

mended by the House. I can tell members that the present Government have the welfare of the country at heart. They are in a position to realise that we must encourage our primary productions. We are a primary producing country, and unless we can encourage our farmers, what is going to happen to all the non-producers? The trouble in Western Australia is that we have too many non-producers all dependent on those, who, I am sorry to say, some members of the Opposition are forever belittling. The member for Murchison (Mr. Marshall) says, "Look at the concessions the farmers are getting." I say take away those concessions, and what is going to happen to the men represented by the hon. member? We must encourage the farmers. Unless we do that, and so keep them on the land, there will be hard times ahead of Western Australia. Still, I think from our present prospects that there is a silver lining even to our cloud, for there is every indication of a huge harvest. We may have between 40,000,000 and 50,000,000 bushels to reap. Although the price be only 3s. per bushel, still that wheat has to be shifted and sold, and so it is going to bring a certain amount of money into Western Australia. So, too, with regard to our wool, there is every indication that the clip will be a good one. It does seem strange that when we have full and plenty, prosperous years, we should have so much real distress in the country. We all regret it deeply, and if anything can possibly be done members may rest assured that the present Government will do their utmost to alleviate the distress and provide work for all.

MR. J. I. MANN (Beverley) [9.0]: I also desire to offer my congratulations to you, Mr. Speaker, and express the hope that your term of office will be happy and successful. I did not wish to speak to-night, feeling somewhat nervous, but perhaps it is advisable to gain a little courage by speaking on the Address-in-reply. I intend to take the advice of the hon. member on my right, and restrict my remarks to as little space as possible in "Hansard," so that I may claim that in my first speech at any rate, I did not entail the State in much cost. I have been very interested in the discussion that has taken place, particularly in the speeches of the members of the Oppo-

sition. We are living in a most extraordinary age, and I have been intent on finding in the speeches some ray of hope or something that would point to a solution of the financial position. Apparently there has been no enlightenment in this direction, and I suppose time alone will show how the position is to be remedied. While some very complimentary remarks have been paid to the party of which I am a member, I am fully satisfied that their presence on this side of the House is due to the difficulties confronting the farmers and pastoralists of the State. The value of Australian wool has declined about £37,000,000 in the last 12 months, and the farming community have reached a stage when it is costing them 150 per cent. more to produce wheat than it cost in 1912, and the same price is ruling for wheat. I represent a very large electorate, 200 miles long by 40 miles wide, and have had an opportunity to study its condition. Complaints are general that unemployment in the city is increasing day by day, and the Government are faced with the position of providing sustenance for the workless men so far as they possibly can. I am satisfied that with the present low price of exportable commodities and the enormous distances that many farmers have to cart their produce—some of them 40 to 50 miles—it is utterly impossible for them to carry on, and unless they are subsidised in some way or other in the carting of their wheat this year—the country storekeeper cannot help them much longer—the Government will be faced with the problem of a couple of thousand men from the country areas swelling the unemployed in the city. If that occurs, it will be a death-blow to farming in this State. For years past Governments have advocated a continuous policy of land settlement. I think it has been a mistake to encourage people to go far out from the Great Southern and pioneer areas that were not served by railway or road facilities. To provide those facilities has been a great drain on the financial resources of the State. Many of those men went to the wall, and the losses incurred have necessitated a writing down of the asset. I hope the position will be considered seriously. The present Government can be relied upon to deal with the matter, because they recognise that once men start to leave their holdings, the value

of the land will be gone entirely. No doubt land values have fallen considerably. I am satisfied that within the last 12 months, they have dropped 50 per cent. While we feel very sympathetic towards the unfortunate men and women of the city who are out of work and starving or just existing on sustenance, we must also feel sympathetic towards the farmers in the outback areas. There is no doubt that the Government have a difficult task ahead of them. It has been remarked in this House that the Leader of the Opposition feels relieved that he is not at present carrying the responsibility of office. The present Premier has a very difficult task ahead of him, and we can only hope that success will attend his efforts. Having a practical knowledge of farming and after having spent some years in the service of one of the largest stock firms in the State, I do not think it wise for the farmers in the eastern areas to confine their attention to the growing of wheat. Man cannot live by bread alone. The export trade in lamb and pork offers great possibilities, and if farmers devoted attention to these lines also, they would more nearly approach the self-supporting stage. Last year when the drop in wool occurred, there was a rush for English breeds of rams to mate with Merino ewes, and I am satisfied that during the next two or three years we shall have mongrel flocks as a result of this indiscriminate crossing. During the 13 years I was in the service of Elder, Smith and Co. Ltd., many farmers bought a line of sheep and received advice on the building up of a flock. Then friends came on the scene and gave them other advice, and the result was that the flocks were ruined. No man can learn lamb breeding in a month or 12 months. I should like to see the Department of Agriculture appoint an expert to visit the new areas and advise the farmers how to breed lambs for export. If this were done, thousands of pounds could be saved to the State. The same remark applies to pig breeding. A few years ago there was an outbreak of swine fever which cost the State 10,000 pigs. I lost £300 over it. If the Government of the day had had a pig expert to watch for the outbreak of disease and foster the industry, much loss would have been saved. Breeders are not conversant with the various diseases. That outbreak of swine fever, I believe, was the

