

has been a find at Cue that has produced about 1,000 ozs. One parcel of ore of 103 tons yielded 68 ozs. 13½ dwts. over the plates and there is probably 8 to 10 dwts. in the tailings. This was discovered by boring. It was found at the spot where Tom Cne first found gold, and this was the richest alluvial patch ever known on the Murchison. I spent a good deal of time and money in trying to locate whence the gold had been shed. Other people in Cue also tried, but all failed. An old prospector has now located one of the richest finds the district has known for many a day. Right through the Murchison the outlook for mining is very much brighter. We have no time for a croaker. A prospector must be an optimist. Systematic prospecting is necessary to locate the rich deposits and money should be made available for this work. The State battery system should be operated in conjunction with the Prospecting Board. We need a big gold rush something like that of the Golden Mile, or better still a good alluvial find. An amendment of the Agricultural Bank Act is necessary to permit the Government to advance money to people taking up pastoral holdings. I know a lot of young men in the Murchison who are prepared to take up pastoral holdings, but they have not sufficient cash, and they do not wish to get into the hands of Dalgety's and the big firms. It does not take anything like the money that is required for a farm to develop a pastoral holding. The first needs are fencing, wells and windmills, and then stock. No clearing is required. We talk a lot about bursting up large holdings; here is an opportunity for the Government to act. These men would take up small holdings. A good portion of the Murchison was previously cattle country, but it is now given over to sheep. Every year sheep stations are being extended further inland and the dingo is being driven back. In time the whole of the Murchison, right through to the North-West, will be used for sheep. Sheep are able to stand drought much better than cattle and the profit, of course, is greater. The member for West Perth (Mr. Davy) referred to the statements of the member for Guildford (Hon. W. D. Johnson) regarding pastoral holdings. The pastoral leases were extended in 1917, or 11 years before the date of expiry, and the extension granted was till 1944. Everyone realises that pastoral land may be resumed at any time for agricultural purposes, but what we want is closer settlement for pastoral purposes. Along the river frontages the pastoralists run a limited number of stock and do not comply with the improvement conditions. Had they done so they would have sunk wells and installed windmills, and been carrying stock on the whole of such leases. That is what we complain of. Had the pastoralists carried out the improvements, we would not mind so much. Those members who were in the House in 1917 understood clearly the

references of the member for Guildford. I have not made any great demands on the resources of the Treasury. I realise that owing to the commitments left as a legacy by the late Government, it is useless for representatives from the back country to request special consideration. I hope that the Main Roads Bill will be dealt with, and that when the Commonwealth grant for road making is being allocated, the Government will remember the Murchison, including Cue. In the past the people that "hol-lered" the most got the most. We of the Murchison have grievances as well as other places, but we realise that the Government at the present time are confronted with difficulties and commitments that they are in duty bound to honour. Some of these commitments relate to group settlements and other matters, and consequently we have to curtail our demands. Still, when it comes to a matter of main roads in places that are a long distance from the metropolis, and there is Federal money available for distribution, with the added subsidy of the State Government, we are entitled to prefer a claim for consideration. I hope that the Bills to be presented during the session will receive the consideration they deserve not only by this Chamber, but at the hands of another place. It is interesting to note that the people of the goldfields at the present time are taking a different view of things from what was the case some time ago by reason of the improved outlook for the mining industry. On the Murchison the position of affairs is much brighter, and going to the electorate of the Minister for Mines we find there, too, that the position is much more hopeful. At the Daphne mine, judging by the amount of stone raised and the surface prospects generally, the outlook is satisfactory and it appears as if there were good chances of making that a decent property. There have been satisfactory improvements around Cue, whilst at Reidy's, where the Mararoa company have been working an option for about 12 months, the leases have been opened up and developed. The information I have regarding the option is that in all probability it will be exercised. This will mean providing employment for 100 men, and the consequent establishment of a small township. The leases are only 12 miles from the railway. Generally speaking, the outlook is hopeful by reason of the fact that there is so much activity.

