

# Legislative Assembly

Tuesday, 9th September, 1952.

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

## ASSENT TO BILL.

Message from the Governor received and read notifying assent to the State Electricity Commission Act Amendment Bill.

## BILL—INDUSTRIAL ARBITRATION ACT AMENDMENT.

Returned from the Council without amendment.

## OBITUARY—LETTER IN REPLY.

Mr. SPEAKER: I have received the following letter—

To the Hon. the Speaker, Parliament House, Perth:

Dear Mr. North,

I sincerely appreciate the thoughts behind the resolution passed in the Legislative Assembly on the death of my dear husband.

As a member of Parliament, he always did his best, not only for the people he represented but also for anyone requiring assistance, and the many letters, cards and telegrams I have received go to show how greatly he will be missed.

My sincere thanks for your personal expressions of sympathy.

Yours sincerely,

ETHEL MARSHALL.

## QUESTIONS.

### TUBERCULOSIS.

#### As to Chest Clinic Examinations.

Mr. NEEDHAM asked the Minister for Health:

(1) How many people have been examined at the Chest Clinic in Murray Street in the financial years 1950, 1951, 1952—

(a) males;

(b) females?

(2) How many of those examined have shown symptoms of tuberculosis—

(a) males;

(b) females?

The MINISTER replied:

(1) For medical year 1st January to 31st December—

	Males.	Females.	Total.
1950 .....	14,487	15,600	30,087
1951 .....	19,341	18,912	38,253
1952 (to 31st August) .....	14,983	13,846	28,829

(These figures exclude Mobile Clinics.)

(2)

	Males.	Females.	Total.
1950 .....	231	137	368
1951 .....	238	142	380
1952 (to 31st August) .....	133	80	213

In these years, there were totals of 586 cases notified in 1950 and 467 in 1951. In 1952 there have been, to the 31st August, 387 cases notified.

The usual ratio of male to female is approximately 7 to 4.

### HOUSING.

(a) As to Purchase and Disposal of Land, Melville District.

Hon. J. T. TONKIN asked the Minister for Housing:

(1) Did the State Housing Commission acquire 22 blocks of land in the Palmyra Ward and nine blocks in the Bicton Ward of the Melville Road District during 1947 at prices equal to the amounts outstanding for rates?

(2) Did these prices average approximately £32 per block in the Palmyra Ward and £43 per block in the Bicton Ward?

(3) Has the Commission caused dwellings to be erected on any of the land referred to? If so, how many blocks have been utilised?

(4) How many of the blocks have been used for—

(a) war service homes;

(b) rental homes;

(c) M2, M3 and 17B homes?

(5) At what prices have the blocks of land referred to been made available to home buyers?

The MINISTER replied:

(1) Twenty-three lots in Palmyra Ward and 10 in the Bicton Ward were acquired by resumption. In addition to outstanding road board rates, water rates and Land Taxation, the Commission gives consideration to claims for payment of compensation by the previous owner representing the difference between rates and taxes paid and assessed compensation value. Average compensation value—Palmyra, £82 11s. 6d.; Bicton, £172 14s.

(2) Average amounts paid for rates and taxes—Palmyra, £45 1s.; Bicton, £53 18s. 6d.

(3) Twelve lots have been made available for erection of individual War Service Homes and one for erection of State Housing Act home under freehold conditions.

- (4) (a) Twelve.  
(b) Nil.  
(c) Nil.

(5) Average price to War Service Homes applicants, £74. One lot made available to State Housing Act applicant under freehold conditions at taxation value, £200.

(b) *As to Austrian Pre-fabricated Homes.*

Hon. J. T. TONKIN asked the Minister for Housing:

(1) Does the contractor or the Government have to meet the expense involved in moving and restacking the components of Austrian pre-fabricated houses in store at Fremantle?

(2) What is the weekly cost of this work?

(3) What is the total cost of this work to date?

(4) Is this cost included in the estimated cost of each house?

(5) Has any amount been debited to the suspense account for this expense? If so, what amount?

The MINISTER replied:

(1) Any expense in moving or restacking components in the Fremantle store is met by the contractor under his contract.

(2) and (3) Not known. See answer to (1).

(4) The estimated cost of the houses included the building contractor's price which covers any handling charges.

(5) No.

#### TRAFFIC.

(a) *As to Authorising Use of "Trafficators."*

Mr. OLDFIELD asked the Minister for Police:

In view of the fact that the traffic police have no objection to the use of "trafficators" as a signal that a vehicle is about to make a right-hand turn, other

than that such mechanical devices are not mentioned in the regulations, will he take the necessary steps to permit the use of "trafficators" in lieu of the arm signal as at present laid down?

The CHIEF SECRETARY (for the Minister for Police) replied:

No decision has yet been made by the police as to the advisability or otherwise of the use of "trafficators," except in the case of omnibuses which do not permit drivers to give hand signals. I will have the question of the use of "trafficators" considered.

(b) *As to Warning Principals Involved in Accidents.*

Mr. STYANTS asked the Minister for Police:

(1) Do police officers, when taking taking statements from principals who have been involved in traffic accidents, give the customary warning that anything contained in such statements may be used in evidence against them?

(2) Is this provided for in the Traffic or any other Act?

The MINISTER replied :

(1) Yes, when the police officer has made up his mind to arrest or to prosecute.

(2) No.

#### KWINANA OIL REFINERY.

(a) *Wharves, as to Control and Type.*

Mr. LAWRENCE asked the Premier:

(1) Would wharves constructed on the foreshore of the Kwinana area come under the control of the Fremantle Harbour Trust?

(2) If the answer to (1) is in the affirmative, was Colonel Tydeman, the general manager of the trust, consulted on the type of docks to be erected, and the position of same?

(3) If not, why not?

The PREMIER replied:

(1) Yes, with the exception of any private wharves, where special legislation specifies the method of their control.

(2) The general manager of the trust will be consulted on all wharf or jetty proposals that will be under the trust's control.

(3) Answered by (2).

(b) *As to Starting Work and Dredging.*

Mr. LAWRENCE asked the Premier:

(1) Is the work for the Kwinana Oil Refinery to proceed?

(2) If so, can he give some idea as to when the dredging of the Success and Parmelia Banks will be proceeded with?

The PREMIER replied:

(1) and (2) There is nothing further to report beyond the information which I gave to the House on Thursday last.