first experienced in this State, and as a result the chances of building up an export trade in pork were seriously retarded. All the farmers in the outback areas would do well to have both sheep and pigs on their holdings. The pig industry is being fostered in the South-West, and I hope the Government will appreciate the value of our lamb and pork as export items. There is no glut of them in the overseas market as there is of wheat and wool, and I hope two practical men will be appointed, one to foster the pig industry and the other the lamb industry. Farmers have been urged to increase production, but the cry has been for wheat and wool, two lines in which there appears to be over-production. We should encourage other lines which might have the effect of saving the State. I noticed a titter amongst members when the member for Pingelly referred to the Brookton-Armadale railway. Fortunately for me, that portion of his electorate has, since the redistribution, been included in mine. I regret that the line has not been built, and I venture to say the day will come when it will have to be built because quicker transport from the eastern areas will be necessary, particularly to cater for the fat lamb trade. I hope the line so long advocated by the member for Pingelly will become an accomplished fact while I am a member of this House. I believe that the present Government, during their term of office will be able to lift the State out of the financial mire. Every section of the community has to be considered, and I feel sure that when the big issues are raised in this House, party questions will be dropped and every member will show a desire to help the State to the utmost of his ability.

Mr. RAPHAEL: I move—

That the debate be adjourned

Motion put and negatived.

MR. RAPHAEL (Victoria Park) [9.11]: I was not prepared to speak to-night. I was given an assurance by the Deputy Leader of the House that an adjournment of the debate would be granted.

The Minister for Lands: Not at this hour of the evening.

Mr. RAPHAEL: With other speakers I may perhaps betray a little nervousness, but I hope members will bear with me. I congratulate you, Mr. Speaker, on the position

to which you have been elevated, and thank you for the little courtesies you have shown me as a new member not yet familiar with the forms of the House. I congratulate the Minister in charge of unemployment on the many little shrewd moves he has made by splitting the unemployed into different sections as he has done, thus preventing them from demonstrating in the city as they did when the Labour Party held office.

The Minister for Railways: You have no right to say that.

Mr. RAPHAEL: The men in Blackboy are single men without the responsibilities that married ties involve, and they are generally the ones who are likely to cause trouble. It was a very clever move to put them into the country, as the Minister has done, thus precluding demonstrations such as they indulged in during the time of the Collier Government. Members on the Government side, especially the member for Canning (Mr. Wells), have advocated the abolition of State trading concerns. State sawmills are located in my electorate and they have provided many men of British nationality with work that otherwise would not have been available to them. The only thing to be said against the concern is the absorption of foreigners in the bush mills, thereby depriving Britishers of work to which they are entitled. The member for Canning has told us that State trading concerns are a menace to private concerns. We know that members on the Government side represent vested interests, and consequently are desirous of cutting out any opposition to the interests they represent. Another industry in my electorate is the cement works, a combine that has been operated without a subsidy from either State or Federal Government. Its cement has been tested by the University authorities and has been passed as equalling the standard of cement manufactured anywhere else in the world. I hope the Government will follow the course adopted by the previous Government of insisting upon full support being given to the product of those works. Another matter of vital importance is the provision of some system of warning to pedestrians and traffic generally at all railway crossings. Some years ago, as a City Councillor, I waited with a deputation on the Commissioner of Railways (Colonel Pope). He told us that, if people were killed at these crossings, it was their own fault. That

