

gold than for many years past. Those men should be helped. Here is a field ready to be developed. Some of these men are old and proved prospectors. Some are not allowed to work in the mines because they are dusted or affected with tuberculosis. Those men go out into the bush and engage in work that they are accustomed to. They are the men who are most likely to find new gold deposits. Gold represents one of the things we most require at the present time, and relief money could not be more wisely spent than in assisting the men I refer to in their work in the bush. They could be assisted possibly by our geological officials in mapping the goldfields areas, thus helping them and making provision for those who come after them. I have pleasure in supporting the motion before the House.

On motion by Hon. E. H. Harris, debate adjourned.

House adjourned at 8.40 p.m.

Legislative Assembly,

Tuesday, 9th September, 1930.

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

QUESTION—GOLD BONUS.

Mr. MARSHALL (without notice) asked the Minister for Mines: Has any negotiation been made with the Federal Government for the payment of a gold bonus since their temporary rejection of the request?

The MINISTER FOR MINES replied: Nothing further has happened since we received an emphatic answer in the negative. At the time it was suggested that the question might be considered at some future date.

ADDRESS-IN-REPLY.

Eighth Day.

Debate resumed from the 4th September.

MR. SAMPSON (Swan) [4.34]: First let me offer my congratulations to the Government on their accession to office, and to you, Mr. Speaker, on having been appointed to the honourable position you now occupy. The fact that your appointment has been so acclaimed by members must be gratifying to you. Unquestionably it has met with the wide approval of members and citizens. That we have in power a Government comprising representatives of the Nationalist and Country Parties is pleasing, particularly in view of the serious problems that face the country. I hope it will be possible for the Government to carry on satisfactorily without having to impose further taxation. It has been rumoured that certain new taxes will be levied, but I am hopeful that further consideration will show that action in that direction is unnecessary. If additional revenue must be raised, it would perhaps be best to increase the income tax, as I am firmly of opinion that a multiplicity of small taxes, such as a hospital tax and certain other taxes that have been mentioned, would be very irritating indeed. I am pleased at the generous offer of help made by the Leader of the Opposition. In the midst of a world-wide avalanche of trouble, it is essential that party differences and viewpoints should be abandoned and that all members should set themselves resolutely to work in the interests of the State. One of the main problems to be faced is that of unemployment. The Minister for Labour is deserving of praise for the stand he has taken. If there is any action calculated to intensify the trouble, it is the paying out of money without requiring any return from the recipient. Unemployment is a difficult problem, and the Minister is wrestling with it in a way perhaps better than any other Minister could have done. It is satisfactory to find local governing bodies co-operating as they are doing. The provision of funds without requiring work in return has proved degenerating elsewhere. In England degeneration arising from this cause has been most marked. The London "Weekly Times" of the 7th August last contained the follow-

ing illuminating letter over the non-de-plume of "Employer"—

I give three examples from my own limited experience of the effect of the dole, not on the "work shy" but upon good workmen.

My estate carpenter, after two years' excellent service, suddenly began to neglect his work, and obviously sought dismissal. After repeated warnings I discharged him. I found he had come into some money, and sought dismissal in order to obtain the "dole," for which he in due course applied.

My wife came across an excellent mechanic and his wife and child who had been living for months in one room on 25s. a week "dole." Although we had no actual vacancy we offered him a good cottage we had empty, with fruit and vegetables, and 30s. a week, to rise to £2 in a month or two if he had made good. He said they would much like the job, but he felt he ought not to work for 5s. a week! Fortunately, I persuaded him. He is now earning 45s. a week, and happy.

A neighbour had a good Welsh maid, daughter of a respectable miner out of work. She recently showed us a letter from her parents, saying that her sister had got herself dismissed from her factory in London to come home, that her brother at work in London was trying to do the same, and suggesting that she should try to qualify for the dole by leaving service and entering a shop and subsequently coming home, when the combined income would enable them to live without working!

Yet all these families would have regarded Poor Law relief as a disgrace.

Hon. P. Collier: Cannot you get any better authority than an anonymous writer in a London newspaper?

Mr. SAMPSON: That letter appeared in the London "Weekly Times."

Hon. P. Collier: An anonymous writer in a London newspaper is your authority!

Mr. SAMPSON: The paper is a responsible one.

Mr. Marshall: Like the "Primary Producer."

Mr. SAMPSON: The paper is known the world over for being careful regarding every word in prints.

Hon. P. Collier: It is not responsible for the views expressed by correspondents.

Mr. SAMPSON: Of course it is. The Leader of the Opposition is surely aware that a newspaper that prints matter over the caption of an anonymous writer or otherwise is responsible.

Hon. P. Collier: I said it is not responsible for the views expressed by correspondents.

Mr. SAMPSON: The hon. member means that the paper does not necessarily endorse the opinions expressed in the letter.

Hon. P. Collier: Of course it does not.

Mr. SAMPSON: The Leader of the Opposition will agree that the granting of doles is demoralising, and that an extension of the system to Western Australia would be highly undesirable. The letter I have quoted sets out fairly the attitude of many people who are in receipt of the dole or are seeking to obtain it.

Mr. Withers: In Western Australia?

Mr. SAMPSON: I have already said that the letter appeared in a London paper. When I was in England, conversations with many people convinced me that what is stated in the letter reflects the attitude adopted by many people there. In view of the unemployment difficulty I suggest that consideration be given to the provision of workmen's blocks. Something on those lines was done in South Australia many years ago with beneficial results. The Government possesses much land, particularly in the outer suburban areas, and I venture the opinion that a good deal of suffering would be alleviated, if not entirely cured, were blocks of land ranging from 3 to 10 acres made available for the homeless. It would be necessary to supply a quantity of building material such as scantling, weatherboard and galvanised iron, and the right people could then do much to help themselves by growing vegetables, rearing poultry and raising other products. They would at least be able to supply their own requirements and receive the equivalent of the full retail price for them. The scheme naturally requires development in detail, but in broad outline a proposal of that kind was adopted in South Australia many years ago with satisfactory results. The workmen's blocks would be occupied by men who from time to time would be given employment by the neighbours, and so it would be possible to keep the pot boiling, and at all events the outlook, as at present, of unemployment, homelessness, and to an extent starvation would be a thing of the past. It is a subject of congratulation that during the trouble in the Eastern States the Premier of New South Wales (Mr. Bavin), the Premier of Queensland (Mr. Moore) and the Premier of South Australia (Mr. Hill) are setting themselves so resolutely to face the difficulties of the situation. There, as here, the position is serious: there, as here, fortunately the party standpoint is no longer the important matter that once it

was deemed to be. Personally I doubt whether the party viewpoint is ever justified to the extent to which it has been raised. Far too much consideration has been given, not only by members on the Opposition side of the House, but also by members on the Government side, to an endeavour to show that the work of the "late" Government, whichever Government that might be, had been faulty and was largely responsible for any troubles which might have arisen. I would not dispute that in the present instance such is the case, but I am not setting out to prove it. As regards group settlement, it has been urged by the Collier Government that the Mitchell Administration was responsible for the major portion of the expenditure on groups.

Mr. Withers: Say, the initial expenditure.

Mr. SAMPSON: The hon. member is right to that extent. The position is that the total expenditure to date on the groups amounts to some £6,200,000, of which amount £1,213,000 had been entered into by the previous National-Country Party Government. I do not propose to criticise the administration of the groups. I do not desire to set out the reason for the heavy expenditure. It may be that the Minister recently in charge of the group settlement will, when he speaks, give the House some information on this point. It has been claimed that the fact of men working in groups, as they did in the early stages of the scheme, was to some extent responsible for the heavy cost, and that if there was any failure, that circumstance may have accounted for some of it.

Mr. Munsie: A good deal of it was due to putting men on land where they could not possibly make a living.

Mr. SAMPSON: I hope the hon. member interjecting will also give some information on the subject, because during the period when the great bulk of the money was spent he was a member of the Government. From a theoretical standpoint the group system has always appealed. I recall that as a lad of 14 I journeyed up the river Murray from South Australia and had the opportunity of seeing something of the efforts made at the Kingston and other settlements which were established on communistic principles, but which unfortunately, early in their career, created the utmost dissatisfaction on the part of those concerned in them. Then we have the example of what

occurred in Paraguay when Lane, a man of unselfish mind and animated by the most altruistic sentiments, embarked upon an earnest endeavour to improve the lot of his fellows. We know, too, what was done by Mr. Taylor, now the editor of the Renmark "Pioneer." Both these men spent all the money they had, throwing it into the pool as it were, and strove earnestly to secure success. But it was not to be. Whether the adoption of communistic versus individualistic effort was to an extent responsible, is a subject which might be worthy of consideration. However, in spite of all the criticism that has been and is being levelled at the groups, no one can for even a moment dispute that to-day the outlook in the South-West is indeed prosperous. The figures of the last year's operation of the South-West Co-operative Dairy Products Ltd. afford a wonderful proof of the productivity of that land and of its suitability for dairy farming. The South-West has proved a veritable oasis in a region of criticism. The figures of the company showing a net profit for the year of £21,231 are a full answer as to the wisdom of bringing those lands under cultivation. They are a marvellous record of success, and moreover go to show that private enterprise is much more successful than Government control of such operations. Up to a year or two ago we had the spectacle of the Busselton butter factory being operated by the State. It was not a success. Under the control of the South-West Dairy Products Ltd., the factory has proved successful, as indeed has each of the other factories controlled by the company.

Hon. W. D. Johnson: Do you think that is a fair instance? The company got the factory after huge development had taken place in the South-West, and the State had it while the groups were being developed. The State sold that factory when it should have kept it.

Mr. SAMPSON: If we survey the whole work of Government in regard to trade, we find that almost without exception—

Hon. W. D. Johnson: Do not go into generalities. Stick to the instance you gave.

Mr. SAMPSON: So far as I am aware, without exception Government control of industry is undesirable and results in loss.

Hon. W. D. Johnson: You have taken an instance, and I say your instance is wrong.

Mr. SAMPSON: It is a remarkable instance in this respect, that when private enterprise takes over a Government trade activity it turns a loss into a profit.

Mr. Marshall: I have here a list of items totalling £500,000, representing Government money lent to private enterprise and now outstanding.

Mr. SAMPSON: That, again, shows bad management. I am sure I shall have the support of the hon. member interjecting if the opportunity offers for taking a vote as to the operation of State trading concerns. The Busselton butter factory is not a single instance, but represents the same old story told over and over again. Mistaken loyalty to a principle that has long been proved fallacious induces hon. members opposite to say a word in its favour.

Hon. W. D. Johnson: In the case of that butter factory, private enterprise failed miserably. The State took up the factory and put it right.

Mr. SAMPSON: I suggest that the less we go into it—

Hon. W. D. Johnson: Yes. You had better stick to generalities.

Mr. SAMPSON: The less the Government go into trading, the better it will be for them. That refers to whatever Government may be in power.

Mr. Munsie: You were in a Government for some years.

Mr. SAMPSON: Exactly, and it would have given me the greatest possible pleasure to abolish the State enterprises. Certainly I am strongly of opinion that it is our bounden duty to close down the State trading concerns at the earliest possible moment.

Mr. Marshall: The Agricultural Bank, too?

Mr. SAMPSON: The whole history of these enterprises, shows that their abolition will be in the best interests of the State. I wish to quote a paragraph from the directors' report submitted at the last annual meeting of the South-West Co-operative Dairy Products, Ltd.—

During the year the company handled 156,590 cans of cream at the various factories, containing 6,720,000 lbs. of cream (3,000 tons), for which £224,261 was paid to suppliers, an increase this year of £76,190. The butter manufactured totalled 3,324,131 lbs. (1,483 tons 18 cwt.), an increase over last year of 1,076,754 lbs. (480 tons 13 cwt.).