### HOUSEHOLD GOODS.

*As to Initiating Standards Association.*

Mr. MAY asked the Premier:

(1) Is he aware of the poor quality of household goods being made available to the general public?

(2) Does he know that all such goods are being sold as first grade?

(3) Is he prepared to initiate a standards association for Western Australia, similar to such associations operating in the Eastern States, in order to ensure that the general public will receive the actual grade of article for which it is paying?

The PREMIER replied:

(1) and (2) I am not aware that poor quality household goods are being sold as first grade. Many household goods are subject to price control and I will have any specific complaints investigated.

(3) I have no knowledge of these associations, but if the hon. member will supply me with further information, I am prepared to have inquiries made.

### GOVERNMENT BUS SERVICE.

*As to Alleged Threatened Withdrawal.*

Mr. GRIFFITH (without notice) asked the Minister representing the Minister for Transport:

In last Friday's issue of the "Daily News" a picture was shown on page 11 of a resident of the Manning Park district filling in a pothole in the road. The report in the paper referred to a dispute in which the Tramways Department was said to have threatened to withdraw the buses from the Manning Park route until the roads were repaired. I would like to inquire as to whether the Minister is in a position to deny that there is any dispute in connection with this matter, and I ask him—

(1) Is he aware that the Tramways Department has threatened to withdraw buses from Manning Park on account of the state of the roads?

(2) Is he aware that the Canning Road Board is now engaged in repairing the roads referred to?

(3) Does he realise that much inconvenience will be occasioned to people in the district if these bus services are withdrawn?

(4) Will he give an assurance that the Government buses will not be withdrawn from that service?

The MINISTER FOR EDUCATION replied:

The member for Canning was good enough to advise me in advance of his intention to ask these questions, and I am therefore in a position to reply to him as follows:—

(1) I know of no such dispute, but the Tramways Department recently informed the Canning Road Board that unless some action was taken to make good the roads which have been declared as bus routes by the State Housing Commission and for which purpose the Commission had agreed to find the requisite finance, there would be no alternative but to withdraw bus services from portion of the district.

(2) The Canning Road Board has intimated to the Tramways Department that it intends to put the work referred to in (No. 1), in hand immediately.

(3) Yes.

(4) Yes, providing roads are maintained in a trafficable state, the bus services will not be withdrawn in whole or in part.

### ADDRESS-IN-REPLY.

*Eighth Day.*

Debate resumed from the 4th September.

MR. BRADY (Guildford-Midland) [4.45]: At the outset I wish to associate myself with the sentiments expressed by His Excellency the Governor, in his Speech on the occasion of the opening of Parliament this session, respecting the passing of King George VI. I am pleased to know that Her Majesty Elizabeth II has already endeared herself to her subjects throughout the British Commonwealth of Nations. I know that her subjects are looking forward to the Coronation ceremonies next year, and I believe many thousands of people from Australia intend journeying to London to participate in them.

I am glad, too, that His Royal Highness the Duke of Edinburgh, has proved very popular wherever he has gone, and I believe the people of Western Australia are looking forward with keen anticipation to the visit of Her Majesty and the Duke to this State. I regret that we have lost a very earnest and worth-while member of Parliament in the death of the member for Murchison, the late William Mortimer Marshall. I was associated with him for only a few years, but I quickly appreciated that he was a very conscientious and industrious member of this Chamber. I feel that Parliament, and particularly the Opposition in this House, are the poorer for his passing.

Some two years ago when speaking in this House I said I believed that, as member for Guildford-Midland, I represented the Cinderella electorate of Western Australia. As I continue to act in that capacity, my impression that the constituency is actually the Cinderella electorate is con-

firmed with respect to the provision of its essential requirements by the Government. Before I proceed to elaborate on that point, I would draw attention to a letter published in today's issue of "The West Australian" and signed "Pro-Parliament." It deals with the matter of Parliament and its use. It appears that recently Professor Murdoch, in replying to a similar question on the 30th August, stated that "the sittings" of Parliament were of "no perceptible use to anybody," and that "the Government always gets its way." I feel at this stage that I am forced to accept Professor Murdoch's view that the Government always gets its way. I have often asked myself of what value an Opposition member is to his electorate. The writer of the letter to which I refer, in trying to prove that Professor Murdoch's view was wrong, had this to say—

The Professor's field is, I believe, English literature. If, then we find his statements are at variance with those of men who have devoted their lives to a study of political science, it may be queried whether the Professor is off the beam in this matter.

Firstly, a point or two from an outstanding political scientist of our day, Dr. Ivor Jennings. In his book, "Cabinet Government," Jennings summarises the effect of public opinion on Governments by saying, "A Government must perpetually look over its shoulder to see whether it is being followed. If it is not, it must alter direction."

It is the Opposition who keeps the Government looking over its shoulder, and the Opposition is helped in this function by pressure groups, the Press, and even by private members of the Government party who act as the eyes and ears of their Cabinet in the electorate.

The paragraph states that the Press, amongst other pressure groups, helps to keep the Government in its place, as it were, and ensure that it does the right thing. I am afraid that the Press in this State does not come within that category. On numerous occasions, members on the Opposition side of the House have made worth-while contributions to the debates and have not received so much as a mention in the paper on the following morning. I regret that this should be so.

I consider that the Press should give more publicity to the speeches of members. For my part, I do not desire more publicity, but I am satisfied that the Press is not on the side of the Opposition, that vested interests are behind the Press, and that the speeches of members of the Opposition are deliberately curtailed. Consequently, I consider that when Dr. Ivor Jennings contends that the Press is out to protect the public, he is a little off the beam.

The Minister for Lands: I think you have made that statement only to get publicity.

Mr. BRADY: I think Dr. Ivor Jennings is in a position like that of a spectator at a football match, who sees all the game and thinks he understands it but does not feel the knocks. I do not know whether the doctor has ever sat in Parliament, but had he done so and experienced some of the frustration that falls to our lot respecting the requirements of our electorates, I feel that he would have adopted a different attitude.

Mr. SPEAKER: I take it the hon. member is not reflecting upon Parliament itself.

Mr. BRADY: Not at all.

Hon. A. R. G. Hawke: He is praising it.

Mr. BRADY: Parliament would be quite all right if the Press and the various parties fulfilled their functions. I have referred to my electorate as the Cinderella, because I believe it has been deliberately let down by Governments of all party political complexions over many years. Presently I hope to prove the truth of that statement. If members have not read the letter, portion of which I have quoted, I urge them to do so as I think it would be helpful to them in carrying out their duties as members.