was not the reply to give to a deputation of that kind. We are told by the Government that if people get into an accident on a railway crossing and are lucky enough to escape with their lives, they are liable to be fined £25. In the matter of unemployment, the Government are exhibiting great lack of foresight in respect of our public utilities. As a result of the present policy, many married tramway men with their families have to go off about one week in eight. Because of the mal-administration of the department they have to give up their time, their money and their work. The Government have at a cost of about £28,000 run a tramline along the Osborne Park route. As many Chinamen as white men use the tramway, but so few people use it that the revenue does not pay for the axle grease. It seems that yet another £28,000 will have to be spent there on a line that should never have been laid in the first place. It was an unwarranted piece of work, and for the next 12 years will not be justified from the point of view of the number of people the line will serve. I do not know whether it is the intention of the Main Roads Board to keep on reconstructing roads, making deviations of several miles here and there, and generally throwing away thousands upon thousands of pounds. Throughout the country districts water-bound diorite roads are being put down. There is no thought of preserving them in any way. They are just laid down and the money practically thrown away. On a journey from York this morning by motor, and when travelling at about 50 miles an hour, I went over a patch of road that had just been put in, in order to test it. I wanted to find out what sort of job the Main Roads Board were doing. The car in going over the patch immediately pulled it up. The board should wake up to their responsibilities and abolish these water-bound roads, replacing them with bitumen or some other kind of tar road. Under the present system, thousands of pounds have been thrown away and nothing is left to show for the money. We are being told we must draw in our horns, suffer reductions in salary and so forth. The worker is to have his wages reduced, and the civil servant is to be reduced, in order that we may stand up to the present awful conditions which have been brought about by the Bruce-Page Government. For our road construction the Federal Government give us a certain sum of money each year. All these

savings of wages and salaries and the Federal grants are being wasted on such a thing as the Greenmount deviation. It is a crying shame. The other day I took out a member of this Chamber to see that road, and he agreed that it was entirely unnecessary at the present juncture. The money that has been spent already could have been laid out in reproductive work, and some advantage could have been reaped from it by the State in general. It appears to be the intention of the Main Roads Board to allow these waterbound roads to settle down for a number of years and then perhaps go over them again and spend more money on them. The Government are making a very small effort to stand up to their responsibilities by the proposals they advance for doing so. I am prepared to vote for a reduction of salaries and would not mind the reduction being twice as much as we anticipate it will be, but I would not vote for it without an assurance from the Government that this will not be used as the thin end of the wedge to reduce the salaries of civil servants and the wages of workers generally. It may be a small matter to give up 10 per cent. of one's income, but if that is to be used as a lever by politicians, who will go into their electorates and say that now they have sacrificed themselves the citizens generally must suffer, I will not be a party to the reduction. Now that we are going through such trying times I want the Government to provide free dental treatment for children up to the age of 14, whose parents are not able to provide the attention themselves. I hope this suggestion will sink into the minds of members of the Government who may not yet be ready to receive it. The member for Fremantle thinks that the Fremantle bridge should be rebuilt to save its timber for furniture. I would point out that the Causeway needs rebuilding to save the lives of our citizens. At different times I have seen upwards of 12 to 15 accidents on that thoroughfare. The matter is very urgent. It is not a question of serving Victoria Park, but of three-quarters of the population of the State who have to pass that way in order to get access to Perth. The Government should see that the work which was so well started by the previous Government, the reclamation of the foreshore at this point, is proceeded with. Between £50,000 and £60,000 has already been spent there, and if nature is allowed to build itself up again, all that money will

be thrown away. I cannot understand the action of the Government. If they were bearing the whole cost of the reclamation, it could be understood, but, if the figures I expect to get to-morrow had been available to me to-night, I think I should have been able to prove that the City Council are subsidising the Government to the tune of £15 to £20 a week. The Government would not be put to any more expense than would be represented in the subsidy from the City Council if they recommissioned the dredger "Stirling" to go on with the work. When other members are advocating works in their own electorates, I think it my duty to stress the need for tramway extensions in Victoria Park. Extensions of this kind should be available in electorates other than those that are represented by Nationalists. Some time ago citizens of Victoria Park waited upon the ex-Minister for Railways (Mr. Willcock). The facts and figures placed before him persuaded him to give the deputation a sympathetic hearing, and to promise at an early date an extension of the tramway service in Victoria Park. If the present Minister for Railways were to take the trouble to drive through that suburb, and to go outback a little way, he would see hundreds of houses and thousands of people resident beyond the present terminus. An extension would immediately pay for itself, and would therefore not be a burden to the Government. The terminus is now situated opposite one of the biggest schools in the metropolitan area. Despite the fact that the teachers are continually warning children of the danger of running across the road, the youngsters are in constant peril because this happens to be the terminus of the tramway route. The Government should give us at least half a mile extension, if not for the sake of the workers who have to walk so long a distance, certainly for the sake of the children attending that school. The buses and all the traffic that branches off from there to the country centres are also affected by the terminus being there, so that there is a tremendous menace for the children. In Victoria Park a number of secondary industries have recently been started. A good deal of money has already been spent on the Town Planning Commission, which should now exercise the powers it has and in advance of settlement lay out factory sites, so that when houses are built the owners

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-