

to see whether the Government is compelled to accept the award. It is a domestic matter for the Architects' Institute to see that this sort of thing does not recur. From the point of view of the Government it is a matter for investigation by the Treasurer.

Mr. MAIR (Albury), Colonial Treasurer [4.7], in reply: I will have inquiries made into the matter mentioned by the leader of the Opposition and will also have his remarks referred to my colleague, the Colonial Secretary, so that I may be in a position to supply him with the required information next Tuesday if he asks a question on the subject. I have made a note of some of the comments made by the hon. member for Gordon and will read the full text of his speech in *Hansard*. If necessary, inquiries will be made to see whether there is anything in his suggestion that warrants attention by the Government.

Question resolved in the affirmative.

House adjourned at 4.7 p.m.

## Legislative Council.

Tuesday, 22 November, 1938.

Life, Fire and Marine Insurance (Amendment) Bill—  
Leave of Absence—Appropriation Bill—  
Business of the House (Ministerial Statement)—  
Special Adjournment—Adjournment (Ship-  
building Industry—Industrial Commission—  
Ladies' Hairdressing Colleges).

The ACTING-PRESIDENT took the chair.

The opening Prayer was read.

### LIFE, FIRE AND MARINE INSURANCE (AMENDMENT) BILL.

Royal assent to this bill reported.

### LEAVE OF ABSENCE.

The ACTING-PRESIDENT announced the receipt of a communication from his Excellency the Governor intimating that leave of absence had been granted to the Hon. Sir Samuel Walder for a period of six months from the 11th November, 1938.

### APPROPRIATION BILL.

Bill received from the Legislative Assembly and read a first time.

### BUSINESS OF THE HOUSE.

#### MINISTERIAL STATEMENT.

The Hon. H. M. HAWKINS: I wish to make a brief statement relating to the business of the House. It is proposed to take the Appropriation Bill tomorrow and if the House will, after the second-reading stage, consent to taking the third reading with concurrence, it will be unnecessary for the House to meet on Thursday, and we will adjourn until next Tuesday. I have given that information to hon. members as early as possible. They will appreciate the fact that it is a little difficult to indicate just how business of the House will proceed towards the end of a parliamentary session, but they can rest assured that the Government will, as far as possible, take them into its confidence and indicate what the business is likely to be.

#### SPECIAL ADJOURNMENT.

The Hon. H. M. HAWKINS (Minister for Labour and Industry) [4.38]: I move:

That this House at its rising to-day do adjourn until to-morrow at 5 p.m. sharp.

I am suggesting a time a little later than usual to meet the convenience of some hon. members.

#### ADJOURNMENT.

SHIPBUILDING INDUSTRY—INDUSTRIAL COMMISSION—LADIES' HAIRDRESSING COLLEGES.

Motion (by the Hon. H. M. Hawkins) proposed:

That this House do now adjourn.

The Hon. R. MAHONY [4.39]: I wish to call the attention of the House to the deplorable condition of the shipbuilding and ship repairing industry in this State. This industry provides employment for a large number of skilled men, but within the last month there have been wholesale dismissals of skilled mechanics, engineers, boiler-makers, ironworkers, shipwrights and

other men whose employment is either shipbuilding or ship repairing. In the industrial suburbs the position in this respect is becoming acute, and I bring this matter before the House in the hope that the State Government will ask the Federal Government to step in and assist this most important industry. Sea freight is the cheapest freight of all. This is a large continent, and, to a great extent, it depends on shipping for transport. For defence it is necessary to have a staff of skilled men who are ready and prepared to do this class of work whenever it is required of them. I have been supplied by persons interested with figures relating to the number of men who have recently been dismissed. At Mort's Dock, which finds employment for many men, some employees who have worked there for nearly twenty years have been put off or rationed. Within the last month seventy-three boilermakers have been put off.

The Hon. H. M. WRAGGE: For what reason?