There are things that could be done by the Government to make Parliament worth while. It would be dangerous if members developed a frame of mind leading them to believe that they were being frustrated and that Parliament could be of no use. Such an attitude would be harmful. I am satisfied that Parliament is a desirable institution in a democratic community provided the Government does something for an electorate that has been continually neglected. I could name at least a dozen requirements of my electorate which I have mentioned during the last four years and which have been neglected for the best part of 50 years. Before I entered Parliament, the then representatives raised the same questions over and over again without being successful in getting the work undertaken.

As an instance, let me mention the matter of drainage. I intend to have much to say on this subject. Drainage in the Guildford-Midland electorate presents a serious problem, particularly in the Midland Junction and Bassendean areas, and although this electorate has existed for 50 years and the need for drainage has been constantly urged, we seem to be as far off as ever from getting it. This is distinctly unfair. Under the parliamentary system, there should be means whereby such matters could receive consideration and the difficulties dealt with.

His Excellency the Governor, in his opening Speech, stated that since 1947, no fewer than 64,000 migrants had ar-

rived in this State. On the basis of four to a house, 16,000 homes would be required to accommodate them. Further, there have been about 27,000 marriages since 1947. Assuming that each of those couples required a home, it means that a total of about 43,000 homes has been needed. I believe that the leeway of about 20,000 homes is still an actual fact. The Government has been at pains to publish figures in "The West Australian" and other newspapers stating the number of homes that had been built but, in spite of the number, a serious shortage still exists.

In my electorate, the pressure for homes is as severe as it was two years ago. Every week I receive requests for homes from married men with three or four children and particularly from two-unit families, and they still seem to be as far off as ever from getting homes. As late as noon today, I visited a home where 18 persons were sleeping in three bedrooms. One family has been trying for 3½ years to get a home, but its members feel more and more that their interviews with the State Housing Commission are getting them nowhere.

Another aspect of the matter to which I wish to allude is delicate but vital to the interests of the community. In the last fortnight, without my soliciting the information a young woman told me that she had a child, was sleeping on the floor, and was expecting another baby. She went on to say that she had asked the doctor to see that the expected baby did not see the light of day. That is a most serious matter. A second case was that of a young nurse who had worked at the Hollywood Repatriation Hospital. She told me that she wanted to have a family, but could not do so because she and her husband were living in rooms. This information was volunteered to me. If that sort of thing is going on generally, it is a shocking commentary on our social system and the failure of the Government to provide homes of some sort for those people.

There is another angle to the housing problem affecting railway employees. Approximately two years ago, I accompanied a deputation to the Minister for Railways on the subject of the shortage of houses, particularly for railway men. The Minister informed the deputation that about a couple of hundred houses would be built at Greenmount and Midvale for railway men. At the moment, these places have not been built, and I do not think they are likely to be built for many years. I believe there are 15 houses at Midvale but, despite the fact that railway men require homes in the vicinity, one of them was informed last week that these places are being reserved for members of the staff of the C.M.E. who will be arriving from the Old Country.

To me it seems wrong that people are coming 12,000 miles to Western Australia and are being assured of houses in my electorate while 12,000 individuals in Western Australia require homes and are unable to secure them. One loco running man who has been trying for a number of years to obtain a house from the Railway Department has pointed out that if the Government maintains its attitude that these homes must go to married tradesmen, he, as a loco man, will not get his home for many years. He says that tradesmen are not at the disadvantage suffered by loco running men and should therefore be given a lower priority.

I wish the Minister representing the Minister for Railways were in the House. Unfortunately he is not. This is typical of the case I was pointing out. A member addresses the House and finds that three or four members of the Cabinet are not present, so he speaks for naught. To get back to the question of the railwaymen's problems, I point out that loco running men have to go on shift at all hours of the day and night and in all sorts of weather, and have to try to get rest in winter and summer under all sorts of conditions. This interferes not only with the successful running of the railways but also with the health of the men.

I plead with the Government today, and particularly with the Minister representing the Minister for Railways, for something to be done for loco running men in order that they may be provided with suitable accommodation. There are two distinct phases of the problem in my electorate. Firstly, there are the married men who have families and are working all sorts of shifts and cannot obtain houses. Those men have to ride their bicycles for miles because they live outside the Guildford-Midland electorate. This is a great inconvenience, and I feel they should have equal rights with tradesmen in the allocation of houses. I hope that the Minister will see that something is done for them. We know there is a lag of between 12,000 and 20,000 houses in Western Australia, and it is not necessary to emphasise that loco running men are suffering with other people in this connection.

The second phase of the problem concerns single men who are obliged to take accommodation in boarding houses and hotels. For more reasons than one, it is not desirable that single men with a good deal of time on their hands and with more money than is possessed by the average married man should have to live in hotels. Approximately two years ago the Minister for Railways purchased a delicensed hotel at Midland Junction and the railwaymen were given to understand that it would be made available for single men in the loco. department, and apprentices. We now learn, as a result of a series of questions to the Minister, that that delicensed

hotel is now up for sale, in consequence of which those men will be denied the accommodation they had expected to obtain. I enter a strong protest against the Government's action in selling that de-licensed hotel, and I think that at this late stage it would be well advised to consider cancelling the sale and making the building available to the railwaymen to whom I have referred.

Only as late as last night I heard a man say that young apprentices had difficulty in securing accommodation, and that when they do obtain it they are charged very high rates for board and residence, as a result of which their families have to subsidise them in the early days of their apprenticeship. One man said that these young people frequent dances in order to obtain an extra meal on the cheap, because some of the places at which they are staying do not provide them with sufficient food. It therefore appears very desirable that something should be done for single men and apprentices.

On more than one occasion parents from the country have approached me on this matter. They have come to Midland Junction to try to protect the physical and moral welfare of their lads, some of whom fall by the wayside because there is no accommodation for them. Some housewives have taken in apprentices at great inconvenience to themselves and are doing a good job, but these young folk should be provided with proper accommodation. I hope the Government will do something in connection with the housing requirements of my electorate. The position is just as acute as it was two years ago and I could show from my files that people who submitted applications in 1947 are still without houses.

