

Mr. Bovell: Who controls the financial structure of the country?

Hon. E. NULSEN: I do not want to prolong this debate. I am sorry there has been so much opposition to what I have said. Whenever it affects the big financial interests, there is always a cry from the other side, where members represent such interests. I do not blame them, and were I on that side I would probably do the same myself.

The Minister for Lands: You are a big financial man. You are one of them yourself.

Hon. A. R. G. Hawke: About one-quarter as big as the Minister for Lands.

Hon. E. NULSEN: I do not think that, financially, I would be one-quarter as big. I will deal now with the Goldfields racecourses, including that at Norseman. The clubs are greatly concerned over the legislation passed by this House whereby the fraction was reduced to 6d. instead of 1s. by the amendment to the Totalisator Duty Act last year, as it has affected them greatly. They now suggest that the Government should bring in a system similar to that obtaining in South Australia. I hope the Chief Secretary will bring down legislation to that end, so that in the smaller districts, where the tote returns perhaps £2,000 or less, it will be taxed at about 2 per cent., whereas on £5,000 or more it would be taxed at 6 per cent. or 7½ per cent. That would enable the smaller clubs to carry on.

Hon. J. B. Sleeman: It would not help the punters very much.

Hon. E. NULSEN: It makes no difference to them, because the 13½ per cent. is taken out of the totalisator investment. So much goes to the Government and so much to the clubs. The trouble has been that the 7½ per cent. has been going to the Government all the time, and not on a graduated scale. I am asking for a graduated scale, so that on a totalisator return of £2,000 or less the tax will be on a lower scale. If the Chief Secretary will bring down legislation such as I have suggested, that will be of great help to the Goldfields people.

Children in back-country schools, such as that at Salmon Gums, have been penalised. The ex-Minister for Education did everything possible to assist them but, unfortunately, in some of my areas he was not able to meet all requirements. The Dundas

Road Board has asked that the State Government be urged to institute a system of centralised primary schools in country districts and provide and maintain hostels to accommodate pupils, and that the away-from-home allowance granted to children attending secondary schools be substantially increased. Beyond saying that I am thoroughly in accord with that, I shall not deal further with the matter tonight. If an opportunity occurs before the Estimates are presented, I hope the Minister for Education will give consideration to the plight of those districts. I feel that the present Government will not have an opportunity to gauge the amount of work that was done by the previous Government.

Mr. Hoar: Or will not admit it.

Hon. E. NULSEN: I consider that the member for Gascoyne, when Premier, put up a programme second to none. With regard to hospitals, I suggested something which the Under Secretary said there was no hope of getting approved, and to his surprise, though not to mine, it was approved. I say I was not surprised because I knew that the Premier and the Cabinet would do what was right, irrespective of the cost, so long as the expenditure was necessary and justified. We are living in a world, not of thrift but of controlled extravagance. Before very long, I believe we shall be in a position to produce all the real wealth that is required, and all that will remain then will be to determine the method of distribution and to amend our monetary system. Consequently, I can see some hope for the future.

Mr. Marshall: I cannot.

Hon. F. J. S. Wise: The member for Murchison looks as if he cannot.

Hon. E. NULSEN: If the Government is not prepared to take a reasonable risk, we shall find ourselves in the position of having all security but no progress.

MR. NIMMO (Mt. Hawthorn) [8.2]: I take this opportunity, Mr. Speaker, of congratulating you on the position to which you have been appointed and I also congratulate the member for York on his attainment of the Chairmanship of Committees. I wish to endorse the remarks that have been made about the Premier and his Ministers. One point with which I wish to deal tonight is the bottleneck of the City of Perth, and when I use that term, I mean the Perth

railway station. We start from Rotten Row—I should not like to call them goods sheds—and what do we see? Dilapidated buildings, rusty sheds, junk! Then we come to the railway station. This is a matter that should receive the consideration, not only of members on this side of the House but also of every other member of the Chamber. In years to come I should not like to have it said by one of my children or their children, "If our fathers had shown some foresight, they would have moved the Perth railway station from its present position." The city of Perth and suburbs should carry a population of at least 1,000,000 people. If we are prepared to continue as we are going and leave the Perth railway station where it is, when the day comes that it has to be moved the cost will be much greater than if the work were undertaken now.

The site of the Perth railway station should be the centre of the city—the civic centre. While the opportunity exists, the width of Wellington-street should be doubled. The City of Perth will not grow southwards, and we do not want a long strung-out city running east and west, and so there is only one direction in which we should look for expansion and that is northwards; but the city cannot expand in that direction while the railway station remains in its present position. The main method of public transport in most of the large cities of the world is the tramcar, but elsewhere the trams run on round wheels, not square ones.

Hon. A. H. Panton: You must have ridden along Woolwich-street.

Mr. NIMMO: The tramcars of other cities are comfortable and well-sprung with seats well-padded, not hard seats such as we have, on which it is not necessary to travel very far if one wishes to shine one's pants or the back of one's coat. From most small cities, the trams are vanishing rapidly. The chief disadvantage of trolley-buses is their lack of mobility; they are route-bound. I understand that the intention is to expand the trolley-bus system, but we should at the same time supplement the routes so served with other buses. As the city grows, we shall have to transport more people to their work and, for this, other buses will be required. If we could only put buses on our trolley-bus routes during peak periods in order to help to handle the traffic, it would solve the problem for the travelling public.