Mr. BROWN (Pingelly) [5.50]: I rise with some diffidence to make a few remarks on the Address-in-reply. I have listened to a number of the best debaters we have in Western Australia, and as a new member I feel that I shall have to make my remarks in as concise a manner as possible, and if I should fall into any errors I will ask the House to bear with me and to make allowances on account of my inexperience. Some time ago I heard the Premier say that we



had in this Parliament a considerable number of new members, and that every one of them was imbued with brilliant ideas for the salvation of Western Australia. Whether those brilliant ideas will be listened to or not, the course of time will tell. I am not a strong party man but I am pleased and proud of the little band to which I belong. In my opinion it is undoubtedly the party that will bring Western Australia out of the slough of despond. I realise that it will not be very long before Parliament will consist of two parties, the Country Party, to which I belong, and the Labour Party.

Mr. Withers: We shall all be one then.

Mr. BROWN: I have read a great deal about party politics, and the more I learn about it the more am I convinced that the sooner it is done away with the better it will be for the State. When we come to look around we find that men like Lloyd George and others who in their day appeared to have a permanent hold of their positions, are turned out. It is the same in all countries of the world where men who to-day appear to be leaders of strong parties, are in fact in occupation of those positions for only a brief time. We in Australia are as badly off, because when a man is leader of his party and becomes Premier, thus reaching his summit, his downfall comes very rapidly, no matter to which party he may belong. There is always someone trying to bring him down. Many a man has raised his party to a high level only to be wrecked himself by that party. Let us look around and see what happened in Rome. Rome had her laws, but what do we find happened? Mussolini came into power, and he adopted brute force in order to bring about reforms, the brute force consisting of administering castor-oil to the people. Such a course appears to me to be extraordinary in this enlightened age, and that is one reason why I do not feel disposed to become a strong party man. I hope yet to be able to see the forces united with an elected ministry in power. I desire to bring under notice a few of the requirements of the Pingelly district. Just as other members have done I could prefer requests involving an expenditure of a million pounds. But I do not propose to be so extravagant; I intend to ask for only a little. Speaking of the town of Pingelly itself, if it had its due, Narrogin should be one of its suburbs?

Member: Where is Narrogin?

Mr. BROWN: It is at present the hub of the universe. Some of the land around Pingelly is undoubtedly the best we have in the State. It has been settled now for something like 60 years. One of the first complaints I have to make is with regard to the railway station. The Premier knows this station pretty well. I do not know whether it was he or Mr. Seadden who declared many years ago that it should be burnt down. It was erected merely as a makeshift, but it stands to-day doing the service of a place that should be very

much better equipped. Looking around the Great Southern line we find at a place like Mt. Barker, that recently a sum of about £7,000 has been spent on the railway station. It is only right that a town like Pingelly that has contributed for 35 years to the revenue of the State should have a railway station commensurate with its needs rather than a miserable little hovel. Going farther west from Pingelly I wish to say a word or two in connection with the Narrogin-Dwarda railway, part of which, when constructed, will run through my electorate. Some time ago the Minister for Works promised at a meeting down there that it would be the first railway to be constructed in Western Australia. He anticipated that there would be a lot of unemployment during the winter months, and the line could then be constructed by day labour. I do not think there can be any unemployment. Thank heaven for that.

The Minister for Works: Isn't there!

Mr. BROWN: Then I do not know where it is. The railway has not yet been started. Going further north from there we find that Parliament has authorised the construction of a railway from Brookton towards Armadale, a distance of 27 or 28 miles. Nothing has yet been done in the way of making a start with this work and I may tell the Premier that in the course of a few days he will receive a deputation on the subject. Moving on east from Pingelly we get into one of the most fertile places in Western Australia, the Kondinin district. It is 100 miles east of Pingelly and I may inform the House that within a radius of seven miles that district last year produced 156,000 bags of wheat. It is possible that the settlers from that part will approach the Government for assistance. Water in that locality can be conserved in dams. There is also a gorge there known as Gorge Rock where water can be stored provided a weir is built across the mouth. The catchment is 25 acres in extent and many millions of gallons can be conserved.

The Premier: Then let us have the weir.

Mr. BROWN: I trust that when the request for the construction of the weir is submitted the Premier or the Minister for Works will prove sympathetic. Extending beyond Kondinin we come to Kalgarin. What has been done in that district in a comparatively short period is remarkable. Last year was the first in which crops were sown and this was the result: There were 95 settlers holding 145,000 acres. They are from 18 to 36 miles from Kondinin. The nearest settler is 18 miles from the line. This year there are 10,000 acres under crop and next year it is expected that approximately 17,500 acres will be under cultivation. The Agricultural Bank has advanced to the settlers no less than £100,000. The nearest railway, which is from 25 to 30 miles away, is that at Kondinin.