I think it will interest members to know how the Government is solving some of its housing problems. Within the last two months, one railway man who has had an application in since 1947 has been virtually forced by the Housing Commission to take up residence in his father's home, despite the fact that he had made up his mind five years ago that he did not desire to live there because of the state of his father's health and because he knew that it would not be in the interests of his own family to do so. He was living in a caravan at Cottesloe and he tried every avenue to get a home. He shifted all around the railway centres, living in sub-standard houses, and finished up by going to Cottesloe with his family. He had to come from the country because of health reasons. Then, five years after he had applied for a house, he was told by the Commission that he had to live at his father's home, where there is no water laid on and no electric light.

That is definitely wrong, but that is how the housing problem is being solved in Western Australia. This man is married and has had war service in two branches of the Defence Forces. After

shifting around the country and taking all sorts of makeshift accommodation, he received a letter from the chairman of the Housing Commission on the 9th July, 1952, reading as follows:—

Although your application dates from February, 1947, it would appear that until your transfer to Cottesloe you were housed at Meckering, and therefore your priority can only be established from the time you first came to the metropolitan area, which I am informed is the 5th May this year.

Yours faithfully,  
(Sgd.) R. W. Brownlie.

I hope the Premier heard that. This is a man who went all round the country looking for accommodation. His health broke down, and he came to the metropolitan area with his family and lived at Cottesloe. Because he came here his application now dates from May, 1952. That is wrong. I have tried to get this case reviewed by the Housing Commission, but it remains adamant. One officer told me there were three major reasons why this lad could not get a house. I took the young man to the officer, and he proved that not one of those reasons had any foundation. The officer tried to make out that this man had a good home; that his health was not impaired; and that he was not suffering from war neurosis. The man proved they were all wrong, yet he is still told that his application must start from May, 1952. That is the way the Government is solving the housing problem.

Mr. Hoar: What has the Premier to say about that?

Mr. BRADY: I hope full publicity will be given to the way these cases are treated.

Mr. Yates: You cannot bring them all down from the country and give them homes.

Mr. BRADY: These people applied for a home four or five years ago, and then they went to the country to get a home. Dozens have done that. A young man in my electorate—married to a part-aboriginal—went to the country and got a job, and a few years ago he was transferred back to Midland Junction. He said, "I cannot go back to Midland as I have no home." He was told, "You go back to Midland, or else you lose the job." When I applied for a home for him I was told, "He had a home at Katanning; why did he not stop there?" These men have made a genuine effort to get homes by going to the country, and when they return to the metropolitan area they are told that their application must start from May, 1952, or whatever the case may be. This is why a member feels he is getting nowhere.

The Minister for Health: How would you solve the problem?

Mr. BRADY: I would build some of the homes mentioned the other night by the member for Boulder. If the mining companies can build a cheap type of home like that, the Government could do it too, and these people would be glad of such homes for the time being. Others could be built by way of community centres. If people can build flats in St. George's Terrace to let at £8 8s. or £10 10s. a week, material could be made available for homes for industrial workers. I have just pointed out where a delicensed hotel was purchased by the Government, but now it is to be sold. It could be done up and let to couples until the emergency has passed. There are ways of doing this if the Government wants to do it. By the expenditure of £3,000 or £4,000 this delicensed hotel could be improved and the difficulties of 10 couples would thereby be solved.

Very little has been done for the two-unit families. Workers who go to the country are treated, when they return to the metropolitan area, in the same way as the young person to whom I referred a minute or two ago. One cannot be continually on the doorstep of the Housing Commission. Its officers say that the cases go to the emergent committee, and it says "No," and that is the end. These officers hate the sight of some of us members who are always pegging away at them. We do not want to have to do that, but we must do it because the cases are genuine. So much for housing.

The Premier: There were 7,730 houses started in 1951-52—not a bad effort.

Mr. BRADY: If some of the material going into the elaborate flats in Adelaide Terrace were made available in the outskirts of the city, a lot more than 7,000 houses could be built.

The Attorney General: They are not elaborate, but very simple.

Mr. BRADY: They are very elaborate, and they bring a big price that the worker cannot afford.

The Attorney General: No. The worker can afford it.

Mr. BRADY: If the Attorney General will look into the matter he will find the prices are beyond the average worker who is getting the basic wage of £11 12s. If the Attorney General wants to be fair, he will make the inquiry and tell us what they are bringing. I have heard the figure. Take the case of a bread carter I have in mind, who is on £13 a week with a wife and child. Just imagine his paying eight or nine guineas for a flat! He could not do it.

Mr. Hoar: How many houses did the Premier say were built last year?

The Premier: I said that 7,730 houses were started in 1951-52.

Mr. BRADY: The Premier will find that the houses started will not accommodate the new arrivals, let alone the 10,000 couples who got married. What are they going to do? I know a couple who went home to mother and father and stayed with them until they had their first child, but now they are sleeping on the floor of the kitchen in a sister's home. The Government will find there is every justification for my complaints.

Mr. Yates: How many more thousand homes could be built with the existing manpower and material?

Mr. BRADY: With proper organisation and encouragement, another three or four thousand.

The Premier: That is a wild guess.

Mr. BRADY: It is, but I believe it. The time is coming when, to help some of these couples, it might pay the Government to appoint an officer to show them how to build houses on a self-help basis. Many of them are frightened to tackle the job without expert advice. The Government could start in an area where the land could be bought cheaply, and these people could be encouraged to put up two or three rooms for a start. I could speak for another hour or two on housing, but I want to press on with other urgent matters. Transport was dealt with by his Excellency when making his Speech. He said—

It is most unfortunate that the programme for the rehabilitation of the railway system will be retarded because of the shortage of loan funds.

The Royal Commission which inquired into our railways recommended that somewhere in the vicinity of £27,000,000 to £30,000,000 be spent on them to bring them up to a correct standard. The railways originally cost only £30,000,000 but now they are so far behind that it is estimated that between £27,000,000 and £30,000,000 will have to be spent in order to rehabilitate them. I am concerned about their rehabilitation because last week the Minister representing the Minister for Railways, told me, in answer to a question, that there was no likelihood of suburban passengers being catered for for at least a month, or probably longer, because the locomotives are to be made available for country services.

This is playing havoc with the workers in the metropolitan area—particularly the younger ones. Imagine a worker of 15 or 16 years of age, on £2 a week, having to pay 3s. 4d. a day return fare on a bus to Midland Junction. The whole position has been a godsend to the road transport people. This situation might for the time being be attributed to the metal trades strike, but it was developing before the trouble started, and I think it will be aggravated in the future by the buses

running in competition with the railways. In my opinion, practically the whole economy of Western Australia and Australia is, today, being utilised for the purposes of the oil companies and the vested interests of the motor industry.