If there is anything more pleasing to read than that, I do not know of it. It is most

gratifying, and provides a full answer as regards the wisdom of developing the South-West for dairying purposes. The record can only be described as splendid. It proves that the South-West lands can do what they were expected to do, and do it at a profit.

Mr. Marshall: But the State has had to write off a few millions there.

Mr. Munsie: Not too much of Northcliffe has shown a profit.

Mr. SAMPSON: If Northcliffe is referred to, let us also bring in a reference to Manjimup, the country around which is magnificent. Clover and grasses generally are proving wonderfully good there, and I believe the Manjimup factory is thoroughly successful. I will, however, leave the particulars regarding that factory to the member for Nelson (Mr. J. H. Smith), as I regret I am not in possession of them. I do know, however, that around Manjimup right away to Northcliffe the country is specially adapted to the purpose for which it is being used.

Mr. Wansbrough: What about the land further south?

Mr. SAMPSON: I am referring more to those districts which have been used for group settlement purposes, and with which I am more in touch.

Mr. Marshall: I think a newspaper would be advantageous to that district.

Mr. SAMPSON: There are one or two good newspapers there already. Reverting to the position of the Eastern States, I have already expressed congratulations as regards the attitude of Messrs. Bavin, Moore and Hill, and referred to the fact that all party differences are apparently being overlooked. Those States are rising superior to party arguments at this juncture. I regret there has been some unnecessary expense in connection with work done in the immediate past. If I criticise the expenditure incurred for the reclamation work adjacent to the Causeway, I hope members will not say I am not concerned with the beautifying of Perth. Unquestionably the scheme is a good one—if we could afford it. In these days we are not in that fortunate position, and we should not undertake operations that are not reproductive.

Mr. Kenneally: Then you would be content to leave the Causeway as a death trap?

Mr. SAMPSON: Not at all.

Hon. P. Collier: Will you include the expenditure in the National Park on road-making in your condemnation?

Mr. SAMPSON: Recently, questions were asked regarding the amount of money spent in connection with that dredging work. The Minister informed us that the dredging so far had cost £13,930; preliminary work in connection with the proposed new Causeway had accounted for £403, and other items, including the cost of the new dredge and a punt, amounted to £19,233. Those are big figures, particularly at a time such as the present. Then, again, we are landed with a big dredge. I am not aware whether there is any other use for it, but I hope that it will be looked after. I think that expenditure was, in view of the circumstances during the past few years, quite unjustified.

Hon. P. Collier: What about the money spent on roads in National Park? Don't be one-eyed!

Mr. SAMPSON: That expenditure would not have been justified but for the emergency that had arisen.

Hon. P. Collier: Was there no other work elsewhere in the State where the expenditure could have been more fittingly incurred?

Mr. SAMPSON: The Causeway undertaking could not be regarded as an emergency work.

Hon. P. Collier: Was there no other reproductive work that could have been undertaken?

Mr. SAMPSON: Hon. members will realise that there had arisen quickly a position that required firm action.

Hon. P. Collier: But the position had not arisen suddenly: it had been there for a long time.

Mr. SAMPSON: I am hopeful it will not be necessary to continue the Blackboy Camp and that only work that is necessary, essential and reproductive will be carried out. Nevertheless, I pay a tribute to the Minister in charge of the difficult work in connection with unemployment. It would be wrong to indulge in criticism of a destructive character.

Mr. McCallum: What have the Government accomplished regarding unemployment, apart from the Blackboy Camp? Don't throw dust in the eyes of the people!

Mr. SAMPSON: According to statements that have appeared in the Press, the Government are already organising in connection with the development of the Nornalup district.

Mr. McCallum: The Government have done nothing beyond collecting old clothes and lading out soup!

Mr. SAMPSON: The hon. member is not justified in saying that because it is not correct.

Mr. McCallum: Then tell us what the Government have done.

Mr. SAMPSON: I have already pointed out that the Minister has taken a sound, commonsense view on this question. He has adopted a procedure that precludes the giving of money until work is done.

Hon. P. Collier: And he has a thousand men in one compound!

Mr. SAMPSON: Criticism has been levelled at the National Park. I believe the Leader of the Opposition, when still Premier, was to have visited the park and declare portion of it open. It was a matter of great disappointment to the people of the Swan View area that he did not find it possible to attend.

Hon. P. Collier: What has that got to do with the question?

Mr. SAMPSON: It would seem to indicate that the hon. member, when Premier, was impressed with the importance of opening up a section of our national playground.

Hon. P. Collier: I did not find money for road-making there.

Mr. SAMPSON: And I am not advocating it. I do not suggest we are in a position to undertake work of a non-reproductive nature, seeing there is so much other work to be done.

Hon. P. Collier: The Government are spending at the rate of about £50,000 a year there, or about £1,000 a week.

Mr. SAMPSON: If the men were not engaged on that work and concentrated in Blackboy Camp, the position would be worse than it is to-day. It is so easy to indulge in destructive criticism. I listened attentively when the Leader of the Opposition addressed the House during the present debate and I longed to hear from him some solution of the problems confronting the State. I was doomed to disappointment. With all respect, I say his speech was devoid of any suggestion along those lines. With the Leader of the Opposition, I am most anxious for the unemployed to be engaged in work of a more useful character.

Hon. P. Collier: Are you giving us words of wisdom in a speech of a construc-

tive character? Nothing but platitudes and balderdash!

Mr. SAMPSON: I am giving the House my opinions and criticising some needless expenditure in the past.

Hon. P. Collier: And, in the course of your remarks, you refrain from referring to needless expenditure at the present time!

Mr. SAMPSON: Not at all.

Hon. P. Collier: What about the expenditure on the Greenmount deviation; is that necessary?

Mr. SAMPSON: I would draw attention to the expenditure in connection with the Point Heathcote home. When he was a member of this House, Mr. Angwin advocated the erection of an institution on the lines of the Enfield Home in South Australia, which cost £26,000. When at long last we did something in this matter, we were not content to spend £26,000 but over £70,000. I next come to a subject that is of general interest to Western Australia, particularly at the present juncture. I refer to secession.

Mr. Marshall interjected.

Mr. SAMPSON: If I am capable of enlightening the member for Murchison (Mr. Marshall), I shall be competent indeed.

Mr. Marshall: You think you are!

Mr. SAMPSON: If any words of mine have the effect of sending a faint glimmer or ray of light into the head of the hon. member, I shall at least be justified in speaking. The majority of the people of Western Australia believe that Federation has proved disappointing.

Hon. W. D. Johnson: Do you agree with that?

Mr. SAMPSON: From a sentimental standpoint, Federation is attractive, but the time has come when the sentiment expressed in the words "One people, one destiny" can no longer be regarded with complete favour.

Mr. Sleeman: You forgot "One flag."

Mr. SAMPSON: We can easily stand to that sentiment.

Mr. Marshall: Particularly when the flag is made in Japan and sent out to us here!

Mr. SAMPSON: We must honour those principles, or definitely urge secession. In sentiment only is Federation attractive to Western Australia, but in practice we have found that we have become serfs. It has been claimed that we would be wanting in dignity if we entered a protest against the

continuance of the Federal bond, but I claim we would be wanting in citizenship and belief in our own State, if we were satisfied to continue in the future as we have in the past.

Mr. Kenneally: Repudiation does not matter there.

Mr. SAMPSON: That is not repudiation. As Mr. Lovekin has said, "We came in by one door; let us go out by the same door." We would honour every obligation we entered into and, according to the figures arrived at by Mr. H. K. Watson, who has made a close study of this question, we would be over £2,000,000 to the good.

Mr. Marshall: He made a closer study of that £10,000!

Mr. SAMPSON: The settled policy of Australia is in favour of high protection. We in Western Australia are victimised by every increase in the tariff, each of which adds to the burden of our people. Our farmers pay duty on all their requirements, but nevertheless have to face the competition of the world. The position has become intolerable and undoubtedly Western Australia would be more prosperous as a self-governed country. In the big centres, secondary industries may be held to add much to the wealth of the State. In fact, in Melbourne and Sydney, where we imagine the towering tariff walls would afford much assistance, there is a greater percentage of unemployment than anywhere else. We say that the Eastern States can have their high tariff; we want our freedom. We want to get away from the Federation and work out our own destiny. We should be allowed to develop Western Australia, and our farmers should not be expected to carry the burden of the tariff.

Mr. Sleeman: Why do you say the farmers are expected to carry the tariff?

Mr. SAMPSON: They have to do so, and protection is afforded to secondary industries.

Mr. Withers: The farmers have had more assistance than the secondary industries.

Mr. SAMPSON: That is not so.

Mr. SPEAKER: Order! I must ask hon. members to keep order.

Mr. SAMPSON: I hope an opportunity will be accorded members this session to have a full discussion on the question of Federation, and the importance of secession.

Mr. Marshall: I hope so. I would like to hear you a bit longer.

Mr. SAMPSON: It would be in the interests of Western Australia. The Premier has indicated his belief in secession, and I hope the desired referendum will be taken so that the people themselves will be given an opportunity to indicate their wishes.

Mr. Panton: You want to waste some more money;

Mr. SAMPSON: The Premier indicated his belief in himself to effect a cure for unemployment. A fact that will not be disputed is that if Western Australia were a self-governed country, the State would become more prosperous. Unfortunately, the unfair and inequitable point of view taken by Federal Governments regarding Western Australia has indicated clearly the defects of the existing system. The request for a gold bonus has much to recommend it.

Mr. Marshall: You have no newspapers on the goldfields, so it does not matter to you.

Mr. SAMPSON: Apart from every other consideration, I believe a gold bonus would pay in hard cash. It would return duty from the standpoint both of the State and of the Commonwealth. From the standpoint of the Federal Government there would be postal revenue, income tax, excise tax and railway transport, while from the State standpoint there would be railway transport, income tax, added markets and other revenue. Added markets alone would be of very great importance to us, and that advantage would be reflected in the returns made available to the Federal Treasurer. In a thousand ways costs have risen, and the miner and the prospector have to carry the burden of the tariff, just as does the farmer. I do not put myself forward as being specially acquainted with the gold mining industry, but I do realise that if that industry could be brought back to what it was in the golden days of the 'nineties, Western Australia would make a very forward movement indeed. The gold bonus would do that, for it would be helpful in so many ways. It would people many of those deserted outback areas which in the 'nineties were populous towns. I do not know whether the position is to be considered further, but we should have a gold bonus in any case. It would be a very wise provision on the part of the Federal Government, even if Western Australia were to

secede from Federation; for there are other parts of Australia where gold is to be found in payable quantities, and so as I say the granting of a gold bonus would be a wise move on the part of the Federal Government. But the solution of our own problems is to withdraw from Federation and secure the status of a Dominion. I regret that the Speech contained no reference to State trading. Still, it is gratifying to know that in another place a Bill on the subject has been introduced. I hope that its purpose is to provide for the sale of the State trading concerns.

Mr. Marshall: You cannot speak in anticipation of legislation.

Mr. SAMPSON: Very well, I will leave it at that. As I have many times declared, State trading is wrong in principle, and I hope the Mitchell Government will get rid of the trading concerns as speedily as possible and so live up to the principles to which they are committed.

Mr. Sleeman: As you did when you were there!

Mr. SAMPSON: And as I have always believed. I doubt whether in his heart the member for Fremantle believes in State trading. I feel sure that if we could examine his mind, he would be found to be at one with the present Government in their desire to wipe out State trading.

Mr. Marshall: Let us send him to the psychologist.

Hon. P. Collier: Examinations by the psychologist are not popular.

Mr. SAMPSON: The problems of marketing are always with us. Other countries—California and British Columbia are among the leaders—send out ambassadors, really commercial travellers, all over the world to extol their products. I am afraid there is here a general opinion that on the wharves of foreign countries there are waiting queues of people ready to receive our products. But an inquiry into the position reveals that there is nothing of the sort. The competition existing to-day is very keen indeed. In the fruit-growing provinces of Canada and of the United States standardisation laws have been enacted and are very strictly enforced. Those laws go a long way to ensure that fruit and other products are delivered to the consumer in first-class condition. In Western Australia we have the advantage of a very

capable man in the Superintendent of Horticulture, Mr. Wickens, but we have no fruit pathologist, and so when it does happen that a disease makes its appearance, it is not always possible to secure an explanation of the treatment necessary.