Lieut.-Col. Denton: I have to travel that distance now.



Mr. BROWN: Perhaps the hon. member's district is not as rich as this. If a line is extended for the convenience of these settlers it should go east from Kondinin into Forrestania towards Ravenshorpe. If this railway be built it will bring those people within a reasonable distance of Perth. Immediately the line is constructed to Kondinin, it should be carried on to Corrigin. The Corrigin line is already built to Brookton, and from Brookton to the line just passed is all on the road to Armadale, and so will bring those people 70 miles nearer to Perth than they are at present. The Minister will agree that we must always take into account the geographical position of a place. Well, that is the geographical position of those settlers. Beyond that radius again are dozens of settlers who have not very much improvement on their holdings because the Agricultural Bank will not grant them loans, declaring that they are too far from a railway. The Lands Department and the manager of the Agricultural Bank have told me it is the only place where there is virgin land for selection. It is clear that we must either build a railway there or advance the settlers money through the Agricultural Bank. Now, I want to refer to our primary resources, the chief of which, of course, is farming. Let me show you from statistics how the industries stand. Agriculture in 1913 furnished exports to the value of £19,776,735. In 1920-1921 £43,336,754 and in 1921-1922 £48,452,643. The pastoral industry in 1913 exported to the value of £42,057,346; in 1920-1 £45,805,314, and in 1921-2 £58,222,175. Dairying and the farmyard in 1913 exported to the value of £3,854,743, and in 1921-2 £10,992,021. Mines and quarries in 1913 exported to the value of £14,712,242, and in 1921-2 £9,345,342. Fisheries in 1913 exported to the value of £424,849, and in 1921-2 £434,552. Forestry in 1913 exported to the value of £1,106,549, and in 1921-2 £1,270,691. From these statistics it will be seen that we have to fall back upon our primary industries, namely agriculture, dairying, pastoral and mining. If history repeats itself, as it must, our mines will eventually reach oblivion. Ballarat at one time had the richest mines in Australia.

Mr. Lambert: They were only tinpot shows as compared with ours.

Mr. BROWN: I am not running down our mines. I think they ought to be assisted. I am merely pointing out that in the end we have to fall back on agriculture and the pastoral industry. Ballarat lost her mines completely, notwithstanding which Ballarat to-day is one of the most flourishing of Australia's inland cities. What has made it? When the mines petered out, the people gave atten-

tion to the agricultural land in the vicinity.

Mr. Lambert: A lot of the farmers in this State turn their attention to the Government.

Mr. BROWN: Of course the mining towns in this State are not so happily situated as is Ballarat. Take Coolgardie, once a flourishing town. It is now nothing but a mass of ruins and dilapidated buildings. And as time passes other mining centres will meet the same fate.

Mr. Lambert: Very much like that of the Primary Producers' Association.

Mr. BROWN: That association is not likely to go down, nor is the farmers' party.

The Minister for Lands: Just now you expressed the wish that there were no parties.

Mr. BROWN: Kalgoorlie, too, is in a dry area without an assured rainfall, and when the mines peter out there will be nothing left but the pastoral industry.

Mr. Lambert: It shows that you know nothing whatever about it.

Mr. BROWN: What is the produce, other than mineral, of Kalgoorlie to-day?

Mr. Lambert: Why, anything can be grown there.

Mr. BROWN: They are depending entirely on the mines. What happened when the Ivanhoe closed down? Hundreds were thrown out of work, and the Premier himself went up and found work for them. I am not finding fault with that, because we may yet have to ask him for work for the unfortunate settlers they are going to put off the land.

Mr. Lambert: At £1 a week, and keep themselves?

Mr. BROWN: Did you ever work on a farm?

Mr. Thomson: No, he has too much sense.

Mr. BROWN: We have hundreds of miles of auriferous country and so, probably, we shall some day discover new goldfields. Therefore it is the duty of the Government to see that the prospectors get a fair deal.

Mr. Lambert: You do not mind their getting crumbs from the cocky's table?