As we have £30,000,000 tied up in the railway system, the Government should see that that service is brought back to a condition that would enable us to do with a minimum of motor transport. If we are to allow motorbuses to compete with the railways, a great deal of money for spare parts, oil and tyres will go out of the country whereas, by utilising our railway system, we would be depending on our local coal. It is wrong to let the railways go hang and allow motor transport to take over, and, apart from the effect of that policy on Government revenue, there is the hardship imposed on the individual worker, who must pay 3s. 4d. per day return fare from Perth to Midland Junction.

During the course of his Speech His Excellency pointed out that 1,500 men are employed on the maintenance of our main roads, and that £3,500,000 is being spent on that work. In the next five years I think we will need to treble the expenditure and the number of employees if our main roads are to be kept in reasonable condition. I understand that at present the main road gangs are bituminising 100 miles of road per year, but the highways are falling into disrepair at the rate of about 200 miles per year. In the metropolitan area, in particular, they are going to pieces rapidly. The Bellevue road is breaking up fast. The bituminised portions are perishing, the gravel is oozing out, corrugations are forming and the road is quickly breaking up. The same thing is taking place on many other of our main roads.

I have heard that the widening of the main road between the Causeway and Midland Junction is to cease at the border of my electorate. I hope that is only a rumour and that the intention is to proceed with the widening of that road right to Midland Junction as there are three serious bottlenecks in that section. The worst of them is between Bellevue and Midland Junction, where about 200 or 300 people ride their bicycles to work in the morning and home in the evening. They are being pushed off the roads by 8-ft. vehicles carting wheat, wool, super, logs, gravel, road-metal and so on. It is true that the Government has put in a gravel path 3-ft. or 4-ft. wide on either side of the road, but in this weather it does not last more than a fortnight, and the cyclists have then to go back on the road. Those people have their hearts in their mouths all the time they are on their bicycles. Anyone who has been to the Helena Vale races knows how impossible the traffic position is.

The problems of main roads and motor transport are linked together, and I feel sure that in the next couple of years main roads expenditure will have to be trebled. It is a very poor outlook for whatever Government is in office during the next Parliament, because the roads have been allowed to fall into such a state of disrepair. Even at this late stage I hope the Government will make a special effort to get the railways into decent working order because this country cannot afford to have two major means of transport vying with each other.

The Premier: I think the hon. members knows that every effort is being made to bring the railways back to a condition where they can handle the traffic.

Mr. BRADY: That may be so, but the Government should make up its mind that something must be curtailed, in the interests of the State. It is elementary that we cannot afford both rail and costly road transport.

Hon. J. T. Tonkin: The Government has not the money for railway rehabilitation.

Mr. BRADY: A serious position will develop when country people are crying out about the shocking state of the roads and the Railway Department is unable to carry essential traffic. I would like to be able to advise the Government, but can only tell it what I believe it should do, and issue the warning that something must be done urgently in the interests of the economy of the State.

The Premier: Track rehabilitation is the most urgent question at the moment.

Mr. BRADY: In the course of his Speech, His Excellency said that sewerage work was being pushed forward in Albany, Collie, and Geraldton, and that the provision of sewerage facilities to serve new projects was continuing. I have previously said that the Guildford-Midland electorate is a Cinderella electorate.

Sewerage is vital in the part of the State that I represent, yet two-thirds of Midland Junction is unsewered, and the same position applies at Bassendean. Both those areas are anxious to have sewerage, and the residents do not think it is fair that areas only recently developed should have preference in this direction. Three or four new townships have sprung up in the metropolitan area in the last 20 years, and they are sewered and drained, but Midland Junction, which was established as a municipality in 1898, is lacking in those services. The parliamentary system of government is all right if the Government will pay attention to urgent matters in the various electorates, but though drainage and sewerage are urgent questions in the area I represent, very little has been done about them. I hope the Government will



do something in this regard for the people of both Midland Junction and Bassendean in the near future.

Hospitalisation is another matter that calls for immediate attention. It would be unfair to attack the Minister for Health without giving credit for what she has done. It must be admitted that she has made an effort in the case of the maternity hospital in my district, and work on it is already under way. She has also done something for the aged women's home at Guildford, and that is a credit to her department, but, as against that, I point out that the Midland Junction St. John Ambulance Association is working day and night, and were it not for the self-sacrifice of one or two people who are placing themselves on call 24 hours a day, that service would break down and the district would be placed in a serious position. Last year that ambulance travelled 26,000 miles, which is further than the average private motorist drives, perhaps, in a lifetime.

The ambulance travels up to 69 miles from Midland Junction, and in the last 12 months it handled 1,168 cases, all coming down to the Royal Perth Hospital or to the King Edward Memorial Hospital. I am informed that a board of doctors recommended that a 100-bed hospital should be built at Midland Junction and, despite the fact that the Government and the Minister for Health have sanctioned the construction of a mid-wifery hospital, there is still grave and urgent need for a general hospital in this area.

The time is fast coming when the St. John Ambulance Association will have to ask the Government to take over the service it is now providing, as the few reserves it has had over the last 20 years are rapidly being used up. In fact I think that branch of the association is down almost to its last few pounds. We cannot expect individuals to work for 24 hours a day. The member for West Perth says that that is not right, but the information I have is from two reliable people in the association and they advised me of this fact only last week. They had a reserve of about £300 in the Midland Junction branch of the St. John Ambulance Association, but owing to the increased cost of repairing damaged vehicles, and other charges, the association now has only a few pounds.

Mr. Totterdell: In Midland Junction?

Mr. BRADY: Yes.

Mr. Totterdell: I am sorry; I misunderstood you.

Mr. BRADY: The member for West Perth may know what is happening in Perth, but I cannot say that I am altogether pleased about his suggestion, as the Lord Mayor of Perth, that the name

of the Guildford Airport should be changed to the City of Perth Airport. The Lord Mayor would be well advised to refrain from making such suggestions. The Guildford Airport is in the Midland-Guildford and Middle Swan electorates and Guildford was the first township established in Western Australia.

Mr. J. Hegney: Hear, hear!

Mr. Totterdell: What about the Cannington electorate?

