

may not find themselves alongside some factory. I hope the commission will take this matter up quickly in order to avoid inconvenience to citizens at a later stage. I have read a report furnished by Dr. Thompson on the conditions of the tramway men who have to cross the Causeway. They drive under unhealthy conditions and the same thing applies to the conductors. For many months of the year the motormen have to stand in water in front of the trams. I hope the Government will give some consideration to this matter and provide the motormen with protection from the elements. I have something to say now concerning the Traffic Act. The motor bus proprietors contribute to the Government and local authorities, at the rate of 30s. per seat, a sum of about £3,000 a year. Recently the Government have curtailed both the railway and tramway services, with the result that a great deal more traffic is now thrown into the hands of the bus and taxi proprietors. The Government have taken the line that as the tramways were showing a loss, they must curtail the service. They are doing the same thing in respect of the railways. The Government, instead of curtailing their own traffic facilities, should have put on additional trams and trains and thus abolished the competition of buses and taxis. But until an Administration is prepared to take a firm stand on lines similar to those adopted in South Australia, our railway and tramway systems will make losses. Recently two trams were available to take about 2,000 people away from the cricket ground. Apparently the Government do not want to carry the traffic; if they did, they would make provision for it. Until they do abolish the opposition of buses and taxis, our railway and tramway systems will never pay. Next I wish to bring under the notice of the Minister for Health the drainage of the Victoria Park school. That school now is a menace to health, and a breeding ground for mosquitoes. In fact, the Minister should be prosecuted for allowing such an unhealthy state of affairs to exist. The children have to play in three or four inches of water, and that certainly is not good for them. The healthier the conditions under which children grow up, the healthier citizens will they become. I am sure the Minister will give the matter his consideration.

The Minister for Lands: I will do so tomorrow.

Mr. RAPHAEL: I thank the Minister. The South Perth, Como and Nedlands tramways are other matters on which I may be permitted to touch. Not often has a bigger crime been committed than that represented by the construction of the Claremont tramline. I appeal to hon. members to ensure that such a crime does not occur again. Before a line is constructed, facts and figures should receive consideration. The larger population awaiting tramway facilities should first receive the desired facilities. A year or 18 months ago the Northam-road was reconstructed. When attempting to drive over it, I noticed it had been pulled up again. I do not know whether the Government are adopting the system which is favoured by the City Council—to put down a road and then dig it up again. Surely the Government could utilise their money in some other direction.

Mr. Angelo: Especially if the road is running parallel to a railway.

Mr. RAPHAEL: Yes. It seems to be the Government's desire to provide facilities for the buses which deprive the railways of revenue. I hope that the few small points I have suggested will receive the impartial consideration of the various Ministers concerned, and that nothing arising out of party politics will preclude those hon. gentlemen from giving Victoria Park a fair hearing and a just deal in respect of the wants I have voiced on behalf of that electorate. I am on the side which I deem to be the right one. I am quite sure the workers' party is the right party, ninety per cent. of Australians being workers and the other ten per cent. loafers. Victoria Park, a new electorate created by the last redistribution, should be given a chance. I hope that as a new member I shall be afforded the opportunity of going to my electors and telling them that although the Nationalists are in power Victoria Park is being given what it deserves, and that the wants of the electorate receive consideration from the party to which their member is opposed.

MR. McLARTY (Murray-Wellington) [9.35]: First of all I desire to add my congratulations to those which have been tendered to you, Sir, on your election as Speaker of this House. I also desire to con-

gratulate the Premier and his Ministers on their attainment of office. Further, I wish to congratulate the member for Boulder on again becoming Leader of the Opposition. Upon the opening of Parliament I greatly appreciated the references made by the Premier and the Leader of the Opposition to the services rendered to this State by my predecessor in the Murray-Wellington seat, Mr. W. J. George. That gentleman certainly had a wonderful record of public service. He was a member of this Chamber for over a quarter of a century, which in itself represents a great honour. And he occupied many positions of responsibility, especially that of Commissioner of Railways.

Mr. Marshall: He caused me many uneasy moments while he was here.