The Minister for Agriculture: There is the Department of Agriculture.

Mr. SAMPSON: Within the last four weeks I wrote to the Department of Agriculture and forwarded samples of oranges affected with some disease. I asked was it possible to advise me, in order that I might inform my constituents as to the cause of the defective condition of the fruit, and as to the remedy. I regret to say the information could not be given. As for our marketing laws, they are noticeable by their absence. We continue to stumble along in haphazard fashion, and in most cases it is left to the individual grower to act for himself. Even if 99 per cent. of the growers acted properly, the remaining 1 per cent. would do the fruit-growing industry a good deal of injury. We have great need of proper transport. We speak of the importance of refrigerating or louvered trucks, but actually our transport is the same to-day as it was as far back as 25 or 30 years ago. Again, on very many occasions the need for pre-cooling stores at the ship's side, or at all events on the wharf, has been voiced in this House. The voice has been ineffective, but the need is very great. It is unfair to the fruit producers, particularly the apple growers, that pre-cooling stores are not provided at the point of shipment.

Mr. Marshall: Where would you have them placed?

Mr. SAMPSON: As the hon. member ought to know, the Fremantle harbour is under the control of a trust, and the best place for pre-cooling stores is on the wharf. That is the location that has been adopted in other fruit-growing countries. Very frequently pre-cooling stores are provided at the ship's side. That has been done in Seattle and other ports of the United States.

Mr. Marshall: And does it apply in Malta, where you at one time made yourself famous?

Mr. SAMPSON: Very little fruit is shipped from Malta, but the people there are industrious and enterprising, and it would

be a lesson in respect of growing and packing if opportunity were readily available to us all to see the potatoes shipped from Malta to England. One would imagine that so small an island could not produce sufficient to warrant sending away any large quantity. Actually, the Maltese produce insufficient potatoes for their own requirements. But early potatoes bring so attractive a price in England that they are shipped from Malta, and the condition in which they arrive in London is a veritable object lesson. I regret that the Government did not see their way clear to meet the wishes expressed by a deputation that waited on the Minister for Agriculture some time ago regarding egg marketing. If that Bill had been approved it would have been possible for it to be utilised in respect of wheat marketing. I regret that the approval was not given. The Bill is to come down, I believe, and if it is on the lines which I expect, I will certainly give it my best support. It is futile to-day to say that organisation is vicious, and it is equally futile to say there is no need for the growers to have the support of statutory power. The whole history of fruit marketing in other countries clearly proves that this power is essential. Never until the adoption of committee-of-direction methods in British Columbia has such progress been reported. There they are able to stand up to the competition of the United States and other countries because of the organisation which now operates in respect of their produce in various centres in British Columbia. Some time ago I made reference to the tremendous competition that growers have to face in their marketing. I have here a short extract from the "Pacific Rural Press," a weekly newspaper published in San Francisco. This extract shows that only 20 dollars will be paid for first-rate peaches for canning this year. It reads as follows:—

Over 95 per cent. of the 1929 pack was represented among those who signed up, and the agreement which was approved limited the 1930 canned cling peach pack to 13,000,000 cases. The growers will not get 30 dollars this year; they are only to receive 20 dollars per ton of the No. 1's in quality that they deliver, and they will receive nothing for No. 2 quality. The canners are in honour bound not to can No. 2. Those growers who leave their fruit drop on the ground will get 20 dollars less 7 dollars a ton for picking, grading, and hauling costs.

As you see, the full returns they will get for peaches delivered at the factory, the highest grade peaches, will be £4 3s. 4d. per ton. That is an indication of the very heavy problems that have to be met. I would like to make a few remarks in regard to the fruit fly. That is a heavy problem Western Australia has to face, and it is a very bitter problem in the United States. There 14,500,000 dollars have been voted to fight the Mediterranean fruit fly. I do not suggest we can find any considerable sum to fight the fly, but I think the time has arrived when co-operative fruit fly baiting should be made compulsory, and regulations should be framed making it mandatory that fallen fruit shall be picked up each day. There are other matters to which I had intended to refer, but I will leave them until the Estimates are brought down.

MR. SLEEMAN (Fremantle) [5.30]: I should like to congratulate members of the Country Party on the business acumen they have shown by securing four portfolios in the Government out of a total representation of ten members.

Hon. P. Collier: The quality is there if the numbers are not.

Mr. SLEEMAN: That must be quite a feat for ten members of the Country Party to bring about. They must have said to the Premier, "Here are four Ministers for you; irrespective of whether you like them or not you have to take them." The remarks of the Attorney General, when making his famous electioneering speech at South Perth, have come true when he said that the Country Party became a menace when it entered politics. It is a menace to quite a number of Nationalist members, who expected portfolios but did not get them. It is also a menace to the country, seeing that the State will be governed practically by those ten men for the next three years, if they have any luck. Those ten members can dictate the policy of the Government during the Mitchell regime, and they have the big end of the stick. Then we have the words of Mr. Trethowan, M.L.C., when speaking in Sydney. He said the Country Party could not possibly break away from the pact; that their primary object was not to get the Country Party in but to keep Labour out; that they had an arrangement under which they had the big end of the stick. It is true that they have the big end

of the stick in Western Australia and the remarks of the Attorney General, to which I have referred, are also true. When speaking during the elections the Premier talked a lot about finding work for all. He went to the country on the promise that if returned to power he would provide work for everyone. The statement was very definite. When challenged as to where he would get the money he said there was sufficient revenue coming into the country now to enable him to provide work for all. Within a month of his assumption of office the unemployed figures doubled. The Minister for Mines admitted that the local registrations at the Perth Labour Bureau during May were 4,782, and at Fremantle 1,114, an increase of 2,785 in Perth and 604 in Fremantle. That statement was made after the Government had assumed office. That is the way they set about finding work for all. The way things are going on now is a disgrace to any Government. Members opposite talk about extremists, but to my mind nothing savours more of extremism than the present position as it is handled by the Government. The presence of a great number of hungry men and women in the country is more likely to breed extremists than is anything else. The way the Government are attempting to provide work in the country is this: It is claimed that so many men are picked up each week. They are told that they are going to jobs that are likely to last from three to four months. Actually, however, the work lasts only a few days. A number of men were sent to Cowaramup and were informed that they would be there for a few months. Within 14 days, however, they had finished their jobs and had returned to the city. Actually they had only 11 days' work because they lost one day through rain. The men were denied rail fares either way.

Mr. Sampson: Who told you that?

Mr. SLEEMAN: After a fortnight, the men had to come back to Perth and the reason given for their not being paid their fares was that they were employed by a private contractor and that it was not a Government job. The Public Works Department repudiated any liability in the matter, and said that the men would have to look to the private contractor for their fares. After many weeks' work on the part of the Australian Workers' Union the men received their fares one way only. Quite recently a

number of others were sent to Perenjori and told they would be there about three or four months. One man took up about £3 worth of stores with him to see him through part of the time. They were not so lucky as those I have just referred to, who went to a private contractor, because they were only kept at work for six days. I was informed of this by one of the men. I must congratulate the Minister for Industries upon his having arranged that the men should get their fares both ways. I believe those men went up on the assumption they would have at least a month's work, instead of which they only had a few days.

Mr. Sampson: Was that a private or a Government job?

Mr. SLEEMAN: It was a Government job on the railways. During the elections the Minister for Railways said he had never done anything that was not in the interests of the worker. I question that. His next statement was that the first thing to be done was to reduce interest and rents. Since he has taken office we have heard nothing about a reduction in interest or rents, but the first thing the Government did was to attack the workers in all directions. History is repeating itself. When the Nationalist party took office in Queensland, railway workers were thrown out of employment in all directions.

The Minister for Railways: What kind of Government have we in the Federal sphere?

Mr. SLEEMAN: I am not discussing the Federal sphere. The Minister for Railways can say what he likes when his turn comes.

Mr. Munsie: Why throw all the blame upon them?

Mr. Raphael: We are not responsible for the Federal Government.

Mr. SLEEMAN: If anyone on this side of the House talks about reducing interest payable to bondholders, the cry of repudiation goes up. Let us see what has occurred in Queensland, and what view the Nationalist Country Party regime takes of repudiation. The Premier (Mr. Moore) had removed by Order in Council, from the jurisdiction of the Industrial Court, employees of the public service, including railway employees, members of the police force, and persons engaged in the gold mining industry. He said he was not going to say that the action of the Government was not repudiation, nor did he contend that the Government were not breaking promises: he recognised that

it was, and that the position to-day was most difficult. The Premier of that State openly admits that he is repudiating the understanding with the workers. That which happened in Queensland is happening in Western Australia. The Government are repudiating their obligations to the workers, and taking from them that which belongs to them. If we mention anything about a reduction in interest, or arbitration for other people, we are told that is repudiation, and an interference with the liberty of the subject. I hope the Minister for Railways will take the first opportunity to do something and reduce interest and rent.

The Minister for Railways: Hear, hear!

Mr. SLEEMAN: Such reductions are badly needed. I hope he will be able to influence the Government to do something in the matter. I should like to know what the Government are doing to help the unemployed. With the exception of the Black-boy scheme I know of nothing that they are doing. Everybody, in the Government and outside it, can do something in his own way, namely by patronising local products. Governments for many years past have been sending a lot of money out of the country to buy bitumen from abroad. I suppose tens of thousands of pounds have gone out of Western Australia for that product.

Mr. Sampson: The Government insists on local products.

Mr. SLEEMAN: The Government are using bitumen just as other Governments do. Local tar could be used, as well as local cement. It is used on the highways in the Eastern States and it could be used here.

The Minister for Railways: That is a different type of tar.

Mr. SLEEMAN: If they can produce it there, we can do so here. Whatever the Eastern States can produce we can produce here. What about cement? Is that of a different type?

The Minister for Railways: I do not say that.

Mr. SLEEMAN: At Woollahra the highways are being built with local cement. We should use nothing but local products in the making of our roads here and could thus save the outgoing of many thousands of pounds each year. Such a course would also remedy the unemployment trouble. It would be the means of keeping a lot more men at work and bring about the circulation of a great deal more money.

The Minister for Railways: And if we used tiled roofs instead of iron roofs.

Mr. SLEEMAN: Yes. I have here a paragraph from a statement made by the Perth City Engineer in which he said—

I have used considerable quantities of various tars, both as a primary coat and binder and seal coat. I consider that good coke oven tar, or horizontal retort tar, properly distilled, makes an excellent binder and seal coat. I consider a light tar the best priming coat available; we used a quarter of a million gallons of tar for this purpose last year.

If the City Council can use local tars, the Government should be able to do the same.

The Minister for Railways: I will read you an opinion from the City Engineer on tar later on if you want it.

Mr. SLEEMAN: That is one of his opinions. We can also keep money in the State by patronising machinery made in Western Australia. When speaking on local products recently the Premier said that we should be using locally made machinery. A number of men could be kept employed if the Government, when lending money to the settlers through the Agricultural Bank, insisted on that money being spent on locally made implements. This provision did exist in the Agricultural Bank Act, but unfortunately was dropped. We should see that the money spent on agricultural machinery is kept within the State.

The Minister for Lands: Is that your amendment of the Agricultural Bank Act?

Mr. SLEEMAN: Quite a lot could be done to provide employment in the local works. Is it because this is a State trading concern that the Government are not prepared to support it?

The Minister for Lands: The farmers want value for their money.

Mr. SLEEMAN: Our workers can produce as good an article as workers in any other part of the world. The Minister for Lands is the last man who should deprive the workers of means of employment.

The Minister for Lands: I have done nothing of the kind. I ask for a withdrawal of that remark.