Mr. BRADY: I had best stick to my subject otherwise I shall be drawn off the track. So I appeal to the Minister for Health to do something about the erection of a general hospital. These ambulance men cannot keep up the terrific strain of bringing 100 cases a month into the Perth hospitals. It is beyond the financial resources of the association and the physical ability of its officers to keep going in this way. There are 15 doctors in the Guildford-Midland electorate and a general hospital should be provided in addition to the two small, private hospitals already operating.

In his Speech at the opening of Parliament, His Excellency, the Governor, had this to say about our native problem—

Public interest in the welfare of natives has shown a remarkable increase in recent years.

But I am disappointed at what the Government has done about natives in my area. As I have mentioned in this House before, there are a number of natives in the Bassendean area who own their land and are desirous of building their own homes. Up to date I have heard nothing in this regard.

The Chief Secretary: How many natives are there now, on that reserve, who own their land?

Mr. BRADY: I think about six of them do.

The Chief Secretary: I think only two of them do.

Mr. BRADY: It is of no use the Minister saying that, because I visited the area at about 12.30 today. Mrs. Parfitt and her family are living there as well as Wally Waldoon and his wife and family. In the next hut another family is living and 150 yards away another two families are living.

The Chief Secretary: But they do not own their land.

Mr. BRADY: I believe a Mrs. Egan owns the land where Wally Waldoon wishes to build. Mrs. Parfitt told me that she and her husband own their land and for years they have wanted to get their own house. The Minister for Native Affairs might have a guilty conscience about this because in May, 1951, I wrote a rather forceful letter to him, pointing out the necessity for doing something for the

natives in my area. These people have citizenship rights and yet nothing has been done for them. In January of this year I wrote a further letter, and my records disclose that up to date no answer has been received to either of my communications.

What is the position with the Parfitt family? Mr. Parfitt works at Plunketts joinery works in Perth and he is helping to build thousands of houses for his white brothers. That man is desirous of having his own home built and both he and his wife informed me that they could pay up to £2 a week rent. The Parfitt family have a son who is fighting with the United Nations in Korea and yet these people are being forced to live alongside a sanitary depot. That is the usual place where people of their type are forced to live. Two years ago in this House I told the Minister that these people did not have a water supply and the Minister advised me that he would visit the area. He is still coming and a water supply system has not been installed. Some University students put down a well, but the water should not be used because the seepage comes from the crude sanitary depot nearby. These people should not be allowed to drink the water although it might be suitable for washing clothes and so on.

On several occasions the Commissioner for Native Affairs has told the public that there are about 60,000 natives in this State—quadroons, half-castes, full-bloods and others. He has told us that a problem will soon be confronting us. The problem is not coming; it is here already. Consequently the Government should do something immediately in an effort to absorb these natives into our population. These people should be able to do a worth-while job so that they may become an economic asset to our State. We should put them in a position where we will be proud to recognise them as equal to white people. A few years ago a member in another place said that we were not doing enough for our natives and I repeat that statement here today.

In yesterday's issue of "The West Australian" there was a photograph showing a small native girl from a mission sitting alongside a white girl, both of them in school attire. On the next page there was an article which stated that a native had been arrested on a charge of committing murder in one of our country districts. It will be interesting to see what that young mission girl is like in four or five years' time. I am afraid that though we educate them on the right lines up to the age of 14 or 15 we then let our principles go overboard. Consequently, our natives are developing a hard core of resentment towards the white race and I believe they will show that resentment in future years. Imagine what a danger they could be as a fifth column unit in this country! There are people who are pre-

pared to use such material in that way and consequently the Government should do something to assist our natives.

If the Government does not want to build houses for these people in the Bassendean area it should at least provide some facilities and amenities so that they can have decent baths and showers, where they can do their household chores and their small amount of washing. Some recreational facilities should be provided for the children so that they will not be cursing the day they were born, as happens now. In this regard the Government could learn a lesson from the Christian missions. G. K. Chesterton once said that there are only two things in life that matter, Christianity and politics. There is no question about the Christianity part of it. The missions are doing their job, but I think the Government is letting them down.

The Premier: The Government is doing its best to assist the missions.

Mr. BRADY: Then it is a very poor best.

The Premier: It agrees with you that the most practical way to help is through the missions.

Mr. BRADY: I think the Premier has something there. It is the most practical way and I believe we should encourage missionary work, because that seems to be the best way of overcoming the problem. This is an urgent problem and something must be done otherwise our young natives will run haywire. I now want to discuss a few other matters and the first point with which I wish to deal concerns the Water Supply Department. A few weeks ago the member for Kalgoorlie asked some questions on water rates. Some days later I received a letter from a person unknown to me, and this is what it says—

Guildford, W.A.,  
31 Market-street,  
14th August, 1952.

Mr. Brady,  
Member of Parliament,  
Guildford Midland Electorate.

Dear Sir,

I regret having to trouble you with my present worry, but I feel that you may be interested.

I own a property at the above address, comprising two and a half acres on which is a residence, brick with iron roof about 50 years of age, the building is at present arranged into three (3) flats, two are let, and I and my family live in the other.

Now the subject of my complaint is, for the year ending 30th June, 1951, the water rate assessment was £9 4s. 2d.

For the year ending 30th June, 1952, the assessment was increased to £13 10s. made up, as at annual value of each flat £30, i.e., £4 10s. each.

Just recently I received the assessment covering the year ending 30th June, 1953, annual value, total £178, made up as £70, £54 and £54, and the account reads, £10 10s., £8 2s., and £8 2s., total £26 14s.

I have lodged an appeal with the Minister for Water Supply against the excess valuation, but fear the worst.

In Wednesday's "West Australian," dated the 13/8/52, Mr. Brand, Minister for Water Supply in the present Government, replied to a question by Mr. Styants re valuations on metropolitan properties and he stated that many property valuations had risen as much as 15 to 20 per cent.

From the figures I have quoted it will be seen that this elector in Guildford has had his rates increased by 200 per cent., and not by the 15 or 20 per cent. mentioned by the Minister for Water Supply. That amounts almost to extortion. I hope the Minister representing the Minister for Water Supply in this House will take a note of this assessment for the property situated at 31 Market-st., Guildford. The assessment has risen from £9 4s. 2d. for the year ended the 30th June, 1951, to £26 14s. for the year ending the 30th June, 1953.