The Hon. R. MAHONY: I do not know, but I am trying to find out. Twenty engineers, seven metal workers and 163 ironworkers, who are semi-skilled men, as well as many labourers have also lost their employment at Mort's Dock. I have been informed by the secretary of the Shipwrights' Union, members of which are employed chiefly on shipbuilding and ship repairing, that 100 of them are to-day walking the streets of Sydney seeking employment. It is a sorry state of affairs that in a country like this so many skilled men are seeking employment. The position at Cockatoo Dock is not quite so serious. Some work is being done there for the Commonwealth Government, but if an impetus were given to that work many of the unemployed to whom I have referred, might be absorbed. At Cockatoo Dock thirty engineers, eight boilermakers, some plumbers and sheet metal workers, and a very large number of ironworkers have been put off just when the festive season is approaching. If the

State Government cannot find them employment, it should ask the Federal Government to do so. I do not think the State Government has a very wide scope for the employment of these men outside the Maritime Services Board, but it could do something by advancing the repair period of the fleet controlled by that board. I do not know whether the vessels are repaired every six or twelve months, but whatever the period, it could be advanced a few months, thus assisting to give employment to those who are now walking the streets.

I ask the Minister to impress on the Government the urgency of this problem. There is talk about bringing out migrants, and about the shortage of skilled men. Within the last three or four months the manager of one company announced that only those were unemployed who were incompetent or did not want work, but the fact is that there are at least 400 skilled men unemployed who are ready and willing to work. That figure was given to me by officials of the unions concerned. They asked me to bring the matter before Parliament so that something might be done to alleviate the distress which the unemployed are now experiencing.

The Hon. Lt.-Colonel PLAYFAIR: Is it possible that they were thrown out of work by the lengthy engineers' strike?

The Hon. R. MAHONY: This has nothing whatever to do with the engineers' dispute, which ended months ago. The men were put off subsequently and there was no dispute as regards the seventy-three boilermakers. Work could be found for quite a number of them and their assistants in the manufacture of pipes for water services and sewerage, and other work of a similar nature. At Walsh Island some years ago, miles of piping were made for the Chichester water scheme, giving employment to many men in the metal trades. Some such work might now be found for them by the State Government. I ask the Minister to see if the Government cannot do something to solve this problem.

The Hon. C. TANNOCK [4.46]: I also desire to emphasise the serious economic position that is confronting us

with regard to general trade. We are fast approaching the state of economic suicide that existed in 1932. If we are not careful we shall be in that position again. It is an economic contradiction that able-bodied men should be put in the category of the old horses that walk the parks, merely because they have been displaced through mechanisation, or because the firms which previously employed them have lost contracts. I appreciate the endeavours made by the Premier to obtain the consent of the Loan Council to a large allocation of loan money for New South Wales. Any assistance that we can give to the Premier to bring pressure to bear in that direction we will willingly give.

I also appreciate the attempts made by those in control of the railways and the Metropolitan Water, Sewerage and Drainage Board to provide work. Naturally the activities of those bodies are restricted by the amount of money available. The Commissioner for Railways is unable to call the volume of tenders for rolling-stock that he formerly did, because he has not sufficient money at his disposal. The Metropolitan Water, Sewerage and Drainage Board has gone in for an expensive scheme of water reticulation in connection with the Warragamba Dam, but there are other avenues of employment. When money is appropriated for the manufacture of steel pipes it cannot be used in other directions. The Metropolitan Water, Sewerage and Drainage Board must realise that there is other work that must be done in foundries and in steel-working shops that affects the metal trades. The Warragamba scheme, which covers a period of three years, will provide a great deal of work, but that scheme is being held up. Consultation should take place as early as possible between the Department of Main Roads, the Department of Public Works and other authorities, to decide what can be done to provide work for men who are now being displaced in industry. The only off-set to a depression is a vigorous programme of public works. The only authorities that

can initiate that vigorous public works policy are the State and Federal Governments. If the State considers that the Commonwealth, through the Commonwealth Bank Board or the Loan Council, is not making adequate provision for the purpose, there are ways and means of forcing the issue. If millions of pounds can be found for armaments to destroy human life and wreck cities, money can also be found to provide work for flesh and blood.

The Hon. D. GRANT: It is easier to get men to join the army if they are out of work than if they are in employment!