Mr. SPEAKER: Order! The Minister objects to the hon. member's remark.

Mr. SLEEMAN: I withdraw the statement that he has done what I said, but he did say that the people of this State want value for their money. If he is not casting a reflection on the worker the hon. member is doing the same thing by prac-

tically telling the people that if they want value for their money, they must get it elsewhere, that it cannot be got within the State by purchasing the locally manufactured article. I know that quite a number of members on the other side of the House are in favour of selling the State trading concerns. The member for North-East Fremantle (Mr. Parker) made a statement on the hustings that if he was elected he would advocate the sale of the implement works. He added, however, that he would only be in favour of selling the works to any private purchaser who would agree to keep the present employees there. No more stupid statement was ever made. To think that any person or any company would come here from abroad and would ever agree to such a proposal!

The Minister for Railways: You are reflecting on the men employed there.

Mr. Parker: What I said was that the same number should be kept there.

Mr. SLEEMAN: Whoever purchased the implement works might want to change the employees or some of them, or perhaps engage a certain class, and get rid of others.

Mr. Parker: I said provided the same number was kept there.

Mr. SLEEMAN: The hon. member said provided the same employees were kept there. There are several ways by which we can assist local industries to become established. For instance, we spend an enormous sum of money annually on goods that we ought to be able to produce or secure locally. Take fish: Last year we sent out of Australia for fish £95,000 to the United Kingdom, £3,500 to Canada, £78,000 to New Zealand, £55,000 to South Africa, again £145,000 for potted fish to the United Kingdom, £100,000 for herrings to the United Kingdom, £385,000 to Canada for salmon in tins, £32,000 to Alaska for salmon, £124,000 to United States for salmon, £138,000 for sardines to Norway, and £13,000 to South Africa. If the people were loyal to their own country, they would assist to establish on a sound footing the fishing industry out here. Instead of that they prefer to send an enormous sum of money out of Australia to support the industry in other parts of the world. If encouragement were given to the industry in Australia, there would be provided a great amount of work which would alleviate the unemployment position. The member for

Carnarvon (Mr. Angelo) will agree with me that a lot can be done in the direction of putting the fishing enterprise on a solid footing.

Mr. Angelo: The West Australians will not bother about fishing.

Mr. SLEEMAN: The hon. member says that the Western Australians will not engage in the industry. I can remind the hon. member that I was on the deck of a steamer once and I heard him making a terrible row. I wondered what had happened and on inquiry I found that he was complaining that fishermen along the coast could not get their fish brought down. Now he says that they will not bother about catching fish. Anyway, I heard him raise Cain because the fishermen could not get space to bring down their catch.

Mr. Angelo: Who is catching the fish? Italians.

Mr. SLEEMAN: Now we find that the Government, instead of assisting to build up the industry, are doing their best to prevent its being established. Recently we read an article in "Smith's Weekly" of the action of the Government against the crew of the trawler owned by the Western Australian Trawling Company. This is what the article said—

To the amazement of all, including lawyers, the Government dug up an old statute which gave them the right to exercise a royal prerogative, placing the Crown claims before any others, even to the exclusion of employees' wages, hardly great enough to affect seriously the national finances. With this spirit of optimism the Government representatives were interviewed, and the plight of the officers and crew made clear to them, stress being placed on the fact that if the Government would consent to the crew being paid first, it would help to relieve the almost desperate situation in which they had been placed through no fault of their own. A sum of £450 would cover these claims, and the liquidator had already collected just sufficient to pay the men. Judge then the surprise and consternation two weeks ago when the Government gave its decision on the matter, and declined to forego its priority in favour of men who had earned, with hardship and danger, the wages which were due to them.

The Attorney General: What is the date of that paper?

Mr. SLEEMAN: The 23rd August.

Mr. Angelo: Why did not the trawler make a success of it?

Mr. SLEEMAN: I cannot say. The hon. member should know the reason why the trawler was not successful. Possibly

if he went along and gave the company the benefit of his experience, they might take notice of it.

Mr. Angelo: Yes, provided the union secretaries kept out of the road. If they had not interfered the concern would have been going to-day.

Mr. SLEEMAN: There should not be any necessity to import fish to a country like this, seeing that the waters along our coast are teeming with fish. It should also be possible for a company to pay award rates. The seamen only want the rates of pay awarded by the court, and if a concern does not pay those rates, it deserves all that it gets. If the hon. member wants people merely to work and not ask for wages, I should not raise any objection to his getting together the 500 or 600 residents in his constituency—I think that is the number to be found there—to take on the work. If that number is not enough, there is nothing to prevent his taking a few more up there. I repeat that no money should be sent out of the country when our waters are just alive with fish.

Mr. Angelo: I agree with you there.

Mr. SLEEMAN: The hon. member has even gone to the extent of inviting that great fisherman and author, Zane Grey, to fish in our waters. He would be interested to know that we spend so much money in purchasing fish from other parts of the world, and he would think there was something radically wrong.

The Minister for Railways: Give us your remedy for it.

Mr. SLEEMAN: My remedy would be similar to that of the hon. member who was once Premier of this State. He opened up fish shops, amongst other things, but I am sorry to say that since then he has slipped considerably and now he is not worrying at all whether the people get cheap fish or not.

The Attorney General: Is it not a fact that practically all the fish we get are caught one by one with a hook and line?

Mr. SLEEMAN: I do not think that is so. The best thing we can do is to authorise the member for Gascoyne (Mr. Angelo) to invite his friend Mr. Zane Grey out here to impart to the Attorney General a little knowledge about the fishing business.

Mr. Angelo: Unfortunately he is ill, or he would have been here by now.

Mr. SLEEMAN: When members say that they believe most of the fish are

caught one by one at the end of a line, I can only tell them that they are very much astray.

The Attorney General: Well, tell us what fish are not caught that way.

Mr. SLEEMAN: Most of the small fish are not caught that way. Does the hon. member think that when the trawler went out the few men on board were hanging over the sides with hooks at the end of their lines drawing up the fish? But fish is not the only article on which we expend such a lot of money to bring in from outside. We expend a considerable amount in clothing and footwear, all of which could be made within the State. I am sorry to say that we can find only too many to tell us that the boots made in Western Australia are not up to standard. I have been told by soldiers with whom I am acquainted that when they were at the war if they could get a pair of Western Australian-made boots they preferred them to any other make. Yet we have the spectacle of our factories working short time instead of going full speed ahead to provide the wants of the residents of the State.

Mr. Panton: The same thing is going on all over Australia.

Mr. Angelo: That position, too, is due to Federation. The Eastern States factories are dumping their boots here.

Mr. SLEEMAN: That is not so; it is the fault of the people of the State who always seem to want something foreign.

The Minister for Lands: Are you wearing Western Australian boots now?

Mr. SLEEMAN: Yes, and I can tell the Minister for Lands that so far as possible I get my clothes made of Western Australian cloth. Some people will tell us that Albany cloth shrinks and that the dye runs. I have had several suits made of Albany cloth, and I have not had it shrink, nor did the dye run. I am pleased to be able to say that it is very good wearing material.

Mr. Panton: The cloth could do with a little less handling by wholesalers.

Mr. SLEEMAN: That difficulty could be overcome. Even the jam factories do not seem to be able to get any local encouragement.

The Minister for Lands: Mr. Green, the Minister for Defence, would not even allow the troops to be fed on it here.

Mr. Panton: That was because there was no strawberry jam. The Minister, I suppose, was always fed on plum and apple jam.

Mr. SLEEMAN: Strawberry jam was wanted, and as it could not be got here they had to go outside the State to get it. I can get sufficient jam in the State to satisfy my requirements. I do not very often get strawberry jam. But we should patronise more of the lines that are made in the State. And if that were done it would help to provide employment for many of those who are without it. There would not then be so many men on sustenance and perhaps there would not be any need for the Black-boy Camp. The system of giving local authorities sustenance money to provide work for the unemployed may be all right in theory, but it does not work out well in practice. We find that men when on sustenance are given the equivalent of 1s. per head per day for each of a family, and when they work out their sustenance for a local authority, those bodies pay in actual cash so that men may be employed on some of the roads or other undertakings. When they are on sustenance they receive orders for provisions on which they can at least subsist. If the provisions are not adequate, they are at least sufficient to keep people alive. Most of the local authorities, however, are not in the financial position to pay anything extra, and instead of a man receiving two guineas worth of goods from the Welfare Department, he receives £2 2s. cash from the local authority.

The Minister for Railways: Which local authority is doing that?

Mr. SLEEMAN: Quite a lot of them.

The Minister for Railways: They are not.

Mr. SLEEMAN: A list was published showing the amounts expended by the local governing bodies and the amounts added by them. I think the Perth Road Board, of which the Minister is a member, headed the list, and were doing the best work of the lot. Other councils have not the money at their disposal and the worker receives £2 2s. in cash. Immediately he collects it, he is met on the road by the landlord, who gives him the alternative of paying his rent or being turned into the street. Dozens of men in the Fremantle district have told me they had not a bite of food in the house,

and when I have reminded them that they had had two or three days' work during the week, the reply has been, "Yes, but we had either to pay the landlord or be turned into the street." If they paid the landlord, they had to go without food. The result is that the landlord is getting the money that ought to be devoted to keeping the unemployed and their families from starvation. Some system is required under which those men should be paid sufficient to meet their rent, or else the payment of rent should be suspended for the time being. A moratorium would operate harshly in some instances. I know of landlords who are living on their rentals and who have no other income. I know a lady who invested all she had in a large house. Three families were renting rooms from her and not one of them was able to pay the rent. She was just as hard up against things as were the unemployed, and had to seek assistance in order that she might live. While a moratorium might be useful in many instances, it would also work hardship.

The Attorney General: That is the whole trouble.

Mr. SLEEMAN: At the same time something must be done to enable people to pay portion of their rent, or else its payment must be suspended. It is regrettable that the local governing authorities are not in a position to provide the extra day or two days' work a week that would enable employees to earn sufficient to pay their rent. Some of the councils would be willing to float a loan in order to provide the extra money, but unfortunately they cannot raise the money and the Government are not able to advance money to them. In many instances men are receiving only the value of their actual sustenance.

Mr. Kenneally: And the responsibility is placed on local authorities to find work for the unemployed.

Mr. SLEEMAN: The responsibility is being put on to the local authorities. If it were possible to overcome the rent difficulty, people would not be starving as they are at present. Single men and women who are unemployed and living with their parents are not provided with sustenance. The position of many girls is serious. If three boys and three girls over age were living with their parents, and all were out of work, susten-

ance would be provided for only the father and the mother. The department take the view that the boys and girls are over-age and therefore cannot be considered. Many families are receiving 14s. a week to provide sustenance for husband and wife, whereas they should be getting three or four times that amount because there are children in the home who cannot get work or sustenance. This makes it hard for the parents to keep body and soul together. Something should be done to provide for boys and girls whether under-age or over-age. Girls out of employment cannot be turned out of the home, and to turn out sons who have been good to their parents would be equally hard. Girls who are not living at home and who lose their work are still more unfortunately placed, and should be provided at least with the wherewithal to live. During the last few months I have met three or four families who came out as migrants, and have not repaid their fares to the Government. These people now have a chance of returning to the Old Country, friends there having offered to provide the return fares. The Commonwealth, however, say that a migrant must not leave these shores until the fare to Australia has been paid to the Government. This means that the State is compelled to keep those people until such time as they can pay their fares, which may be a year or may be for ever. A man at Fremantle has been receiving sustenance for quite a long time, and he assures me that he is likely to require it much longer. He has a wife and three children. I approached the Migration Department for permission for him to return to England as his people there had volunteered to pay the fares Home. The department finally replied—

Further to mine of the 31st July, I have to advise that a reply has now come to hand from Melbourne office to the effect that the issue of a clearance to enable you to obtain a passport for return to Great Britain cannot be authorised unless you make some arrangements for the liquidation of your passage money loan indebtedness.