Mr. McLARTY: I feel that Mr. George has set an example which I should endeavour to follow. Turning now to questions which have been discussed, I shall refrain from dealing with industrial matters this evening, since presumably as the session progresses I shall have various opportunities of referring to them. Hon. members have been unable to lay against me any charge of making promises to any particular section of the electors as to what I would do if returned. In point of fact I travelled 100 miles one night in order to address a road gang, but only to find another candidate addressing them. Therefore I had to go there again. After travelling about 160 miles to address those men, I did not get a single vote from them. Possibly that is an indication that I did not make any rash promises. I was certainly interested in the speeches delivered by hon. members opposite, and am inclined to agree with the member for East Perth (Mr. Kenneally) that there is too much talk about depression. I fully realise that we have depression, and I sympathise with the Government because of the serious position they have to handle. I appreciate the difficulties Ministers are up against, and I conscientiously believe that those hon. gentlemen are doing all they possibly can to meet the situation. However, I do not think that continual talking about depression helps us. I agree with the member for East Perth that certain people whom the depression does not affect keep on talking about it. The Government will

not, I hope, be rushed into certain classes of legislation. I have heard suggestions that price-fixing and rent-fixing Bills should be introduced. Such measures may become necessary, but I do not think they are required at present, particularly in the matter of rents, which are adjusting themselves. If one takes notice of Hay-street between William-street and Harvest-terrace, one cannot help being struck by the number of empty shops. The fact of these shops being empty tends of itself to reduce city rents. I know of premises recently vacated by an occupier who paid £10 per week for them, and which remain unlet. I have heard of other cases where shop tenants have been able to remove to new premises at lower rents.

Mr. Angelo: Some owners are reducing rents without any legislation.

Mr. McLARTY: That is so. I desire to congratulate the Government especially on having started what certainly is a reproductive work. I refer to the new development in the Harvey area. On all sides we are told that we must get to work and produce more, must cut down our imports and increase our exports. In that respect the Government have done something thoroughly practical in the Harvey area. I am fully convinced that Harvey will eventually become one of the most prosperous dairying districts in the Commonwealth. When visiting Harvey recently, I saw two tons of butter turned out in one day. There are now about 3,500 acres of irrigated land in the Harvey area, and the new scheme will include about 16,000 acres. Some figures I am about to give will indicate the carrying capacity of the land. On the Uduc area, a repurchased estate of 660 acres, 80 acres of irrigated land carry 340 head of dairy stock. On the Korijekup area, of 2,475 acres, irrigated or irrigable, only two-thirds having been brought into productivity, there are 951 head of dairy stock. The number of settlers on the area is 103. During six months the Harvey district, mostly from the Korijekup area, has yielded £50,000 worth of produce. Some of the land that is being brought under irrigation is even better than the land now producing. Therefore I consider that the wisdom of the Government in going on with the scheme is evident. Harvey has one of the most up-to-date butter factories in the Commonwealth, and possesses other factories as well. Not far from Harvey is the Drakesbrook

area, which affords an illustration of what drainage will do. Hamel, in the Drakesbrook area, was at one time almost a swamp. It was drained, and in a single season there was consigned from Hamel siding £30,000 worth of potatoes. I contend that in proceeding with drainage in this area the Government will be going on with a reproductive work. To-night an hon. member made references to the settlement at Nornalup. I hope that settlement is sound. I have not seen the country, but I do not want the Government to embark on any scheme which presents even the slightest risk of not yielding beneficial results. I entirely agree with the member for Pingelly (Mr. Brown) that, especially in times like these, lands which are adjacent to existing railways, served by good roads, with assured water, and situated within a few hours of the city, should be the first to be developed. The Minister for Lands asked the member for Pingelly where such lands were to be got. I can assure the Minister that there is such land to be had in my district. It is already served by rail, close to main roads and has permanent water supplies. It is equal to any other land I know of, and could easily be brought to a state of production. The Minister will act wisely if he investigates the position to ascertain what land is available. He might inquire from the owners of the unused land whether there is any prospect of its being immediately developed. If he ascertains that such is not the intention, inquiries can be made as to whether the land can be bought. We should know exactly how the position stands, and ascertain whether there is an immediate chance of progress being made in those areas. Apart from the Drakesbrook district, which is eminently suitable for dairying, we have the Murray and Serpentine areas, all of which could be turned into dairying propositions equal to that of Harvey. A question that is causing considerable concern in my electorate is that relating to the control of water courses. Owing to the settlers having embarked upon irrigating their holdings, large volumes of water are being taken from the brooks, and the fortunate settler is he who can obtain his required supplies. As a result, the brooks are being dammed and men in the upper portions are using so much water that in some instances those with holdings towards the lower ends of the brooks cannot get enough water for their stock. The position was extremely

serious in the Drakesbrook area last summer, and I have been urging the Minister to give attention to it. In one instance a settler was irrigating 50 acres planted with potatoes, while settlers below him were unable to draw off sufficient water to provide their animals with a drink. That is entirely wrong and the Government should immediately put into operation legislation that will give them control over all waters.