Mr. BROWN: If it were not for the cockies, hundreds of others would be starving to-day. I listened carefully to the remarks of members representing the North-West. We have there a huge territory, and we all know that when sufficient rain falls in those tropical districts, vegetation grows rapidly. No doubt eventually we shall have to rely upon the North-West for a large proportion of our meat supply. We have been told that there are in the North great possibilities in respect of cotton growing. At Millstream, in the extreme North, millions of gallons of water are going to waste, water



that could well be used for irrigation. That would bring enormous wealth to Western Australia. Such places ought to be fully exploited. We are told that white men cannot live up North. I stand for a White Australia. I am with the Labour Party in that.

Mr. E. B. Johnston: They are with us in that.

Mr. BROWN: Japan to-day is very much offended because America has refused to accept any more Japanese as settlers. I have been told by a man who knows from experience that a whole colony of Japanese settlers living together will make a white settler's life a misery, until he is glad to get out and let them buy his block. We do not want that in Australia. We know that thousands of Britishers would like to come out to Western Australia if they could get the chance, and it is clear that we have plenty of land in the North-West on which to settle them. There are in the North many magnificent rivers that could be dammed for the irrigating of millions of acres. In the Eastern States are to be found many striking examples of the value of irrigation. I know of one place where five and six sheep per acre have been fattened annually and sent down to the Melbourne market. Think what that means to the State! Our primary industries should be most carefully fostered. I have had considerable experience of the Agricultural Bank and the Industries Assistance Board. I pioneered as a boy in Victoria, and I have pioneered also in Western Australia. I spent eight years as an inspector for the Agricultural Bank. In the course of my duty I valued large areas of land. Unquestionably we must blame ourselves for so many failures amongst the clients of the Agricultural Bank. One of the first conditions laid down by the bank is that its client must be within a certain distance of a railway. Beyond that distance one cannot get a loan. The result was that the original settlers were able to pick out the eyes of the country, and when the new settlers came along they had to take what remained. A lot of our settlers, having no money, had to apply for assistance from their first going on to the land. Then they were asked to get production in unfavourable conditions. They were urged to grow wheat along the Great Southern. To-day it is known that wheat-growing on the Great Southern, except in streaks and patches, is not payable. Still, those settlers had to try to farm wheat on indifferent country, where at best they could get only a few bushels per acre. They had not the means to keep sheep, and the Agricultural Bank would not advance money for the necessary wire.

*Sitting suspended from 6.15 to 7.30 p.m.*

Mr. BROWN: Before tea I was speaking of the methods of the Agricultural Bank. Probably a good many mistakes have been made by over-valuing certain lands for agricultural purposes. The land in this State, and more particularly along the Great Southern, is very patchy. One may see land on one side of a fence that is worth little, while on the other side it may be extra good for cereal growing. The mistake made was that men were put on the poor land and it was impossible for them to grow a payable crop. In 1917 an interesting instance came under my notice. There were two paddocks three miles apart. One man had 300 acres cropped, 200 of which was fallow and 100 scarified. He obtained 1,700 bags of wheat. The other man had 300 acres all of which had been fallowed, and he received only 360 bags of wheat. Members may ask why.

Mr. Maley: What was the difference in the value of the land.

Mr. BROWN: That is the point. One block was suited for cereal growing and the other was not. Yet the man on the unsuitable block had no alternative to farming the land that the Agricultural Bank had given him. He was inexperienced at the time, but eventually he discovered to his sorrow that the land was not adapted for the cultivation he was carrying on. After all these years, settlers in the Great Southern are finding out the methods that should have been adopted from the first. The land is admirable for grazing purposes, and farmers, instead of trying to grow wheat, are sowing large areas of oats. Artificial grasses are becoming adapted to that part, and the farmers are now sending large numbers of stock to market. In the Pingelly district a man I know had 3,700 acres of ground. He erected silos and made ensilage of his crop and the whole of his time is now occupied in cultivating 1,700 acres. The other 2,000 acres are for sale. This is what the Pingelly district is most suited for, and the same may be said of the country extending right down to Katanning. Further out east there is a man who has never put a plough into his land, and this is the seventh year in which he has had an average return of 22 bushels to the acre. If that system of farming were adopted in certain other districts, the return would be nil. I was surprised to learn from the I.A.B. that certain districts are classed as "six-bushel average." If that is so, how can a man deeply indebted to the board be expected to make his farming pay? I am pleased to say there are few such areas in my district, but they are scattered here and there. Failure is not always due to the fault of the man; the fault often is that men have been placed on poor land. The Minister for Lands is the member of the Cabinet to whom we must look to advance the welfare of the State. I was grieved to learn recently that about 400 clients of the I.A.B. had been given notice to either reduce their liabilities or go off their land.