Mr. Wells: I had a case like that yesterday.

Mr. SLEEMAN: That is one of a number of instances which have come under my notice. If a man has no chance of getting work here, it is not right that the State

should be penalised by having to keep him and his family when he is prepared to return to the Old Country. The best thing we can do is to cut the first loss and let him go Home. Quit a number of migrants have no chance of getting the money with which to pay their fares to Australia, because they cannot get employment. If relatives in the Old Country are prepared to pay for their return, they should be allowed to go. I hope the Minister will see whether anything can be done to save the State the cost of their sustenance. There has been quite a lot of discussion about the losses incurred by the railways. I claim that for a number of years the Railway Department have made no effort to combat motor competition. Metropolitan trains are running almost empty, while charabancs and taxis are fully patronised. I believe that if fares were reduced and people were given some incentive to travel by train, the railways would recover some of the traffic they have lost. In Fremantle we have the spectacle of charabancs being given a stand practically outside the railway station. It is only a hundred yards away, and people heading for the railway station, finding that some little time will elapse before the next train leaves, take a bus instead, and that money is lost to the railways. It looks as if we were inviting competition with the railways by giving the buses a stand so close to the station. They should be given a stand further away, so that they would not be in such direct competition with the trains. A reduction of railway fares would also be beneficial. It is better to run trains full at one-half or one-quarter of the existing fares than have them running hour after hour with only half-a-dozen passengers or so. I have travelled by a train from Fremantle to Perth as the only first-class passenger, and having my pass I was a dead-head. Yet first-class coaches are hauled backwards and forwards hour after hour, day after day, and are little patronised. The time has come when the first-class carriages on the metropolitan lines should be abolished. On the trams we do not look for first-class and second-class. Mrs. Jones can rub shoulders with Mrs. Brown in a tram, and no harm is done, but as soon as they go to a train, there are class distinctions. This is detrimental to the railways.

The Minister for Railways: Did you say you were the only first-class passenger on the train?

Mr. SLEEMAN: Yes, and I did not pay because I was travelling on my pass.

The Minister for Lands: Are you advocating a reduction of the service?

Mr. SLEEMAN: No; the service should be speeded up and the fares reduced, so that people would have some incentive to travel by train. In addition, the Government should abolish the two-class system. There is no need for two classes on a suburban train if, indeed, there is on any line. There is not more than one class on trams or anywhere else.

Mr. Panton: You do not get more than one class on buses.

Mr. SLEEMAN: No; often bus passengers have to stand. The State assists motor competition by providing good roads for the buses and taxis and allowing them to run practically parallel with the railways. This, to a certain extent, is the cause of the loss on the metropolitan section of the system. The railways cannot be expected to show a profit at present if we adhere to the policy of pushing out lines to serve the country. The railways are doing valuable work in the opening up of the country. Some people maintain that the railways should be made to pay, but I consider this is one department that should not be required to balance its accounts while it is required to assist people in the country to make good.

The Minister for Lands: Of course the interest has to be paid on the cost.

Mr. SLEEMAN: Part of the interest could be paid out of revenue. It is not necessary to insist upon the railways making a profit. There are many new lines that serve only a small number of people, and they cannot be expected to pay for some years. Consequently, the railways as a whole cannot be expected to square their accounts. Hospitals are sorely in need of assistance. Whether there is depression or not, whatever comes or goes, the hospitals cannot be allowed to continue as at present.

Mr. Panton: The greater the depression, the greater the demands on the hospitals.

Mr. SLEEMAN: Yes, and something must be done.

Sitting suspended from 6.15 to 7.30 p.m.

Mr. SLEEMAN: Before tea I was referring to the question of hospitals. Whatever comes or goes, the sick and afflicted of this community cannot be allowed to remain in their present condition. Our hospitals must be financed. The previous Government brought down two Bills for that purpose—one a State lotteries Bill, the other to provide adequate financial assistance for the hospitals. Both Bills met with disfavour in another place. Thereupon another measure was introduced proposing a tax for hospital purposes, but this also was defeated. Hence it is up to the present Government to do something towards financing the hospitals. I am sure all members on the Opposition side of the House will support any reasonable measure for that purpose. It is a shame that so much money spent on lotteries in this State should go to the support of hospitals outside Western Australia, while our own institutions are languishing. If the Government are not prepared to bring down a Bill to institute State lotteries, let them introduce a reasonable measure of taxation for hospital purposes, and I shall support it. It should not, however, be a measure imposing too great a burden on the poorer sections of the community. I may be able to make one or two suggestions acceptable to the present Government. This country has a number of racecourses, all of them showing a fair profit. I would go so far as to suggest that the Government should take control of those racecourses, in order that the profits might be applied to the upkeep of hospitals. I make a similar suggestion regarding totalisator fractions. For many years the patrons of our racecourses have lost those fractions. On the other hand, in South Australia totalisator fractions are paid. If that can be done there, I fail to see why Western Australian racegoers should lose the fractions. If the followers of racing do not get the fractions, the Government are fully justified in claiming them for the support of hospitals. Accidents in connection with motor cars and motor cycles cause our hospitals a great deal of expenditure. From conversation with hospital authorities I have learnt that considerable amounts of money are owing to their institutions for treatment of the victims of motor and cycle accidents, the driver of the motor car or cycle not having insured against the risk. Every driver of a motor car or motor cycle should be compelled to take out a comprehensive policy covering

accidents, either to himself or to people with whom he may come into collision. As things are, the driver of a motor car or motor cycle may run into another man, and that man's dependants will be left unprovided for; or the driver may put a man into hospital for a long period and leave the hospital fees unpaid. For these reasons I urge that every driver of a motor car or motor cycle should be compelled to take out a comprehensive insurance policy covering injury to anyone with whom he may come into collision. Much has been said about the selling of the State trading concerns—a proposal which I hope the Government will not entertain for a moment. We have our State ships trading on our coast in competition with boats manned by black crews. I believe it was on the strong recommendation of the present Premier, when holding the same office some years ago, that the Commonwealth Government lifted the ban on black boats and allowed them to compete with the State vessels on our coast. What we want is another State ship, and a re-imposition of the embargo on boats with black crews, whose money is all spent abroad. Certainly it is not spent in this country. The crews of the State boats are provisioned in this country, and their earnings go to the support of their wives and children living in Western Australia. Many of our seamen are now walking the streets looking for work. In the absence of black crews, employment would be found for our own people and their earnings would be spent in Western Australia. We do not want another scandal like that of the Commonwealth ships being sold, or perhaps I should say given away, to the friends of some people. I trust that our State Government will not allow themselves to be led into a similar trap. Another work that is waiting to be done at Fremantle, and one which would be in a manner reproductive, is the sewerage of East Fremantle. The scheme has been surveyed for over 12 months. In view of the unemployed position the Government should put that work in hand, and they would get some return from the people whose premises were sewered. The work is badly needed from the aspect of both the unemployed and East Fremantle residents. Then there is what perhaps I may term the Parker bridge, to which the member for North-East Fremantle (Mr. Parker) has put in a claim.

Mr. Parker: You can have it.

Mr. SLEEMAN: I will not dispute the ownership of it with the hon. member, but I am prepared to do anything to get it built. The present bridge could not be in a worse state of repair than it is. I am afraid that if a yacht or one of those little tug boats should get out of hand and hit a pile, we should find ourselves without a bridge. The member for South Fremantle (Mr. McCallum) suggested that it might be possible to get the bridge built per medium of bonds, and the Government might investigate the proposal. The building of the bridge would go a long way towards absorbing the unemployed. I firmly believe that if something is not done shortly, we shall wake up some morning to find the bridge gone. When I made a similar prediction about the railway bridge some years ago, most members of the House laughed and said I knew nothing about the subject. A little while later I was in a position to say to them, "I told you so." However, I was not so hard-hearted. I hope the suggestion of the member for South Fremantle will be investigated, for I believe there is something in what he says. If the bridge can be built by means of bonds, it will be a good thing for the State and for everyone concerned, especially from the aspect of absorbing unemployed. With reference to the allowances of members of Parliament, I notice that the Premier recently said that he intends to bring down a Bill to reduce the salaries of members by 10 per cent.

The Minister for Lands: Their allowances.

Mr. SLEEMAN: I believe I am the first member on this side of the House to voice an opinion on that proposal. I am totally against any reduction of salary, not because it will hit me in the pocket, but because I do not believe in the principle of reducing salaries. I object to it because of the effect it will have on other people, and the lead it will give towards reducing the pay of people in other walks of life. The reduction of Parliamentary salaries or allowances, if carried out, will enable the Government to say, "We have led the way and now we are going to reduce the pay of other people by 10 per cent."

The Minister for Lands: Other Australian States have done it.

Mr. SLEEMAN: I am not against losing a few shillings personally, but I say that this is no time for reducing salaries. If

workers wages are to be reduced in the same measure as members of Parliament, I say it is wrong. If a man on £600 a year can only be reduced 10 per cent., then the man on the basic wage cannot afford to be reduced even one-half per cent.

The Minister for Lands: Make it 20 per cent.

Mr. SLEEMAN: From the aspect of helping people in distress. I claim that I am prepared to live on as little as most members of this Chamber. I have never yet seen the man I could not live alongside with the same amount of money. Most members on this side of the House are less able to lose some of their salary than I am. The proposed reduction of 10 per cent. represents £60 per annum. Now I have a suggestion to make. Instead of Parliamentary salaries being reduced, let all the members of the Legislative Assembly and of the Legislative Council give an order for £2 a week to be deducted from their pay for the purpose of assisting the unemployed during the next 12 months, or until things get better. If at the end of 12 months things were no better, and if we were still fortunate enough to retain our seats in Parliament, we should be prepared to renew the order for a further year. I am not against reduction of salaries because it will hit me in the pocket, but purely and simply on the score of my being against the principle of reduction of wages. If the object of the Government is simply to get money for the assistance of people now out of employment, my proposal should suit them better than a reduction of 10 per cent.

The Minister for Railways: Would your proposal be a reduction?

Mr. SLEEMAN: No. It would mean that 50 members of this House and 30 members of another place—

The Minister for Railways: Will your union allow its members to make a rebate on their own wages?

Mr. SLEEMAN: My union will allow any man to do what he likes with his own money once he gets it. I consider my suggestion a better method than the Government's proposal. I believe that before long the people of Australia will rise in protest against the cost of government. It is ridiculous to say that to govern the Australian people require two Houses in five States.

one House in another State, and two Federal Houses.

The Minister for Lands: Let us abolish the Federal Houses for a start.

Mr. SLEEMAN: This State could save a great deal of money by reducing the present number of members of Parliament. Instead of 50 members in the Assembly and 30 in the Council, let us reduce the number in another place by 20 and the number in this House by 10. That would represent a reduction of 30 in a total of 80. If the Government are looking for money, they will adopt one or other of those proposals. Either let there be a reduction of membership as I have suggested, or let every member of both Houses agree to subscribe £2 per week for the next 12 months.

Hon. P. Collier: Fancy putting those ideas into their heads!

Mr. SLEEMAN: If the Government are out to get money and merely want to reduce the salaries of members of Parliament without seeking to benefit the people, then I shall not be a party to their move. The proposition I have placed before them, will provide more money than will be saved to the country merely by a reduction of salaries. During the time I have been in Parliament, a number of Acts have been passed which now include sections throwing the responsibility of proof of innocence on to accused persons. The Attorney General and I see eye to eye on this question. Although on opposite sides of the House we have always fought against such provisions being included in legislation. The hon. member is now Attorney General, and perhaps he may be able to introduce a Bill to contain a clause setting out that in all Acts that embody the section I complain of, that particular provision shall be wiped out.

Hon. P. Collier: Wholesale legislation!

Mr. SLEEMAN: I do not know if that would be possible, but although it might be a wholesale way of doing it, it would be a good thing. Even if most other hon. members do not agree with me, I know I shall have the Attorney General with me.

