by post or be disfranchised. On the new dam at Canna a large number of men were employed and no polling booth was provided for them, with the result that they recorded postal votes.

The Premier: I am surprised that the ex-Minister for Agriculture neglected such sure supporters! Men working on dams and salt works always support the National Party!

Mr. KENNEDY: The Act provides that if a person is likely to be seven miles or more away from a polling booth, he can record his postal vote. I became very sick of the whole business regarding postal voting in the Greenough electorate. Barely a week passed from the 25th March, the day I was announced as the representative of that electorate, until the day expired for the lodging of an appeal against the result of the poll, without my hearing that astounding revelations were to be made.

We know that the whole thing fizzled out. Neither directly nor indirectly did I do anything dishonest or obtain any illegal votes on that occasion, and I can assure hon. members that, up to the present time, I have lived as an honest man and will continue to do so whether elected to Parliament or not.

On motion by Mr. Sleeman, debate adjourned.

House adjourned at 8.15 p.m.

Legislative Council,

Tuesday, 5th August, 1924.

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

MOTION—STANDING ORDERS AMENDMENT.

Hon. J. W. KIRWAN (South) [4.35]:
I move—

That it be an instruction to the Standing Orders Committee to consider the advisableness of amending the Standing Orders, especially in view of the alterations made in the Constitution Act, 1889, and the Constitution Acts Amendment Act of 1899 during the session of 1921-22.

This is merely a formal motion, so I do not intend to say any more than a few words necessary to explain its purpose. In the session of 1921 it was considered advisable to alter the Constitution. Prior to that many difficulties had arisen between the two Houses of the Legislature over the interpretation of money Bills. After consultation between the Standing Orders Committees of the two Chambers, in order to make the position plain a Bill was passed through both Houses defining money Bills and also giving a clearer exposition of the relationship between the two Houses. The scope of the amendment was very extensive, probably much more so than members of either House realised at the time. I do not regard the present as a fitting occasion for dealing fully with those amend-

ments, but to those members who wish to understand the nature of the constitutional change that was effected, I recommend Quick and Garran's *Annotated Constitution of Australia*. What was done on that occasion was to repeal two sections of our Constitution and embody in our Constitution the sections of the Commonwealth Constitution dealing with money Bills and the relationship between the two Houses. As a result of that amendment whatever the analogy—if ever any existed—between the Legislative Council and the House of Lords in relation to the other House of the Legislature, it certainly does not exist any longer. The position of the Legislative Council in its relationship to the Assembly now, under our amended Constitution, is identical with the position of the Senate in its relationship to the House of Representatives in respect of money Bills. Therefore on the question of the interpretation of money Bills and the relationship between the two Houses, May's *Parliamentary Practice* has become obsolete, and we have to turn to the recognised interpretation of the Commonwealth Constitution in order to see the true position. That is found in Quick and Garran's *Annotated Constitution of Australia*. In that work it will be seen that the relationship has materially altered as the result of the amendment to our Constitution. And whilst the Constitution was amended by both Houses, no change was effected in our Standing Orders. The result is that our Standing Orders interpreting money Bills is altogether wrong. At present one Standing Order states that included amongst money Bills are Bills for imposing, altering, or repealing any tax, duty or imposition. In the amended Constitution it is provided that a Bill shall not be taken to appropriate revenue or moneys, or to impose taxation, by reason only of its containing provisions for the imposition or appropriation of fines or other pecuniary penalties, or for the demand of payment or appropriation of fees for licenses, or fees for registration or other services under the Bill. So in the very interpretation of a money Bill there is a marked inaccuracy in the Standing Orders as they are at present. The point cropped up only last session. Whilst I was acting as Deputy President the question arose as to whether or not a Bill was in order. Under our Standing Orders the Bill was not in order, but under the amended Constitution it was in order. It is for the purpose of bringing our Standing Orders into conformity with our amended Constitution in respect of money Bills and in other respects that I move this motion. Apart altogether from the all-important question of money Bills, other amendments in the Standing Orders ought to be effected. They are not so much amendments as alterations that do not change the meaning of the Standing Orders. Mr. Lovekin was kind enough to indicate some of these to me, but in addition there are several that I myself have noted in a study of the Standing Orders. In the chapter