I learn that this matter has received the consideration of the Government and that it has been decided to treat every case on its merits. These people will thus be given another trial. This will always live in my memory as one of the most graceful acts of the Labour Government.

Mr. Panton: It is only typical of them.

Mr. BROWN: If the Government continue in that way, the settlers under the I.A.B. will have no cause to complain of not having been given a fair trial. The previous Government appointed three practical farmers in each district to investigate the cases of I.A.B. farmers who were in difficulties. If these farmers, after careful examination, are of opinion that it is impossible for a client of the board to make good, the man should go off the land as soon as possible.

The Minister for Railways: They would not turn down a member of the organisation, would they?

Mr. Thomson: Some of them have.

Mr. BROWN: The field inspector has to be a judge of stock; he must understand farming thoroughly and must have a knowledge of finance. If we could always get such accomplished men as field inspectors, it would be all right. They, however, have the theoretical knowledge, but not the practical knowledge. An inspector goes to a man who is in difficulties and the man probably puts a proposition as to what he is going to do and what he requires; but the inspector says, "No, we cannot agree to that." The settler naturally becomes downhearted, because he cannot farm his land according to his ideas of what is best. Three practical men from the district in conjunction with the field inspector should be able to say whether the settler is in a position to make good. In my electorate are men who started farming 10 or 15 years after other settlers had taken up land close to the Great Southern railway. They went out to the eastern areas, and to-day they are able to ride in their motor cars. The unfortunate settlers who were planked down on poor land close to the Great Southern are still in difficulties. We are told that the finances of the State are in a deplorable condition. We have a deficit of six millions, and yet on top of that we are to be asked to vote millions more. I want to know where the money is coming from. The Government no doubt have ideas about raising money, and unless they do raise more money it will be impossible to carry on development work in the country. How can we build railways if more money is not raised? How can we go on with development work if fresh loans are not floated? I understand the Government are likely to subscribe to the Federal Loan Council. If the Eastern States are going to dictate to us as to when and how much we shall borrow, the progress of this State will be greatly retarded; and I can only regard such a proposal as another link in the chain of unification. This will never do for Western Australia.

Our entry into the Federation was the worst thing that ever was done. We are beginning to find it out now, and if we permit the Eastern States to dictate as to our borrowings, well, all I can say is, "God help us." A good many people are inclined to blame Sir James Mitchell for having initiated the group settlements. I do not blame him. I was much surprised to hear the member for Guildford (Hon. W. D. Johnson) say the ex-Premier had never done one act to benefit the farmer or develop the State. Will anyone tell me that a man imbued with the idea of bringing thousands of people to Australia and settling them in groups, was not trying to do something for the State? The ex-Premier probably made a mistake, because thousands, and, in fact, millions of money have been spent and he lost sight of the virgin country where men could have been settled and could have obtained an immediate return. The Kalgardin district in the first year of settlement produced 5,000 bags of wheat. What have the group settlements produced? Nothing, and they will require to be spoon-fed for a good many years yet. Some of the group settlers will never make good. They have been placed in groups and, owing to the land being of a patchy nature, it is reasonable to expect that a good many of them will not have good land. In a decade or two I believe the group settlements will prove a blessing. There is always a market for dairy produce and similar lines. We know what we have to pay for those commodities at present and those things can be produced in the South-West. One man who took up land in the South-West without assistance informed me that he was able to produce three crops a year from the one piece of land and that he received a return as high as £80 per acre by growing rotation crops. In his opinion linseed can be grown well there. This is a splendid factor in dairying. When fed to cows it returns nitrogen to the soil and greatly enriches the land. In the opinion of this settler the South-West will ultimately be the garden of Australia. That is also my belief. Unfortunately, however, we have not yet the population we need for the necessary development. When the people get going properly the question of marketing the produce will have to be gone into. The local market, which is the only one we have at present, would soon be flooded. If, however, we produced chiefly butter and bacon there would always be a ready sale for them. No man can go wrong if he grows wheat and wool and the other stable commodities, because there is a fixed world market for these things. It would be to the interests of the State that we should first develop those industries that we know will pay. The first thing I wish to refer to concerning the policy of the Government is State trading concerns. We cannot gather from a perusal of the returns whether they are paying or not, but my own opinion is they are losing badly. Take the Implement Works, for in-



stance. I understand they were established with the object of directly benefiting the man on the land. I cannot see that they have fulfilled their object.