The Hon. C. TANNOCK: At the moment I am not concerned with that aspect. I bring this matter under the notice of the Minister so that he may inform the Commonwealth of the seriousness of the position. I fail to see why provision cannot be made for workers in industry who have been displaced. In order to conserve shipbuilding in Australia, the metal trades unions were obliged recently to adopt the drastic attitude that after 31st December next they would refuse to repair ships that had been constructed overseas. As Governments of other countries have subsidised the shipbuilding industry, I see no reason why the Commonwealth should not do so. Workers and their families should receive consideration before money is spent upon armaments for the destruction of civilisation. The unions, the Federal and State Governments and the financial institutions should collaborate to devise ways and means for providing employment for workers in industry who have been displaced. That work in a number of industries should be gradually petering out is a crime and a shame. In a young country such as Australia, whose very fringes have not yet been fully developed, thousands of men should not be walking the streets, standing on street corners, or sitting in parks without work. The situation calls aloud to heaven for attention, and the Government will be condemned

unless it tackles the problem. I appreciate the action of the Premier, as reported in the press, to attempt to persuade the Commonwealth to provide a larger allocation of loan money for the State, and if any assistance is required from the unions, hon. members can depend that the boilermakers, ironworkers, and other trades will see that justice is done to the unfortunate class who have been displaced.

The Hon. R. A. KING [4.55]: I do not desire to enter into a discussion of the whole ramifications of unemployment. The Hon. Mr. Mahony has drawn attention to the situation on the waterfront, with special reference to the shipbuilding industry, and the blame for that deplorable state of affairs can possibly be laid at the door of those companies that place orders abroad. Even the Port Jackson and Manly Steamship Company Limited, despite its patriotism, has continually placed overseas its orders for new ferries. As Australia has produced two of the finest ships of their class that have been constructed not only in the British Empire but in the world, such a state of affairs is lamentable. At one stage a large number of men were imported from England for the purpose of establishing the shipbuilding industry in Australia. Within a short space the industry was virtually closed down and the men who were enticed to come here with a guarantee of continuity of employment for a number of years were suddenly dismissed. As skilled employees, they were lost to the nation. The same unfortunate thing has happened in connection with the shipbuilding yard at Newcastle.

The Commonwealth Government should realise its responsibility to the nation and take appropriate action against shipping companies that persist in sending overseas for small vessels. It is not as if Australia lacked the skilled labour or material for that class of work. Only recently, a small cruiser for defence purposes was constructed here. Loud and long are the cries from the Commonwealth Government that we should prepare to defend our country

adequately. As the Hon. Mr. Grant implied by interjection, if individuals are to be thrown out of employment through the inertia of the Government, how can we expect them to respond in a national crisis to maintain the condition that has relegated them to the industrial scrapheap? The construction of another small ship at Mort's Dock or Cockatoo Island would give employment over a period to many men. According to my latest information, the metal quarries are calling for tenders for the construction of a small vessel. Such a craft could well be built here. Dorman, Long and Company, the great engineering firm which constructed the Sydney Harbour Bridge, placed its order here for the boat which it required to transport necessary materials from its quarries on the South Coast. That firm was patriotic enough to have its ship built in the country which accepted its tender for the construction of the bridge. If the Government allows the ship-building industry to languish, after an effort was made to rehabilitate it, thousands of men will be thrown out of work. The Port Jackson and Manly Steamship Company Limited, for instance, has no excuse for ordering its vessels abroad, because our docks have produced a ship unsurpassed by any of its class constructed overseas.

I take this opportunity to ventilate my grievance against the failure of the Federal Government to stimulate the ship-building industry, and the State should force it to realise that a continuance of such conditions cannot be tolerated. Skilled unionists are being thrown out of employment and their patience is becoming exhausted. As the Federal Government is constantly stressing the necessity for adequate defences, it should realise the inadvisability of depriving skilled engineers, who are the mainspring of defence, of employment. Conditions are so serious that at present many young men cannot be apprenticed to various trades. The Government should shoulder its responsibility to see that interstate vessels of 10,000 tons and less are built in Australia.