Mr. Marshall: Is there not legislation dealing with that phase now?

Mr. McLARTY: I understand there is, but I cannot get anything done.

The Attorney General: Are you referring to instances where streams have been dammed up by private persons?

Mr. McLARTY: Yes.

The Attorney General: Then the people on the lower reaches have an action against them for riparian rights.

Mr. McLARTY: I thought so, but the men lower down the stream have not been able to secure water supplies, and the Government have not taken action to make the water available.

The Minister for Railways: That is not a matter for the Government, but for the owners.

The Attorney General: It is a matter for civil action.

Mr. McLARTY: I thought it was the duty of the Government to see that each settler got his share of the water from a stream. Group settlement is another subject that interests me. The Peel Estate is in the Murray-Wellington electorate, and still has a considerable number of settlers. I am glad to say the settlers are making every effort to succeed, and the whole of them seem reasonably satisfied with their prospects. I agree with the Premier that an effort should be made to endeavour to persuade them to go in for mixed farming. The Minister controlling group settlement matters would be well advised if he insisted that every settler should at least make an effort to have his own vegetable garden.

Hon. P. Collier: The most thriving business man at Busselton is the greengrocer.

Mr. McLARTY: I should not think there would be any difficulty in growing vegetables at the Peel Estate. I know that pig-raising is more difficult, particularly if the settlers go in for the sale of their whole milk. If anything could be done to encourage the set-

tlers to go in for mixed farming, it should be done. I was pleased to hear the member for Fremantle (Mr. Sleeman) express the hope that something would be done for hospitals this session. I happen to be the chairman of a country district hospital, and I know the difficulties we have to contend with to keep the institution open. There are other hospitals in my electorate that have to struggle hard to keep their doors open. That applies more than ever in these days of financial stress. Timber mills in localities adjoining my electorate have either been closed or are working half-time. In the past the timber workers have always been most generous in support of the hospitals. If they have not the money, they cannot be generous in their support, and in the circumstances it is more essential than ever that the Government should do something in connection with hospital matters. I heard the Minister for Works, when speaking some time ago, state that he intended doing something to at least check the road traffic that was competing with our railways. I hope he will take action because unquestionably it is not a sound policy to build roads at an enormous cost to enable motor traffic to compete with the railways.

Mr. Marshall: It is a sound policy that the users of the roads shall pay for them.

Mr. McLARTY: I agree that it is. One of the most urgent questions I have to contend with relates to drainage matters. I would remind hon. members that the Murray-Wellington electorate extends from south of Armadale to Harvey, bounded on one side by the hills and on the other side by the sea. With all the water from the hills running through that country, and the cutting out of timber for industrial and commercial purposes, the volume of water has greatly increased. The augmented flow has progressed at such a rate that it is not reasonable to expect the settlers to cope with it. There are large areas in the western portions that are capable of intense production but are useless so long as the land is covered for the greater part of the year by water. I should think it would not be difficult to get rid of a lot of that water because there are natural water courses every mile or two throughout that area. I assure the Government it would be worth while ascertaining what can be done to bring that area into production. I shall not say any more

this evening except to associate myself with remarks made regarding support of local industries. A number of our larger shops are doing all that is possible to induce people to purchase locally-manufactured commodities and I think the school children should be told the advantage it would be if they supported local industry. I think they should be taught the value of patriotism. If the people were imbued with patriotic feelings, the State would progress. That reminds me that when I was a schoolboy the late Archbishop Riley told a story regarding patriotism that I have never forgotten. He told us that once there were three men travelling in a railway carriage—an Englishman, an Irishman and a Scotchman. The conversation turned on patriotism and the love of one's country. The Englishman turned to the Scotchman and asked him what nationality he would prefer if he were not a Scotchman. The Scotchman thought a minute and then said he would prefer to be an Englishman. The Scotchman asked the Englishman what he would prefer to be, and he said he would be a Scotchman. Then the two of them turned to the Irishman and said, "Pat, what would you be if you were not an Irishman?" Pat did not think for very long before he replied, "I would be ashamed of myself." That is a good feeling that we should encourage. I believe that if the people would insist upon procuring local products the State would progress rapidly. We have butter and other lines turned out at Harvey, Bunbury and Busselton that are equal to any produced elsewhere. I am convinced that patriotism will do a great deal to bring us out of the state of depression we are now in.

On motion by Mr. J. H. Smith, debate adjourned.

*House adjourned at 9.58 p.m.*

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