The Minister for Railways: Yes, they have.

Mr. BROWN: No. I will tell the House how the farmers have been deceived. I have seen the bills.

Mr. Chesson: What would they be paying for their implements to-day but for those works?

Mr. BROWN: I know a man in the York district who bought an old harvester at a sale. He had the wheels, the axle and part of the frame. It was similar to a State machine, and he, therefore, asked the State Implement Works to send him up some parts, including a winnower. The parts came up, and with them a bill for no less a sum than £250. That is how the works help the farmer.

Hon. S. W. Munsie: Did they sell him a house as well?

Mr. BROWN: No.

Hon. S. W. Munsie: They must have done so.

Mr. Chesson: What was the bill for?

Mr. BROWN: For the parts. This farmer found out afterwards that the parts were useless. He asked the works to take them back, and they replied that they could not do so. They finally agreed to take them back, and the farmer lost £75 over the deal. He was glad to get out of it at that figure.

The Minister for Railways: He could have got a new machine for less than that.

Mr. BROWN: The implements turned out by the State are not of the same quality as those that come from the Eastern States.

Lieut.-Col. Denton: They are.

Mr. BROWN: No. No farmer will take a State harvester if he can get another. They are not turning out one piece of machinery that the farmer would take if he could get anything else.

Mr. Corboy: I know many farmers who take State implements in preference to others.

Mr. BROWN: But under what conditions are they taking them?

Mr. Corboy: They can buy in any other market they like.

Mr. BROWN: I am glad to hear that. There is no doubt that the works are not turning out machines as good as they ought to do.

Hon. S. W. Munsie: They make the best plough on the market.

Mr. BROWN: No.

Mr. SPEAKER: Order!

Mr. BROWN: Probably if the works employ good mechanics they may be able to turn out good machinery. Of what use are the works to the farmer or the State, seeing that they are being run at a loss?

Mr. Panton: What would happen to the farmers but for the fact that the works are policing the implement industry?

Lieut.-Col. Denton: We are law-abiding citizens; we do not need policing.

Mr. BROWN: I will now refer to State hotels.

Mr. Panton: That is the stuff.

Mr. BROWN: I can see no use for State hotels. Has any State hotel assisted in the development of the district in which it has been established?

Hon. S. W. Munsie: Yes, at times.

Mr. BROWN: If left alone, private enterprise would soon have supplied the want, if it existed. The Government pick out the eyes of every town, and establish a hotel wherever money is to be made. They are trading on booze. Is that desirable?

Hon. S. W. Munsie: Would any private individual have erected a hotel at Corrigin or Kwoollyin?

Mr. BROWN: One can get no better accommodation at the State hotel than in any other hotel.

Mr. Corboy: And you do not pay more.

Mr. BROWN: There is a tendency at State hotels to put as many beds as possible into one room.

Mr. Corboy: Of course that sort of thing does not occur in a private hotel.

Mr. BROWN: I will tell the House what happened to me at a State hotel. I asked for a bed, and was told there was only one left. Behind me there was a man with his wife and child who also wanted accommodation, but they were told there was no bed for them, and no effort was made to put them up. They were told they could get beds wherever they liked. However, I went to my room. I discovered in one bed a man almost on the verge of D.T.s., and in another bed a man who seemed, from his condition, to be on the point of dying. Members may imagine what I had to put up with that night.

The Minister for Railways: Did you look under the bed?

Mr. BROWN: That kind of thing has never occurred to me in a private hotel. One sees men hanging around State hotels, spending every shilling they have, making no attempt at thrift, and in their old age they will have to go to the Old Men's Home and be kept by the State. Other men who are thrifty and deny themselves are the very people who will have to assist in the support of these spendthrifts. On behalf of all conscientious objectors I claim that the State should not enter into this realm of commerce. I am not a prohibitionist by any means, but in all honesty I claim that the State should never have ventured into this business. We thought when the State Sawmills were established that we would get cheaper timber. That has not proved to be the case.

Mr. Corboy: The late Government joined the monopoly. That is why you cannot get cheap timber.

Mr. BROWN: If that is so, I hope the present Government will very quickly wreck the monopoly.

Mr. Corboy: We have done so.