The Hon. J. M. CONCANNON [5.59]: I have no doubt that the representations of my colleagues to the Minister for Labour and Industry will receive his earnest consideration. Another matter of considerable public importance is the reported proposal of the Government to refer to the Industrial Commission the question of the high cost of foodstuffs. It has been further suggested that the appointment of two judges to that tribunal is imminent and the names mentioned in connection therewith are those of prominent public servants. I have no interest in that particular matter, other than that some time ago the Premier suggested that the determination of the conditions of Crown employees would be delegated to a public service arbitrator. I am glad to see that the suggestion has been dropped from the mind of the Government, and that it is intended that the same rights of industrial arbitration shall be conserved to employees of the Crown as to other employees in industry. I make the suggestion to the Minister that in the question of the determination of the prices of necessary commodities the Government might well be guided by the action of the last Labour Government, in appointing a necessary commodities commission. Judges may be very well because of their academic knowledge and their searching investigations founded on evidence, but the question of fixing the prices of necessary commodities is a matter in which the consumer, at least, should be represented. The women of the community are entitled to representation on any commission for the determination of the prices of necessary commodities, which affect their homes and their families. A question of that nature should not be referred to the Industrial Commission, or to a judge appointed for that purpose, but to a commission which is representative of all sections of the community—the producers, the consumers, and the retailers.

I will make another suggestion to the Minister, which may come within the purview of the Department of Labour and Industry. I see that two public

servants have been mentioned as probable appointees to the Industrial Commission. May I suggest to the Minister that his Government should consult with the organisation of Crown employees, in order to ascertain who would be the most suitable persons for appointment to those positions. The Minister may have a recollection that my colleagues and I have urged consistently in this House that the necessary qualification of being a barrister of five years standing, or a practising solicitor for seven years, should not necessarily be applied in connection with the industrial bench. There are various aspects of jurisdiction which may require that intense training and academic knowledge, but for the purposes of industrial arbitration we need men who have an understanding of human nature. My colleagues and I have frequently had the experience of being up against eminent counsel, because with the money at their disposal the employers can always engage leading counsel in industrial cases. But in industrial arbitration legal training and experience should not be the main qualifications sought for in appointing judges to the Industrial Commission. On this occasion, I suggest that the public service organisations might be asked for their opinion regarding the best appointees for the Industrial Commission. There are in the public service of this State many employees who have taken the necessary qualifying degree; they have been admitted to the Bar, or placed on the roll of solicitors of the Supreme Court. Before these appointments are made, it should be considered whether the necessary human element exists, and in this regard the viewpoint of the Crown employees might be obtained. I hope that the Minister and his Government will consider this matter as one of urgency, and will seek the views of the Crown employees, and possibly of other employee organisations, although the case may not apply to the outside organisations, because more of the Crown employees are the holders of these qualifications.

The Hon. D. GRANT [5.5]: I desire to bring forward another matter which can be more easily solved than either of the previous matters discussed here to-day. Some time ago I brought this matter before the Chamber, prior to the elevation of the Minister to the position he now holds. I did intend to have a word with the Minister to-day, as a matter of courtesy, before rising to mention it in the House, but I was unfortunately detained elsewhere and had not the opportunity to do so. It is in connection with the precarious condition of the hair-dressing profession. I have had no reply to the questions I raised on the previous occasion, and I have since seen certain things in the press which may, or may not, be correct. I should like to know from the Minister what has been done, if anything, in connection with the question I raised, particularly with regard to the ladies' colleges and other innovations that have been introduced to the profession of hairdressing. Is the Minister in a position to give us any information, because I can assure him that since I raised the question some time ago the position has steadily become worse. This is not a matter that concerns the employees alone; it is a question that also concerns the employers. I know that the matters that have been brought before this House by the Hon. Mr. Concannon, the Hon. Mr. Tannock and the Hon. Mr. Mahony are very vital questions. The one that was raised by the Hon. Mr. Mahony and the Hon. Mr. Tannock, in my opinion, has no possibility of being solved under the existing system of production for profit. But this question can be solved, if not entirely, at least partially, and I ask the Minister if anything has been done, and if so, what; or if anything is intended to be done, and if so, what?