I will now refer to another matter which I have raised in this House over past years and which has been a problem for approximately 20 years. In the "Daily News" last week appeared a photograph of Bushby-st., in Midvale, showing the street covered with water from one side to the other. Below that appeared another photograph showing a boy and girl standing in water up to their knees. But the "Daily News" showed only one street. I visited that part of my electorate last Tuesday and Wednesday and I found that what happened in Bushby-st. occurred in about four other streets. I cannot conceive of any other electorate having to put up with water flowing over its streets year in and year out, as is happening in Midvale. I understand that the cost of draining this district is estimated at £95,000 and I consider that the Government would be justified in spending that amount, because if the work is not done in that area, which embraces a great number of State houses, the buildings will depreciate and it will be turned into a slum.

Many tenants are looking for the first house that becomes available in order that they may quit the area because they consider that the water surrounding their houses is affecting their health. The Government might say, "Where are we to get the money?" However, the fact remains that the Government is opening up new housing areas around the metropolitan area, such as Willagee Park, Wexcombe and Allawah. Instead of the Government building up new areas such as those, it

would be well advised to drain those parts which are already semi-housed and increase the building activity in them.

I do not think there is any justification for opening up new housing allotments, which will require electric light extensions, drainage extensions, water extensions, new roads and many other facilities. I therefore urge the Government to spend that £95,000 in the Midland Junction electorate, particularly for the drainage of North Midland and Midvale. If that work is carried out it will make available hundreds of acres for the building of houses and the Government will be recouped rapidly for its expenditure on drainage. I have here a letter sent out recently by the Midland Municipal Council to its various members. I want to read portion of it so that the Government will understand what is going on in that district. It states—

Sirs,

#### Deep Storm Water Drainage Scheme.

In accordance with your Committee's request, the following report, relative to deep storm water drainage scheme for this municipality, is submitted for your consideration.

This municipality was proclaimed as such in the year 1895 and during the period up and until the year 1952—57 years—the only assistance that we are aware that the Government of Western Australia has given storm water drainage was in connection with the East and North ward open drain and a subsidy towards the cost of preparing subsidiary drainage at Midvale. The subsidy obtained per medium of the State Housing Commission was £3,000.

There is no doubt that the Government of Western Australia did and still do realise the problems associated with the drainage of Midland Junction by its action in having a comprehensive storm water drainage plan prepared of the area in approximately the year 1927-28.

Effective storm water drainage is particularly important in respect to the development of the municipality and it is a well known fact that the lack of such is retarding the development of the North Midvale, Elgee-rd. and east of Bushby-st. areas. The areas concerned will never provide the revenue required to pay interest and sinking fund on the money expended in such areas owing to the fact that they are unable to be developed until such time as some effective storm water drainage scheme is provided.

I read those few paragraphs because it is the opinion of the municipal engineer and the town clerk that until the Government drains these areas a lot of revenue

is being lost which would be available for the payment of interest and sinking fund. So I urge the Government to drain the Midland Junction areas as soon as possible, particularly the north ward and Midvale. Before I forget, I will include also the north ward of the Bassendean district which is crying out for more drainage.

I now come to a matter that I have been raising in this House for some time in order to justify my assertion that the Guildford-Midland electorate is the Cinderella electorate, and that it is difficult for members representing it to do their electors justice by bringing up the various subjects in Parliament from time to time. The pollution of the Swan River is of serious importance because it not only endangers the health of the people who use the river in the summer-time, but it can be a source for the building up of disease and epidemics when the water lies stagnant in the winter. In dealing with the Swan River and the Helena River I want to emphasise that the wall of the Mundaring Weir has been raised about 20ft. in order to give a greater catchment of water to supply the metropolitan area.

In consequence of that wall being increased there will be no means by which the Helena River can be flushed out as has been the case in the past half-century. So the matter I am about to raise is one to which the Government should give early attention, and the Minister for Health should particularly do so. I refer to the seepage from the lands adjacent to the Helena River into the river itself. In "The West Australian" of the 5th September there appeared a letter signed by Mrs. L. C. Hewson, Honorary Secretary of the Hazelmere Progress Association, dealing with the condition of the settling pits of the abattoirs, which reads as follows:—

Sir,

Once again it is my sorry duty to confirm statements published in "The West Australian" of Thursday.

Hazelmere is situated less than half a mile to the west of the abattoirs settling pits, and the shocking smell over recent weeks has been the subject of another complaint to our local authority. The odour was so bad that last week, during a particularly dreadful night, both my own children suffered severe vomiting. This probably happens to others.

We would like to see the central authority concerned pay the same attention to the effluent entering the Helena River (and thence to the Swan) as is given to that south of the Causeway. It does not seem a very brilliant idea to clean up the south section of the river when it is further polluted from the north. In fact, so far as we are aware, there is

not a representative from this side of the Causeway on the committee which is supposed to be responsible for the cleaning of the river.

Young children of the infant classes will shortly—we hope—be crossing the Helena River from Hazelmere to attend the West Midland school. We trust we will not have to force the little ones to cross the river if it is in anything like the condition it is now.

Yours etc.

The position is that the abattoirs have settling pits into which all the wash and waste are flushed, and I understand that the effluent, therefrom is run out by a pipe over to about 25 acres of land across the river. The first question that arises is whether the effluent, after it has lain on the 25 acres during the summer, is not subsequently washed back into the Helena River during the winter. The next question is, of course, whether it is not dangerous to the health of the residents living around that area to have this effluent lying there in the summer. I particularly want to draw the attention of the Government to the fact that right alongside these settling tanks there are about 2,000 men working in the workshops. If any disease should break out it would spread all over the metropolitan area, as well as affect the people in the Midland and Swan Road Board district. This effluent lies on the surface and it would be quite easy for some epidemic of disease to be caused by the flies and mosquitoes which it harbours, to say nothing of the very obnoxious smell that it gives out.

Mr. SPEAKER: Order! There is too much noise.

Mr. BRADY: I agree with you entirely, Mr. Speaker, and I wonder how the "Hansard" reporters are finding it possible to report my speech; the din is terrific! The position of these settlement tanks at the abattoirs is very important and I hope the Minister for Health will have the controversy between the abattoirs and the Health Department cleared up.

The Minister for Health: The matter is being looked into.