Mr. BROWN: I have been buying from the State Sawmills, and have to pay 5s. a hundred feet more for my timber since the Labour Government have come into office. That is how they have wrecked the monopoly. In my trade as a wagon builder I find it impossible to build wagons. I will show the House how some of our Government institutions patronise local industry. I know of one department that called for tenders for certain articles that are made by the State. It wished the local producers to cut each other's throats so that it might ascertain how cheaply it could procure those articles. No doubt the State Implement Works put in a tender, but it will be found that they do not make any of these vehicles. Under the present system of working it is impossible for them to do so. Of what use are the State Implement Works to the man on the land? Probably they go in for other ventures, of which I know nothing. Any man can compete against the State in the building of wagons. If that were all the competition we had to face we would have nothing to fear. The State cannot turn out a wagon as cheaply or as well as can a private firm. If the State Implement Works and the Sawmills are working at a loss, of what use are they to the State?

The Minister for Railways: Have you looked at the balance sheets?

Mr. BROWN: Thousands of pounds of beautiful timber are allowed to go up in smoke every year.

Mr. Wilson: That is a reflection on the Conservator of Forests.

Mr. BROWN: If that timber were sold at reasonable rates it could be used for shed construction or other useful purposes, if it were known to be available. As things are, however, it is all wasted.

Mr. Wilson: That is not so.

Mr. BROWN: The member for Pilbara (Mr. Lamond) advocated the establishment of State stores. Where are we going to draw the line?

The Minister for Railways: We should always do what we can to prevent the people being robbed.

Mr. Stubbs: I will sell my store at a reasonable price.

Mr. BROWN: He gave us instances of what prices were charged at Marble Bar, and compared them with the prices in Perth. He said nothing about the freight to Marble Bar, or the book debts the storekeepers piled up there. The State will soon find out what will happen if they start out in this business.

Mr. Chesson: What about the prices that are charged the prospector out back for explosives?

Mr. BROWN: The member for Menzies (Mr. Panton) compared the charges made upon explosives with those made upon super. How many train loads would it take to carry all the explosives that are used in one year, and how many to bring back the product thereof? A motor car

could carry the lot. Superphosphate is the mainstay of the man on the land.

Mr. Panton: The more you carry on the railways the more you lose.

Mr. BROWN: See what we get back, in an indirect way through carrying super over the railways! It is a means of bringing many thousands of pounds worth of extra freight to the railway system. There is no better policy a Government could adopt for the encouragement of the agricultural industry than the carriage of super at a low rate.

Mr. Corboy: Why do you object to fracture being carried at a low rate?

Mr. Panton: The more train loads of super you run the greater is the loss.

Mr. BROWN: The railways arrange to carry goods at a cheaper rate during certain portions of the year for the sake of the back loading.

Mr. Panton: We are only asking for the same concession for the mining industry.

Mr. BROWN: The farming industry will be still in existence when there is no longer any mining. Our railways, it is said, are not paying. Probably they do pay during certain months of the year. However, the only way we can make our railways pay is by encouraging production.

Mr. North: Last year the railways showed a profit.

Mr. BROWN: If it were not for the products grown by the farmer, the railways would be "bung."

Mr. Chesson: The wool and stock from the Murchison make the railways pay.

Mr. BROWN: Those things are all agricultural products. For my part I venture to say that more is being sent away now from Pingelly, in money value, than ever before.

The Minister for Railways: Timber is the mainstay of the railways.

Mr. BROWN: Yes, and very often the freight on the timber costs more than the timber itself costs to produce. Railway rates should be reduced. At all events, I hope the rates on farm products will not be raised. I turn now to the policy of the Government. One of the first things Ministers did was to introduce the 44-hour week. I can only conclude that that was a party move. Ministers know the thing is not as it ought to be. I do not blame them for the fact that, in order to get votes, they promised on the hustings a universal 44-hour week. I am open to be corrected, but I believe the 44-hour week on the railways has to be done in five and a-half days. That is a thing I know the workers do not want. They want to work the 44 hours in five days, and go away and earn 10s. from a farmer on the other day.

Ministerial Members: Oh!

Mr. BROWN: The railway employees are very hard-working men, but only during four months of the year have those men the opportunity to work to their full capacity. They are now receiving 48 hours' pay for 44 hours' work. Later in the year,



however, they will be working 48 hours and more, and they will be working the extra hours at overtime rates. That is where the shoe will pinch, and the country will suffer. We all ought to realise that a fair day's pay is worth a fair day's work.