I am not at all satisfied with the trams serving the city because Perth was not built for trams, which are really the cause of all the street congestion, including the problem of parked motors. We have several one-way streets, but I believe the time has arrived when we should make up our minds to build decent trams, similar to the P.C.C. trams of America, which run almost noiselessly and are comfortable and speedy. Still, I am afraid we shall never be able to attain that ideal with the trams we have at present.

As for the tramlines, I had occasion recently with some business men to measure the depth of a hole in the road alongside one of the rails and the depth was nine inches. Why there have not been more serious accidents in the city I do not know; I think God must be on the side of the authorities. In most countries tram rails are laid on a bed of concrete; sleepers are not required. I believe that has proved a success. If we continue our present system of laying tracks, we shall never get better results than we have today. One can see that where the lines have just been repaired they are starting to crack again. The reason is that they are not laid as they should be and the movement and swaying of the trams soon shift the ground.

I desire to say a word or two on some of the tram routes in my district and the district of the member for Leederville. The No. 22 tram passes through both his district and mine. The people in both districts complain that too many small trams are used on that route. One evening, from 5.2 p.m. to 5.30 p.m., I counted five small and one large No. 22 tram. I consider the people on that route are not getting a fair deal. The No. 13 tram runs through the district of the member for Leederville. I refer to this tram, as he might be able to help me.

Hon. A. H. Panton: You pinched all my transport, anyhow!

Mr. NIMMO: The No. 13 tram also passes through portion of my district. Small trams are used on this route unless there is a football match, when we get the big ones. The trolley-bus service to Wembley is rather good at times; but one of the problems there is the number of school children who also use the bus when business people are going to work. I hope that both the Minister for Education and the Minister for Transport will see fit to bring about an alteration in the school hours. We have 12

trips per day to the City Beach commencing at 6.35 a.m. from Perth and continuing until 11.20 p.m., but in the evening one bus leaves at 6.15 p.m. while the next bus does not leave until 9.45 p.m. The last bus leaves at 11.20 p.m. I particularly mention this because in the last nine months, in the City Beach-Floreat Park-Wembley districts 47 homes have been built.

Wembley is fairly thickly populated and the people are well housed, but later on I will draw a comparison. The City Beach travellers pay a fare of 1s. 6d. return, and the distance is approximately seven miles; the Perth City Council pays the Government a subsidy of £600. North Beach, approximately 11 miles from Perth, is catered for by privately-owned buses, the fare being 25s. per month. The Scarborough Bus Co. charges less than the fare paid by the City Beach people. Permits have been issued for 77 homes in the Scarborough district in the past twelve months. That district has one of the finest bus services in Australia. What I want to sheet home is that if the City Beach people had a better and cheaper bus service, I might have been able to say tonight that 77 homes had been built in that district also. In the Mt. Hawthorn district only 11 homes have been built during the past year. Mt. Hawthorn is well populated.

On the subject of market gardens and vegetables, I point out that during the war the area needed to feed Australia, according to Commonwealth figures, was 149,670 acres. The total acreage in Australia was 246,000. Those figures make one wonder whether the number of vegetable gardens should not be reduced, but after having given the matter consideration I would not recommend that course. In Western Australia we have about 9,000 or 10,000 acres under vegetables. I would like to see more vegetables sent to the country. Most country people are grumbling because they do not get fresh vegetables. It occurred to me that we might devise some way of bringing the vegetables to the city, packing them at once and then despatching them immediately to the country on fast trains. In that way we might also benefit the vegetable growers.

Much has been said on the subject of immigration. We must have immigration if, as I suggested, Perth is to have a population of 1,000,000. However, I would like to see our own flesh and blood established in homes before we bring in immigrants. The immi-

grants we want are the children of our own stock. Various estimates have been made of the arrears of housing accommodation up to the end of the war period, and these vary from 6,000 to 8,000. The average number of homes built per year in the three years preceding the war was 1,600. During the years 1942 to 1945, as members are aware, home building ceased. On normal requirements it is necessary to estimate arrears of 4,800 homes over the war period. Requirements after the war can reasonably be estimated at 2,000 homes per year, making a total of nearly 7,000, less a few that have since been erected. As a new member, I do not propose to take up any further time of the House.

MR. TRIAT (Mt. Magnet) [8.21]: I join with other members in congratulating you, Sir, on attaining your present position, and I feel sure that during your term of office you will serve this House as all your predecessors have done, with dignity to yourself and satisfaction to members. I cannot congratulate the present Government on attaining the Treasury Bench; but since a new Government has taken office, I congratulate those members who have received full Ministerial honours. The House consists of a certain number of private members and of men who will administer the affairs of State as Ministers. I trust that during their term they will do their best for the majority of the people. If they do so, they will receive support from this side of the House. At all events, they will receive mine.

What has struck me more than anything else has been the number of new members who have spoken without any signs of nervousness. They have stood up and without any hesitation have gone off into quite complicated details regarding political matters. That is unusual. Each man has a different method and tone and manner. One struck me as being like the barber's cat—all wind and water. The others struck me as being sound and competent and as appearing to know what they were talking about. The speech that struck me most forcibly was that of the member for Irwin-Moore. It was exceptionally well thought-out and prepared, and well delivered. It must have been, because it received a write-up in the leading article in "The West Australian." Very few members get a leading article written about them in that paper, especially when making