"Australia is essentially a producing country. Public credit has beenneglected for money to build railways and roads and make harbours, in order to facilitate transportation of resources and shipment of products on such an economic basis as will meet all costs and leave the grower, carrier, and trader a margin of profit. This, however, is not a modern practice, and land carriage is the chief arrier in solving the problem of breaking down distance from the point of production and making it accessible. It is true that by multiplying trade routes and keeping them open one is prepared for the public to study and appreciate, since the means of transport provided by this country directly affects their daily lives. The premises of future expansion cannot be fulfilled unless there is a simultaneous growth in railways and harbours of New South Wales. Resources cannot be tapped and production increased unless trade channels are created and then maintained at high rates.

"In their bold policy of transcontinental railways the United States and Canada stand on an entirely different plane for the public interest of Australia, never can be regarded as a self-contained country. Its seaboard cities trade with the world that is being thrown open in all directions, and towards north and east is bound by ribbons of steel to the world.

The Arbiter of Transportation.

"In Central Australia to-day the only means of transportation in the 20th century is the system of (camel trains) which was available in the time when the first Pharaoh was developing Egypt. If a miner in the MacDonnell Ranges wants machinery from Adelaide it is sent in a camel train which is unattended and placed in the station yard to await a camel train. An Arab is the arbiter of transportation in Central Australia. The neglect of geographical outlets in Australia represents a daily enormous loss of lives and property. In any country the total population live in metropolitan areas, and this unhealthy condition is further increased by the concentration of the population—"the pull of city interests"—(faithfully observed by successive Governments and railway companies since the railway was made). Australia the making of railway rates by the railways themselves, would have been distributed and had a general advantage over the type of system which the Commonwealth is reading the white blood into the capital cities (the capital cities pulling all the capital goods) in order to maintain the state’s commerce in a healthy state. The small amount spent on the capital cities has been spent by the Commonwealth in a healthy state. The small amount spent on the capital cities has been spent by the Commonwealth in a healthy state. The small amount spent on the capital cities has been spent by the Commonwealth in a healthy state. The small amount spent on the capital cities has been spent by the Commonwealth in a healthy state.

Economic Importance of Roads.

"There are few things so wasteful as a bad road, as there is no road to a country and its resources of a country and a continuance of the users of it. In the United States 70 per cent of the traffic passes over roads. An effort is also made to use the road to control traffic in order to make for a better thoroughfare. By recent legislation increased power has been invested in the Government Roads and Bridges Department, and it is hoped that by a well planned and a reasonable road in this State will be regained and that good roads when made will be maintained. There is a growing demand in America and Europe for transcontinental transportation and highways connecting States in order to facilitate passenger and goods traffic by motor power. This movement should be encouraged in Australia. "National Highways Commission."

"Some guarantee of uniformity in policy in respect to railway, rivers, and roads may enable the Commonwealth national highways council or commissions should the pressure of other work prevent the interstate commission giving the same supervision. There is scope for Federal State cooperation in providing better roads, doing away with increasing train loads, eliminating curves and grades, and making for scale by a common gauge, standardising equipment, and generally making for economy and efficiency in order that the unit of transportation shall be reduced to a minimum in this land of great distances."

Harbors and Ocean Freight.

"The problem of transportation is by no means solved by the railways and commerce are concerned when the produce has been moved at a minimum cost from the most distant inland point to the seaboar. Oversea carriage is the prime factor to the producer, trader, and country or origin, since all surplus produce over home requirements has to meet worldwide competition. Although at a disadvantage in the master of distance from European consuming centres, Australia has been well served by shipping. Seamen trading to Australia however, have reached the maximum depth of the majority of shipping ports, and freight is more and more being regulated by the carrying capacity in a single bottom, which in turn is governed by draught. When it is remembered that the freight charges against Australian produce exceed every year the interest on the public debt, the importance of these two factors are apparent in the problems of transportation will be better appreciated.

"A ship on a basis basis for Australians can invite comparison with any other producers or traders in the world. Productions from all industries in 1911 reached the total of 138,786,000,000. In 1911 the density of population was 0.86 per inhabitant. Australia's coastal trade—export and imports—equalled 254 17 1/2 per head of population. There is no other reason why Australia should not supply the needs of her own people and then help to keep full the cupboards of other countries. There are vast areas in the Commonwealth of no productive area of land so desperately as by the absence of modern means of carrying to the seacoast.

"Unite."

"Australians should unite in a patriotic effort to inaugurate an era of improved transportation, embarking in increased efficiency in railway management, full use of inland waterways, and a 'good roads' movement. We must encourage the occupation of waste places of the continent, and so multiply production, and add to the volume of trade and commerce. The practical results of such action will not only have a close relationship to trade and commerce and the prosperity of the communities of the country, but they effect national life in all its numerous interest activities. We owe much to the men who so well and truly laid the foundations of our great Commonwealth, but upon this and succeeding generations lies the sacred duty of courageously face the daily obligations of making this continent not only habitable, but the home of a prosperous and healthy people. By such means and such means only will Australia occupy its rightful place as the economic centre of the Western World, and dominating commercial power of southern seas."