The Hon. J. RYAN [5.7]: I desire to associate myself with the views expressed and the appeal made by those hon. members who have referred to the unemployment question. It is particularly disturbing, at this stage, to hear statements such as those made by the Hon. Mr. Mahony and the Hon. Mr. Tannock, that skilled men engaged in the

shipbuilding and iron industry are out of employment. It is particularly disturbing because we were told a few months ago that practically every skilled man could find work if he desired to obtain it. Now, apparently, the scene has changed. Apart from the human appeal involved in this matter there is another phase of the question. To-day the greatest issue before the people of the Commonwealth concerns the defence of Australia and the democratic freedom of this country, and that appeal will be much weakened if, at the time it is made, it can be shown that thousands of skilled men in this country are out of work. I hope the Minister will press the claims made by the Hon. Mr. Mahony and other speakers upon the Cabinet to the utmost, and that he will impress Cabinet with the urgency of putting these pleas before the Federal Government. There is nothing like persistence in these matters—if you take things quietly you do not get anywhere—and I am sure that the Minister in charge of the Department of Labour and Industry will do his best. He is a man who is always open to the human touch involved, and for that reason, and because of the vital matter of defence which is at present before the people, I hope that the utmost pressure will be used in making representations to the Federal Government, and that something will be done.

The Hon. H. M. HAWKINS (Minister for Labour and Industry) [5.9], in reply: I am sure that every hon. member of this House will join in the expression of regret at the statements that have been made by the Hon. Mr. Mahony and other hon. members. Whatever the circumstances may be, and whatever the causes may be, unemployment is one of those things which hits us all, even individually. Whatever reasonable comfort we may have ourselves we always have the feeling that we desire to help others where we can, and I know that hon. members on both sides of this House do go out of their way to assist their fellows in this regard. In regard to one of the representations, I

shall bring the matter before the Minister for Works and Local Government, and in regard to the other I shall certainly urge, through the Premier, consideration of the statements of hon. members, and that strong pressure shall be used in placing them before the Federal Government.

The Hon. J. CULBERT: Is it a fact that there are no jobs at all at the Labour Bureau?

The Hon. H. M. HAWKINS: That is perhaps a rather sweeping statement. There may be no position offering in a particular realm, but that would not apply generally. I shall be glad to check up on that information, and if possible give the hon. member a reply to-morrow.

With regard to the matter referred to by the Hon. Mr. Concannon, I can at this stage only say that newspaper proprietors, like other people, sometimes indulge in a little anticipation. Of course, I would not use the term "kite-flying" in that respect. But if certain names have been mentioned, it has been done without authority. It is within the province and right of anyone to say that he thinks a particular person may be appointed to the Industrial Commission, but I can assure the hon. member that no decision has been arrived at by the Government in that regard. It has not been, nor will it be the policy of this Government in making appointments to consider the political affiliations or leanings of appointees. In making these appointments the Government takes into consideration various factors, including those referred to by the Hon. Mr. Concannon, and I assure him that they will be given every consideration when these appointments are being made.

With regard to the matter mentioned by the Hon. Mr. Grant, the position is that since my assumption of office I have sent for the papers and examined them, but both sections of the industry—the employers and the employees—have asked me to receive a deputation, but not until towards the end of November, because they wish to be united in certain representations. I think that I am to receive a deputation to-morrow. In view of those circumstances, the hon.

member will, I think, absolve me from any desire to cause delay in the matter. I agree that there is a very human problem to be considered from the point of view of both sides in this industry.

Question resolved in the affirmative.

House adjourned at 5.12 p.m.

## Legislative Assembly.

Tuesday, 22 November, 1938.

Petition—Printed Questions and Answers—New Member—Questions without Notice—Ventilation of Chamber—Electrical Installations: Ordinance No. 54B—Burrinjuck and Port Kembla Electricity Construction Bill—Landlord and Tenant (Amendment) Bill—Purchase of Barrooga Estate—Adjournment (Police Administration).

Mr. SPEAKER took the chair.

The opening Prayer was read.

### PETITION.

Mr. JAMES MCGIRR presented a petition from certain unemployed at Bankstown praying that full-time work at award rates, increased dole coupons for those incapable of working, and a rental allowance be granted them.

Petition received.

## PRINTED QUESTIONS AND ANSWERS.

### TAXATION INQUIRIES IN COUNTRY DISTRICTS.

Captain DUNN asked the PREMIER,—Is it a fact (1) That officers of the Taxation Department are scouring the country districts notifying settlers and others to attend on certain days at the local court houses, where an inquisition is conducted into the affairs of those summoned to attend? (2) That, at these investigations, settlers are commanded to produce cheque butts, pass-books and wage records, etc., for periods going back as far as ten years? (3) That these inquisitions are directed mainly against the small landholders and business people, and that large graziers and merchants are rarely summoned to attend