Hon. W. D. Johnson: He does not seem to be too enthusiastic.

The Attorney General: I agree with him.

Mr. SLEEMAN: When a man is arrested, what we say is, "Now prove your innocence." I can remember, ever since I was a little child, my fathers always told me

the very essence of British justice was that every man was innocent until he was proved guilty. We have departed from that, and say that every man is guilty until he proves his innocence. I hope the Attorney General will do something regarding this matter.

The Attorney General: What about imprisonment for debt? Will you join me in that too?

Mr. SLEEMAN: I think I will.

The Minister for Railways: You can go in together!

Hon. P. Collier: There seems to be a conspiracy!

Mr. SLEEMAN: The last subject I will deal with relates to group settlement.

Mr. Angelo: Last, but not least.

Mr. SLEEMAN: I notice that the Government intend to introduce a Nornalup settlement scheme. I do not know whether they will call that a group settlement scheme, but I suppose under any name it will smell as sweet. From what people who know the country have told me, I am convinced that further investigations should be carried out before the Government go on with the scheme. I agree that something should be done for people who are out of work, but my information is that in the districts concerned there is £5,000,000 worth of marketable timber, mostly karri and tingle. I am given to understand that that is a conservative estimate.

The Minister for Railways: The man who told you must have been a fisherman; he got a bite!

Mr. SLEEMAN: That is what I am led to believe. If that is the position, I think further information should be sought.

The Minister for Lands: Who told you that? We might be able to check the information.

Mr. SLEEMAN: It seems to me that the Premier rushed down in one train, then sent the Deputy Leader down in the next train, and when they came back they said, "This is the place."

The Minister for Lands: Do you want the Fremantle chaps to be fixed up?

Mr. SLEEMAN: I want them to settle wherever they can get a living. At any rate, I have been informed that £5,000,000 worth of marketable timber will be destroyed on the land where these groups are to be placed at Nornalup.

The Minister for Railways: Quite wrong.

Mr. SLEEMAN: Perhaps the member for Nelson (Mr. J. H. Smith) will be able to throw more light on the subject.

Mr. J. H. Smith: What is the use of timber if there is no sale for it?

Mr. SLEEMAN: What is the good of wheat if there is no sale for it? Are we to tell the farmers not to grow more wheat as there is not likely to be any sale for it for the time being? There will be a sale for timber some time or other, and would the member for Nelson advise us to destroy the timber because there is no immediate sale for it? That would be wrong. I hope more investigation will be made before the scheme is proceeded with, if it means the destruction of valuable marketable timber.

The Minister for Railways: Do you know our Conservator of Forests?

Mr. SLEEMAN: I do not say that I saw any man, not even the Conservator, at the Forests Department. My information came from a good source.

The Minister for Lands: Let us have your source of information.

Hon. W. D. Johnson: That is not the point. It is a question of destroying karri.

The Minister for Lands: We are not doing so.

Mr. SLEEMAN: At any rate, I hope some investigation will be made. I shall have further opportunity to speak and will not detain the House any longer.

MR. NORTH (Claremont) [7.50]: May I join with other members in congratulating you, Mr. Speaker, on the position you have attained, and I trust you will have a long career like your predecessor.

Mr. Pantou: Not quite so long.

Mr. NORTH: Just as long. The present time of stress has come upon us with something of a shock, not quite, as the Leader of the Opposition suggested facetiously, over night. Apart from the reasons generally advanced as the cause of the present crisis, it seems to me that we have an accumulation of troubles all at once. I have been a member of Parliament for a few years, and have resided in the State for many years. I do not remember any Government balancing the Budget in one year except on one special occasion when the ex-Premier announced a surplus. If I remember aright there was some talk on that

occasion about the surplus being represented by trust funds, or some such statement was made in explanation of the balancing. The fact I have drawn attention to would inevitably have led to our present position. No other result could have followed the recurring Budgets every year. The scandalous waste of public money on various works would probably have led to our present position as well.

Hon. P. Collier: Which works?

Mr. NORTH: I am not referring to works for which any special Government were responsible. I refer to works such as the Fremantle dock, the Wyndham Meat Works, the 3ft. 6in. railway gauge, and similar undertakings. We have to carry the burden of enormous losses through wasteful extravagance on public works, for which no particular Government can be held responsible. We have a perfect load to carry now, and it must run into tens of thousands of pounds a year. Those are two sources from which our present difficulties must have arisen. The third is represented by the tariff, a question that has been raised time and again in this Chamber, and outside as well. Any one of those three items would have been sufficient, but when on top of that we have the fall in prices in the world's markets, we have our difficulties increased many fold. The accumulated effects of the four disabilities combine to make the task confronting the present Government one such as no other Government had to deal with in the history of Western Australia. The State is lucky in having such a stalwart team on the Treasury bench to carry on the task. The immediate question that faces us as a State is what to do with the men who are suffering as the result of the present depression. The trouble is world-wide. Already the axe has struck, and it will strike again. I am interested, as a member for a suburban constituency, in what will happen to the men now on the unemployment market and those that will be added later. What is happening to the 2s. a week contributed from various homes? What is happening to the money provided from the Government sustenance fund that enables two or three days' work a week to be provided for people? What work are they doing? These are important questions. As time goes on and the axe strikes again and again, the army of

unemployed will swell still further. Additional work will have to be organised to cope with the added difficulty. Already at Cottesloe and Claremont the question is being asked, "Where will this lead to, and what next can we do?" More work has been done in my electorate in the last three months than in the preceding 20 years. We have an army of men going around the streets cleaning up and levelling. They are going on so fast that in no time we will have a model town. It makes one wonder what sort of times we are living in. When things were prosperous and there was plenty of money, we could not afford to remove stones or level off roads and footpaths. Now we are without a bob in the world, we are able to turn round, put on armies of men and turn our centres into model townships. What is the world coming to? We will soon have to consider the value of the services rendered by the men. If they can level footpaths and streets and do other useful work, surely we can make this grist for our mill. Can we not put them to work that will be of more permanent value? While endeavouring to meet the present difficulties we should consider preparing for the future. Could we not consider the advisability of collecting a small sum per week in good times so as to be able to draw on that money when difficulties arise. When the times were satisfactory, we did not take that precaution; now we are in trouble, money is being contributed from every household. It is right that the Government or local authorities should get down to work and see what can be done for the army of unemployed during the next year or two. After three months' work in my district, we are wondering what we can find to do next month. We were asked by the Premier to offer suggestions. My first suggestion is that the Government should, with the local authorities, look into the question of utilising the funds available and the mass of willing labour, in more useful directions as time goes on. That raises the point as to why we are in our present position. It is not sufficient merely to say that the State or the Commonwealth have not been sufficiently careful in the past. What heinous wrong have we done that our people should be out of work? I do not think the reasons I have indicated in my references to world depres-

sion can afford the explanation. It is useless saying we are suffering from a worldwide depression because there were too many motor cars, too much wheat, and so on. The suggestion about too many motor cars was one reason advanced by the Bank of New South Wales in their July "Circular." In an article dealing with Australia's economic position there appeared the following:—

We are not the only folk in trouble. Adversity grips all mankind from China to Peru. Wool, cotton, wheat, sugar, tea, coffee, tin, rubber, copper, silver, all alike, are at ruinous prices. Manufacturing as well as agricultural peoples are in difficulties. Unemployed are numbered by millions in the United States, Germany and Britain. There must be worldwide causes at work. Seeing, too, that people in every continent are offering masses of goods, and all at bedrock prices, the difficulty must lie in arranging terms and media of exchange, i.e., money. The essence of trade is an exchange of surplus goods. There are goods in plenty, but men cannot buy from others until they sell their own. It is not a lack of physical means of transport. Never was there so much idle tonnage rusting in port.

And so the article goes on to show that there is too much of everything in the world just now, excepting the root of all evil—money itself.

Mr. Kenneally: Yet they say produce more.

Mr. NORTH: Yes, they do.

The Attorney General: Is it not that they want to improve the exchange?

Mr. NORTH: I am prepared to follow the Government right through in all that they are doing, but at the same time it appears to me they are, as it were, in the bottom of a valley where an awful avalanche has overtaken the people, and the Government are erecting platforms in order to save persons from drowning. Actually they have not had time to inspect things at the top of the hill with a view to finding out what started the avalanche. We should endeavour to consider what is the cause of all this trouble. The Bank of New South Wales points out that there is throughout the world an absolute glut of every commodity. Apparently the same thing is obtaining all over the world. What a paradox it is to think that in our day universal over-production should mean universal ruin, instead of universal prosperity. I am not going to be for ever sandbagged with new excuses as to why things are wrong. I was always taught that it was under-production that

caused trouble, that we had not then sufficient commodities in the world. When Gibbon wrote his great history he remarked that money had contributed to multiply that which it was designed to express. That might have been true in those days. Money in those days may have contributed to the multiplication. It was a sign of progress then, but in these days money cannot keep pace with production; we have the goods right ahead of our money. This pamphlet issued by the Bank of New South Wales points to our troubles as being due to one side of the money problem, for it says—

Now that almost all the world has got back to some sort of a gold standard, the heavier call for gold as a means of making payment to an international creditor that will not take goods has had much to do with the recent general fall in prices.

There is an admission that it is the going back to the gold standard that is causing our troubles. If true, it is scandalous that a community of 6,000,000 souls, or if you like that the civilised world, should be suffering because of the economists' theory that the gold standard is a good one. If going back to the gold standard is to mean all this world trouble, it is time that question was examined more closely. Other reasons are given in this pamphlet, but they all point to the one thing, namely, that we have a world overflowing with goods and transport services and cheap prices, and even with leisure—for we all seek leisure, and now that there is plenty of leisure, namely unemployment—

Mr. Kenneally: It is proposed to lessen the leisure.

Mr. NORTH: To me, Sir, it seems it is time this Parliament, and indeed all Parliaments, got right down to the essential facts as to what is causing all this trouble. It is of no use merely following the books of the economists, which tell you we have trade cycles and trade slumps and that sort of thing. Recently I looked into a book written by the great Henry Ford. He has tackled this question. His is a great mind and his reflections are worth considering. He says there is something wrong in economics, and that the main root of the trouble has to do with a false money system. That is pretty straight, coming from a man of his ability and knowledge, a man with £20,000,000 in the bank as a mere cash balance. He says our money system is all wrong.

The Attorney General: He wants bi-metallism, does he?