Mr. Panton: A novel observation.

Mr. BROWN: Recently I saw two men painting a lamp post. Having no other lamp post to go to, they made that one lamp post last half a day.

Mr. Corboy: That was due not to shortage of men but to shortage of lamp posts. Where is that lamp post?

Mr. BROWN: Not very far from where I live. I know, because on that day I was working slow myself. The cost of living is a very serious problem. At present I have to buy everything I use in my household; but for 20 years, living on a farm, I had my own meat and gristed my own flour and had my own butter and eggs, and so forth. But now that I live in town I have to buy everything I use; and I say straight out that a man living in town cannot keep a family on less than £5 a week.

Mr. Panton: You are supporting the basic wage.

Mr. BROWN: How can we decrease the cost of living? Only by encouraging production as much as possible. Let the people in the South-West grow all the potatoes and onions they possibly can. The old law of supply and demand will come in. Prices will rule according to whether the demand is not equal to the supply, or the supply not equal to the demand. The farmer should be encouraged to grow all the wheat and stock possible.

Mr. Corboy: If 6s. a bushel will not encourage the farmer, what will?

Mr. Latham: Where does the farmer get 6s.?

Mr. Corboy: That is the price to-day.

Mr. BROWN: The price of wheat certainly has gone up, and the first cry in the town was, "We want State flour mills and State bakeries." Surely townspeople do not grudge the farmer his little increase. The average return of wheat for the State, according to the member for Toodyay (Mr. Lindsay), is only 11.14 bushels. Some of the farmers got only 6 or 8 bushels last season.

The Minister for Lands: Your argument does not apply to the potato grower, because when too many potatoes are grown the price falls and the grower goes short.

Mr. BROWN: We have lands which will grow potatoes splendidly. At Kendenup, for which I hope the Government will do something even though the property is in the hands of the debenture holders, there are still 60 people growing products of the kind required to reduce the cost of living. Those Kendenup settlers can grow splendid products, and the Kendenup dehydrator, the only plant of its kind in Western Australia or perhaps in Australia, will enable those products to be carried even to the North-West—such things as potatoes, carrots, and

turnips. The dehydrator can cope with all the output of Kendenup, and that of adjoining group settlers as well. In the interests of the country the Kendenup settlers should be kept there and the land bought from the debenture holders at a reasonable price.

The Minister for Lands: That is the point.

Mr. BROWN: The Kendenup settlers are quite willing to accept 300 or 400 acres and put them under dairying and intense culture. They are positive they can make a fair living at Kendenup in that way. Men who put money into Kendenup are now wheeling muck in barrows. Surely they are good men whom we ought to keep in Western Australia! Therefore the Government should either purchase Kendenup or arrange for the continued working of the property.

Mr. Clydesdale: The late Government could not buy Kendenup.

Mr. Chesson: Kendenup was a gamble.

Mr. BROWN: You said you were a gambler, because mining is a gamble.

Mr. SPEAKER: I must request a cessation of interruptions, and the hon. member must address the Chair.

Mr. BROWN: Going on the land is not a gamble but a life of privation until such time as the settler makes a living. We must look to the man on the land to pull this State out of the mire. For that reason I earnestly plead to the Government that they give the man on the land all possible consideration. I promise to give the present Government all the support in my power. I realise that Ministers are actuated by the best intentions. Their actions up to date have proved conclusively that the Administration is not antagonistic to the man on the land.

Ministerial Members: Hear, hear!

Mr. BROWN: I have considered myself justified in voicing my opinions on certain subjects. I hope that as time goes on Ministers will realise the force of my advice to them: "Do all you possibly can to advance our primary industries."

Mr. CORBOY (Yilgarn) [8.13]: The most pressing matter for the consideration of the Government and of this House is the State's financial position, because that position must inevitably affect every activity of government, and even to some extent cause modifications of the Government's programme and their desires. Our financial position is such as must occasion grave concern to all who have the interests of the State at heart. I was somewhat disappointed to learn during this debate that our loan possibilities are to be limited by the Commonwealth. While I agree as to its being undesirable that the Federal authorities should take control of our activities as they do, and are endeavouring to do in many directions, and while I agree that it is undesirable the Commonwealth should interfere with Western Australia's sovereign rights, I regret that