Mr. NORTH: No. He says in his book that he does not advocate the upsetting of the money system, because we do not need to abolish anything, but only need to observe the principle of service. That, of course, is only a phrase to us. Following on that, I may say I studied a very interesting work on the question of money and currency, a work published in Great Britain. I have not it here to-night, which is perhaps fortunate, for I have no desire to quote a lot of matter I have read. But this work suggests what is the real trouble all over the world to-day resulting in an enormous glut of goods, which should be ideal. This writer, McKenzie, points out that since the war the money system has entirely altered and that certain experiments have been made. They were tried in the United States of America for two years, the idea being to regulate the credit in order to meet the conditions. Hitherto it seems it has always taken the wrong course. When there has been a rise in prices and plenty of employment, things have been allowed to move on to the boom point. This new idea, which they tried in America for two years, is that when there is a depression the credit should ease, which is exactly the opposite of the system we have to-day. The moment that depression is arrested by the easing of the credit, the conditions are slowly tightened up. That was tried in America for two years, with the result that the prices were absolutely stabilised. If that is so it is up to all Parliaments to give that some thought. In our case, of course, we have no choice whatever. While giving the Government every support one may say they are erecting platforms to save people from being drowned. But I cannot help thinking we are entitled to look into the reasons why the dam has burst at the top of the hill. Apparently what has happened to modern civilisation is that the money system has broken down. The economists of the world should now look into that question and not allow the banks merely to operate on a system that was in force before the war. They should take definite steps to see that these new ideas being tried in other parts of the world are tested for a period. As I have said, in America the authorities tried for two years this new

idea of credit regulation, and with great success. So I think that this Commonwealth might try it too. The idea was worked on these lines: Prices were the guide. They took the average price at a given time, and the moment there was a slight fall in those prices, causing unemployment, the banks, instead of tightening up, eased, and the result of that was that enterprise was again stimulated, industry improved, employment increased and all got well again. Then when the improvement threatened to become too great, when conditions began to move towards the boom stage, instead of encouraging the boom as we have done in order to get more business, more inflation, the banks began to take action in the other direction, with the result that the tendency was again stabilised, and I understand that for two years they carefully maintained prices. We have had an extreme case here during the last 18 months or more, where lack of this control has led to a tremendous increase in prices, and so we are suffering. It is high time our heads of affairs gave this matter a great deal of attention. They should ask themselves whether the suffering caused here should not be tackled on those lines. In the days of Gibbon it was a great thing to multiply goods. To-day we are all lamenting because there is too much of everything. It must be that the money system, the means of exchange, the means of measuring our wealth, are all wrong. We do not measure our wealth correctly. When we say the world's goods have increased, we measure our wealth and find that we have nothing. I trust that question will be looked into and that we shall not sit down under the explanation of the great banks—although it is perfectly true—but that we shall go further and say that if the return to the gold standard is causing all this suffering, then the gold standard must be wrong, and should be closely examined. If we find there is some way of improving this measuring of our wealth, let us use it. If it is so simple a method, surely everyone will support it. People have talked about inflation as being something like a snowball. Yet we know that after the war France had a devil of a time with her franc, which went up and down, and finally fell to nothing. And we know that to-day the net result of all the adjustments is that France is the only country in the world without any unemployment. So I

think public attention should be drawn to the question of the control of credit, not in the Moscow way, not in any ridiculous manner, but based on this new theoretical idea of scientific control, the point being that under it at any given time prices can be stabilised. Since that has been successfully tried in one country, I think it is well worth our attention. I am quite aware that what I am saying is not for this State alone to consider, because we are only a unit of the Commonwealth; but still we are entitled to talk about these matters, and I feel that what is said here might well be said in other Parliaments of Australia. Then we have this fact, that there is great talk of a referendum on the question of secession. Of course we may not get it, but, on the other hand, there is a possibility of the referendum being held and returning a vote in favour of secession. So, some day we may find ourselves in a Parliament in control of our own destinies, when this question will be a very real one indeed. So I put up this suggestion, not in the spirit of a preacher, but as one who has endeavoured to examine the problem and who has found that this method of credit regulation has been tried in other countries and proved successful. This pamphlet, issued by the Bank of New South Wales, and reports and articles written by other financial authorities, are really like so many minds all coming to the one point. They admit that money—or the money system—as the measure of wealth has broken down.

MR. BROWN (Pingelly) [8.15]: I join with other members in congratulating you, Mr. Speaker, upon your accession to the high office you now hold. I am sure you have the best wishes of everyone in the country. Your present position is a fitting one after the long and honourable career you have had in this Chamber. It is not my intention to make a long speech.

Hon. P. Collier: Why not?

Mr. BROWN: The scene has changed. During the six years I have been in Parliament I have spoken six times on the Address-in-reply. On each of those occasions I was sitting in opposition. To-day I am on the Government side of the House. This will not prevent me from expressing my opinions, whether I hurt people on this side or the other side of the Chamber. In

my first speech I said I was not a strong party man, and that I did not believe in party politics. After six years of experience of Parliament I am more than ever convinced that strong party politics are not in the best interests of the State.

Mr. Wilson: Come over here.

Mr. BROWN: It may take a better brain than mine to evolve a scheme to overcome the difficulty. To my mind, however, it seems very simple, though I do not intend to illustrate that tonight. It is my intention to deal with some of the departments in rotation and briefly.

Hon. P. Collier: Alphabetically.

Mr. BROWN: The first department I have to refer to is the Lands Department. We look to that department to encourage greater production and to assist in more wealth being obtained for the State. According to a pamphlet I read, we have too many people in the world.

Hon. P. Collier: Too many of a kind.

Mr. BROWN: The writer advocated that all the unfit should be done away with in infancy, and only the fit should be allowed to live. The astonishing thing is that although there is great distress, poverty and privation in the world, we have never had such an over-production of food supplies. There is a famine in China, India and other thickly-populated countries because food supplies there have run out. Many millions of bushels of grain are available and some of this is rotting away, and yet other peoples are starving for bread. That is not because we have not sufficient food supplies. Something else is wrong. We should all do our best to find out how to overcome the difficulty. I remember, when wheat was sold for 1s. 6d. and not more than 1s. 9½d. a bushel, farmers could not believe that they would ever get 5s. again for it. Only two or three year after they were getting as high as 7s. a bushel. If there should be a drought in some of our wheat-producing countries and the supply is not equal to the demand, the price will rise again. It appears from the Speech to be the intention of the Government to open up new country in the South-West, and to settle upon it married men. A tremendous lot of money will require to be spent in railway facilities and other things to keep them on the land. Already there are millions of acres of land adjacent to our railways, which could be

brought into productive use and all this expenditure saved.

The Minister for Lands: Where are those lands? We have heard enough of that parrot cry.

Mr. BROWN: One sees them wherever one goes.

Mr. J. H. Smith: We told the Premier about them five weeks ago.

The Minister for Lands: We have heard a lot about that sort of thing.

Hon. P. Collier: In your district, York.

Mr. BROWN: In these times the Government should utilise all land adjacent to railways without going to the expense of building new lines in other districts.

Hon. W. D. Johnson: There are thousands of acres available at Denmark, where the Government are already working. It is as good as any other land in the State.

Mr. BROWN: Many of the new settlers are in financial difficulties. They have land rents to pay, land taxes, water rates, and local rates. There are not in a position to pay them. Are they going to be kept on the land, or are the Government going to allow them to be forced off their holdings? Are the Government going to open up new country when there are these men to care for? It is our duty to keep on the land those who have pioneered it and worked it to the best of their ability. The Government are faced with a big problem. Something will have to be done to help these unfortunate people.

Hon. P. Collier: All the money we can get will be required for that purpose instead of opening up the forest country in the South-West.

The Minister for Lands: You had better not say too much about that.

Hon. P. Collier: I am only awaiting the opportunity.

The Minister for Lands: We will take it at some other time.

Mr. BROWN: In the Minister for Lands we have a gentleman who is full of energy and enthusiasm.

Hon. P. Collier: He is well-meaning.

Mr. BROWN: He has the welfare of the State at heart, and if anything can be done he will do it. The Public Works Department is an important portion of the Government service. Thousands of men are now out of work, and they come within the province of the department in the matter of employment. Several members have need for stressing the urgency of work in their

own district. The same may be said of myself. On the other hand some of the works I have advocated for six years have now been completed. I refer to the Pingelly railway station and to the Karlgarin railway

way

Mr. McCallum: What about the Brookton line?

Mr. BROWN: I will deal with that later. That is not the only railway we passed; the people have been waiting for it for 20 years. Our finances do not permit of the Government going on with this at present, but it is nevertheless justified. It is wrong for any Government to pass a Bill for a railway and shelve the construction. That has happened with regard to the Brookton line. As the member for Avon knows, the Yarramony line has been shelved for years.

Mr. Richardson: You will get your line in time.

Mr. BROWN: The settlement now extends from 70 to 80 miles east of Kon-dinin. This year a considerable acreage has been brought under cultivation. The settlers are asked to cart their produce from 60 to 80 miles. Something should be done in the way of a bonus for them. The department should have their wheat hauled on motor trucks to the nearest railway station.

Mr. Willecock: Will not the Karlgarin line cater for those people?

Mr. BROWN: No, they are 50 miles from the terminus of one line and 60 from another. I know the financial position does not permit of the work being gone on with, but meanwhile the people there are going on with their clearing and cultivation. They cannot, however, live on indefinitely without railway communication.

Mr. Angelo: Who induced them to go there?

Mr. BROWN: The Government. The Lands Department throws blocks open for selection, and settlers go there to inquire about them. Land in these new areas is taken up. The only thing to do nowadays is to send would-be agriculturists into the eastern lands where there are no railway facilities and perhaps no water.

Mr. Willecock: Why not send them north for a change?

Mr. BROWN: I believe the Forestania country is turning out quite good. Men living in the vicinity say that the salt patches are only small. We find salt everywhere. In some paddocks it is increasing, but taking them all round the patches are

about the same as they were several years ago. I am glad an analysis of the soil will be made. If it is not favourable people will not be settled on this land. Probably after the analysis is made the Forestania country will be found suitable for cultivation. We are the only State possessing any quantity of virgin land. Are we going to condemn our own land? We should not say it is unfit for cultivation before we have given it a trial. It is published in the Eastern States that our land is not suitable for cereal growing. The Government should establish experimental plots in the Forestania area. If after a reasonable trial the land has proved to be a failure, we shall have to admit it. It is wrong to broadcast the statement that our land is not suitable for cultivation.

Mr. Angelo: Our wheat yield is the answer to that.

Mr. BROWN: The Railway Department is another important section of the Government service. I understand the railways are losing £1,000 a day.

The Minister for Railways: They were, but not now.

Mr. BROWN: I am glad to hear that.

The Minister for Railways: It is only £999 now.

Mr. BROWN: That shows the ability of the Minister.

Hon. P. Collier: You have got it down £1, have you?

Mr. BROWN: Country people who should patronise the railways say they are not getting a fair deal from them.

Mr. Marshall: Do you say the wheat-growers are not getting reasonable treatment from the railways?

Mr. BROWN: The railway policy is to develop the country. There are special freights, from first to third-class.

Mr. Marshall: Including super and wheat.

Mr. BROWN: Some of the freights are too high. To take general merchandise over 130 miles of railway costs 95s. per ton. In the carrying of that class of goods, motor trucks are entering into competition with the railways. It has been said that the Government should own their own motor trucks. I do not agree with that. It would be wrong for the Government to cart goods away from a town when they have a railway running through it. It is not feasible. Only recently I heard of a case of a lot of fur-

niture that was going to be shifted. Negotiations were being carried on to have that furniture removed by truck because it could be carried more cheaply in that way. What would a business man do in such a position? He would do his utmost to cater for his clients in such a way that he would retain their custom. The railways, being a commercial concern, should do likewise. We have to admit that we cannot get away from the fact that motor traction has come to stay.

Mr. Marshall: It has not.

Mr. BROWN: Yes, it has. In days gone by, in England, I have been told, canals were cut and barges, drawn by horses on the banks of the canals, carried products and merchandise. After a while horse teams carried the products and then the railways took the place of the horses. Now motors have robbed the railways of a good deal of the traffic. We must appreciate the fact that we are up against motor traffic and that something will have to be done to combat it.

Mr. Marshall: You have to do is to tax motor vehicles to a just point and make them pay for the roads.

Mr. BROWN: I do not altogether agree with that.

Mr. Marshall: Of course you would not.

Mr. BROWN: I hold that the railways should reduce the freights of heavy class articles and motor trucks would not then be able to compete. I would add a little to the low class goods.

Mr. Marshall: Can you tell me of one motor vehicle that will carry super at the same rate as the railways?

Mr. BROWN: If the railways carry super at a cheap rate, they benefit indirectly. Super is the means of adding four or five bushels to the acre, and so the railways reap the benefit in conveying the wheat to the ports. It is the right policy to carry super at as cheap a rate as possible. After all, Western Australia is a country of primary production, and if we do not encourage that, what will be the result?

Mr. Marshall: Let me tell you that the pastoralists on the Murchison do not get much encouragement.

Mr. BROWN: Like Ministers in charge of other departments, the Minister for Agriculture has no money at his disposal. Many requests have been placed before him and he has not been able to accede to any worth speaking about. One thing, however, I am pleased about is the establishment of a

laboratory where braxy-like disease is to be investigated. This work is justified as the money will be well spent. In our wheat export we have a good man. Western Australia has new varieties of wheat and our grain now compares very favourably with wheat grown in any part of the world. At the same time, we must give every encouragement in the direction of greater production.

Mr. Marshall: Where will you sell it when you get greater production?

Mr. BROWN: Are we to sit down and say that we are to sell no more wheat?

Mr. Marshall: There is still a lot of last year's wheat that has not yet been sold.

Mr. BROWN: Wheat and wool are always an asset, and a price can always be obtained for them. It is always possible to dispose of wheat at a price, whereas in the case of some other commodities it is not possible to sell them in the event of a glut. Moreover, wheat and wool are commodities that will keep for years. The number of sheep now in Western Australia is between 10,000,000 and 11,000,000. I have always realised that there would be a sharp drop in the price of fat stock because our population is only 420,000 and we have to depend upon that number to absorb the fat stock. It stands to reason that with such a large number of sheep the time must come when the price will reach a low ebb.

Mr. Marshall: What about export?

Mr. BROWN: The price of mutton has fallen considerably and we can get shoulders of mutton for 4d. a lb. It is quite possible that we shall have to encourage the export of our lambs. Western Australia should congratulate herself on having in the employment of the department a man of the ability of Mr. McCallum, the wool expert. Mr. McCallum is always prepared to give valuable advice to those who require it.

Mr. Marshall: Are you referring to the ex-Minister?

Mr. BROWN: The hon. member knows very well to whom I am referring. This officer has to travel by rail and he is obliged to rely upon some of the farmers to convey him to outlying districts. Although I am aware it would involve a little expenditure, I think the Minister should provide Mr. McCallum with a motor car to enable him to move about the country with facility.

Mr. Marshall: You can get them very cheaply now, almost for a song, so there should be no trouble in doing what you ask.

Mr. BROWN: On the subject of education I regret to learn there is a possibility of the expenditure of this department being curtailed. If that event should come about it would be one of the worst things that could happen to this State. It is our duty to give the children of the pioneers of our country the education to which they are entitled, because it is on them that we shall have to depend at a later stage. The curriculum of the State schools is very good and compares favourably with that of any educational system in the world. We should maintain that standard at all costs. Otherwise there will be no inducement for people with families to go into the back country. I have a few requests to make on the subject of education. A request was put forward that a school should be built at Bullaring and the department realised the need for it. Unfortunately there was no money available and in the meantime the inconvenience had to be borne. Recently I was at Boddington and I found that 44 children were accommodated in one small room, that in itself was hardly big enough to allow the teacher to move about with comfort. Such an overcrowding is, to say the least of it, unhealthy. Again, the department realise the need for providing additional accommodation for those 44 children and again they are unable to take action because of the lack of funds. We have a large staff of teachers, perhaps greater than that of any other State in Australia. At the same time I maintain that whatever we spend on education is money well spent. Another matter about which I wish to say a few words relates to finance. I consider that in times of financial stress parties should combine to evolve some scheme that should prove in the best interests of the State. Unfortunately, party politics will not allow of this. What happened recently in this Chamber? The Government realised that something had to be done. Many of our departments were run on extravagant lines, and the Government decided to approach the Arbitration Court and allow that tribunal to decide the question of reverting to 48 hours, and also that of the abolition of district allowances. Then the member for East Perth (Mr. Kennelly) moved an amendment to the Address-in-reply.

Mr. Sleeman: And very properly, too.

Mr. BROWN: The hon. member knows that we have no money, and that we cannot

borrow any money. Yet he moved his amendment, and we had the "Hausard" staff taking notes for several hours during a useless debate which cost the country pounds and pounds.

Mr. Kennelly: You know that many members on your side promised to uphold the existing standard of living.

Mr. BROWN: The Leader of the Opposition and the ex-Minister for Works had spoken when the amendment was moved, and did not speak again to the amendment.

Hon. P. Collier: I said what I had to say on the subject in my speech on the Address-in-reply.

Mr. McCallum: We both spoke on those two subjects.

Mr. BROWN: Yes, but before the amendment was moved. You had an opportunity to speak to it again.

Hon. P. Collier: Oh yes, we could have spoken three or four times.

Mr. BROWN: When the vote was taken on the amendment, all the members of the opposition voted for it. No one knew better than the Leader of the Opposition that he was voting against his own grain. If he had spoken his mind and voted the other way, it would have meant the end of his political life. That is what we get from party politics. When he was on the hustings what did one hon. member say: "Take it from me, ladies and gentlemen," he said, "if the Nationalists and Country Party are returned to power, they will reduce wages."

Mr. Sleeman: Who said that?

Mr. BROWN: The member for East Perth, and he lost a lot of votes over it. Just let me relate an incident that occurred some years ago. Two men came to my farm looking for work. They had walked all the way from Kalgoorlie. They were barefooted and hungry, and had not sufficient clothing. They asked me to give them a job, and I explained that I had no money and could not put them on. They said, "For goodness sake, give us a week's work." I said if I employed them I could not afford to pay them more than £1 a week. They stayed a few weeks, and went away to other districts. The member for East Perth will say that those men should not have taken that low wage. He would have let those men, whom he is supposed to represent, go away from my farm hungry and bare-footed, and with no place to lay their heads.

Mr. Kenneally: The hon. member declared in this House that if each man would make £1 per week for his work, there would be work enough to go round.

Mr. BROWN: I never said that. What I was referring to was work of a temporary nature, and I think Mr. Taylor explained it more clearly than I did.

Mr. Kenneally: That is quite possible.

Mr. BROWN: Coming down to party politics, I remember that when we were sitting in Opposition we could see nothing whatever good on this side of the House. We did our best to prove to the people of the State that it would be in the interests of Western Australia to have a change of Government.

Mr. Raphael: And they believed you, too.

Mr. BROWN: And rightly so. But now that the then Government are in Opposition, they in turn can see no good on this side of the House. It seems to me that every time a change is made we get deeper into debt. The Collier Government, I suppose, had more loan money than any previous Government of Western Australia ever had. And when they left the Treasury bench what happened? They did not leave behind one farthing. I am only sorry they did not remain on this side for, had they done so, they would have had the onus of fighting the great battles now confronting the present Government. It would be much better for the State if members opposite declared a truce, and allowed every one of us to work for the best interests of the State, and try to evolve some scheme to bring Western Australia out of the slough of despond. I admit that the financial depression is world-wide. There is no getting away from that. The dropping prices of wool and wheat, and the quantity we have for sale, no doubt have a great deal to do with it. Then, again, we have all been living extravagantly. There was any amount of money we could borrow after the war, and we borrowed all we could from the bankers and everybody else. And the State acted the same as a private individual, with never a thought for the future, but only with a desire to get as much money as she could and spend it, and so allow Ministers and members to make jolly good fellows of themselves in their electorates. There is not a member to-day but has a request to make for his electorate.

He does not care whether or not it is in the best interests of the State. Take my own case: I represent an electorate, and I have to show results. Each member has to get what he can for his electorate, and it is not always the best thing that could happen for the State. The member for North-East Fremantle (Mr. Parker) and the member for Fremantle (Mr. Sleeman) have always been advocating the spending of a million and a half on a railway bridge. No one knows better than the member for Fremantle that there is no money available for that bridge. The member for North-East Fremantle is equally aware of it, yet he had to advocate the building of the bridge in order to please his electors.

Mr. Angelo: Now you have let the cat out of the bag.

Hon. P. Collier: Don't mention that Brookton railway of yours.

Mr. BROWN: Someone has said the only remedy for the State is secession, the getting away from Federation. One of the greatest blunders Western Australia ever made was when it entered Federation. We went into it before our time. When we come to look back to that great Western Australian statesman, the late Lord Forrest, we find that even he had his price before he agreed to enter Federation; he had to be promised the trans-Australian railway.

Mr. Sleeman: You do not mean to say Lord Forrest was bribed!

Mr. BROWN: No, but that was one of the conditions of his entering Federation. It was a bribe to the State, yes.

Hon. P. Collier: But the railway was not in the thing at all.

Mr. BROWN: Oh yes, it was mooted.

Hon. P. Collier: But there was no guarantee given that the railway should be built.

Mr. BROWN: However, Lord Forrest goes down to posterity as a great statesman, as a builder of nations. I agree that he was all that. I am an Australian-born, and naturally I take a pride in Australia, and I should like to see the whole of Australia consolidated so that, in the course of time, she might take her place amongst the nations of the world. But after 30 years of Federation what do we find? We find that another great son of the soil of Western Australia, our present Premier, says that Federation is no good to us, that we must have

secession. And seemingly he is quite prepared to have his name go down to posterity as a wrecker of nations. I am not saying that he is not right, but just see the difference between the two men! That is party politics for you.

Mr. Marshall: The two men belonged to the one party.

Mr. BROWN: Some people say that if we had the Bruce-Page Government in power in the Federal arena we should not have this great taxation and tremendously high tariff that has been imposed upon us. Certainly all that was not the policy of that Government. But what is happening to-day? We find now that the Customs revenue, instead of exceeding estimates, is falling far below that mark.

Mr. Raphael: With another two years of the Bruce-Page Government, Australia would have been broke.

Mr. BROWN: I admit that when they first took office they had a surplus revenue of many millions of pounds. That became exhausted. In the meantime the Government committed themselves to heavy expenditure, such as any other Government might have had to face. The policy which the present Federal Government put before the electors has not turned out as they expected. That is what we are getting in party politics.

Hon. P. Collier: If party politics are so inimical, why not resign from your party? Set an example.

Mr. BROWN: But no man can enter this Chamber unless he belongs to a party. It seems we have no time for independents. Of course if all members were independents it would be a different thing altogether. If we were not pledged to any particular policy we could all consult the best interests of the State. Then we would take the best brains we have in the Chamber, no matter from which side of the House, and so we would have a Government that would work for the best interests of the State. The member for Canning (Mr. Wells) said that things were altogether different since April. He is quite right. When the late Government went out of office the loan requirements of the State amounted to £4,500,000.

Hon. P. Collier: No, you are all wrong.

Mr. BROWN: After a month or two the Loan Council cut down the amount to £2,800,000 and more recently it has been cut

down to £1,750,000. And we have not got that yet. What is the position of the present Government? We must admit that the Premier is endeavouring to fulfil all his election promises. I wonder whether the Opposition, if still in power, could do as well. I think it was the Leader of the Opposition who, in reply to the Attorney General, said the present Government were going to move heaven and earth to supply everybody with a job, and so far they had only reached Blackboy.

Mr. Marshall: Well, that was true.

Mr. BROWN: Yes, but it was something to have reached even Blackboy. There are 1,000 men at Blackboy, and the Premier is trying to fulfil his promises through the Minister for Railways; he is giving those men a little work and their sustenance. But how long can this continue? Can the State keep this going forever? The Leader of the Opposition said those men had gone to Blackboy forever, that they had there a very happy home from home. But suppose there were an election to-morrow; what would happen?

Mr. Raphael: Our side would be back in power.

Mr. BROWN: Those thousand men at Blackboy would have votes. Who would be soliciting their votes?

Mr. Kenneally: The member for Perth would attend to those.

Mr. BROWN: I do not know what methods the member for Perth may have, but if he had brains enough to get those votes, the more credit to him.

Hon. P. Collier: You can win votes by other means than the use of brains.

Mr. BROWN: Then I wish the Leader of the Opposition would give me a hint, for I cannot. It is not my intention to keep the House any longer, as I have due regard for the "Hansard" staff, and I realise that every minute we speak costs the country money. I hope other members will remember the same thing, and that we shall be as moderate in our remarks as we can. We should realise the financial position of the country. There is no getting away from it, it is very serious, and any Government that have not loan money to carry on new works will be very unpopular. The humanitarian views held by present Ministers who have given these poor unemployed fellows sustenance must be com-

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-

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 Udue 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-

blers 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.