Mr. BRADY: This has been going on for about four years. In this morning's paper the medical officer of the Swan Road Board has said that it is an urgent matter, and I agree with him entirely. I hope I will not have to bring the question before the House again next year, and I trust that this controversy between the various authorities will be cleared up.

The Minister for Health: It will all be cleared up within a month or two.

Mr. BRADY: I was hoping that the Government would bring down a local government Bill this year to help clear

up the questions of the various boundaries and some of the anomalies in regard to local government. One such anomaly exists in the Midland Junction municipality and I will put it before the House tonight. Recently the mayor of Midland Junction, Mr. Cole, called a meeting of the local governing bodies to discuss the matter of the creation of a sub-regional authority to control town planning. In addition to the Health Commissioner, representatives of the Mundaring Road Board were present at the meeting; the Swan Road Board and the Guildford Municipal Council were not represented. The mayor's report is contained in "The Swan Express" of the 26th June, 1952. I would like to read it to the House to show the Government the difficulty that is being experienced by the municipality of Midland Junction in trying to carry out local government.

I do not think there is any local authority that is suffering as is the Midland municipality as the result of the Government's not paying portion of its rates. As a matter of fact, the mayor pointed out that the total area of the municipality of Midland Junction is gazetted as 1,617 acres; of this amount 948 acres is not ratable and this includes the area set aside for roads and footpaths. This is a very serious matter. It can be seen that out of the 1,617 acres in question over half of it is not ratable, because of the fact that a big proportion of this land is taken up by the Commonwealth and State Governments which do not pay rates in regard to these buildings.

The municipal council has estimated that, as a consequence of these 948 acres not being ratable, it is losing £11,897 in municipal rates. That is an added reason, I feel, why the Government should be more sympathetic to the municipal council of Midland Junction, because if that council could get the £11,897 to which I have referred in rates, which amount it is losing in consequence of Government instrumentalities, both Commonwealth and State, being in its area, it would have the finance to do the jobs that are being done in other closely settled municipalities and road boards around the metropolitan area. All these things add up and confirm my statement that the Guildford-Midland electorate is the Cinderella electorate.

Not only is this district being denied the essential requirements of any worthwhile municipality, but it is also losing rates on at least 950 acres of land which in normal circumstances would bring to it annually £11,000 odd in rates. So I hope the Premier, the Minister and the various authorities concerned will show some sympathetic regard for the Midland Municipal Council when it endeavours to get some of its bigger jobs done. That council could do with the £11,000 which it is being denied at present.

Not only is it being denied these rates but the municipality of Midland Junction is also proving the centre for the Mundaring Road Board, the Swan Road Board and the Kalamunda Road Board, in such directions as doctors, chemists, private hospitals and so forth that are to be found within the municipality. The people in the surrounding districts make use of the facilities at Midland Junction and, as I have pointed out, it deserves special consideration at the hands of the Government. Its disabilities should be recognised by the authorities and assistance rendered so that the municipality can function as an economic unit armed with the powers to carry out the various activities desired.

We have just passed through a very serious period during which the Government was involved in a strike by the metal trades unions. During the course of his Speech His Excellency referred to the matter, and said it was unfortunate that the strike had marred the good relations that had existed between employer and employee over very many years. In this regard I wish to emphasise, in all earnestness, that I deeply regret the fact that there is an increasing tendency on the part of the Government to associate every strike or stop-work meeting with the machinations of the Communist Party. The Attorney General went to some pains during the debates on the Industrial Arbitration Act Amendment Bill to show that the strike had been largely engineered by the communists. I regret that position.

Strikes and stop-work meetings can quite possibly be held without the communists being associated with them. The danger I see in the constant cry of "wolf" by the Government, when there is not the necessity for it, is that the tendency will weaken the resistance of the community and the industrialists should the time ever arrive when the Government is really faced with a communist-inspired trouble. It was wrong on the part of the Government to associate the recent strike with the Communist Party. In support of his contention that those people were in control, the Attorney General saw fit to name three people only as being responsible.

Of course, we know that communists do associate themselves with any strike or stop-work meeting because that is part of their policy. On the other hand, it is quite wrong for the Government to attribute every strike or stop-work meeting to their efforts. As a matter of fact, I would advise members who take an interest in this phase to read two books. One was written by Douglas Hyde, formerly a leading communist in the Old Country and at one time editor of "The Daily Worker." He recently renounced his membership of the Communist Party and, in his book, points out that the tactics

adopted by the communists are diabolical. The title of his book is "I Believed." If members wish to gain an appreciation of the depths to which members of the Communist Party will go to achieve their ends, they would be well advised to read the book.

The other work to which I shall make reference is one published by Louis Budenz, who was also the editor of "The Daily Worker" in America and was associated with the party for over 20 years. He, too, has renounced his membership of the party and in his book shows that the communists will go to any extreme to attain their end, which is to serve the Soviet regime led by Josef Stalin, the so-called man of iron. While I know that the tactics of the Communist Party are diabolical and that communists will go to any extreme to attain their ends, I hope the Government will not associate every strike or stop-work meeting with that section of the community. If it persists in that attitude it will do a disservice, not only to itself, but to the industrialists at large. At any rate, I enter my protest against the tendency of the Government along the lines I have indicated.

Turning now to another matter, in "The West Australian" recently, the following letter under the heading of "Plight of Aged," appeared—

Is there any help or pity for the old, situated as we are in a single room with an enclosed verandah for a sleep-out and made unhappy by a landlady who knows that we are helpless to look for anything more suitable because we are barred from cottages such as the Silver Chain and Mt. Henry, and this after pioneering for 48 years and turning barren land into a fruitful farm?

Now, sick, poor and helpless, we get plenty of pity but no help. We are not asking for charity, but for a very small cottage where we can spend our few remaining years in peace.

Yours etc.,  
"Justice."

It appears that these old-age pensioners are living on a front verandah, dogged by a landlady who is very hard on them, and there are no cheap cottages to which they may move. I hope the Government will show some regard for these aged people. If they sought board and lodging, they would have to pay up to £4 or £4 10s. a week and, as the pension is only about £3 5s., they could not afford to pay such board because they would have to buy clothing and other necessities.

A friend of mine has suggested that the Government should introduce a social service scheme under which all workers would contribute 1d. in the £ tax on wages in order to make provision for aged people

and ensure their receiving a few extra necessities. He also said that if one goes to Charlie Carter's store on certain days when specials are being offered, one will find old-age pensioners purchasing the cheaper lines in order to obtain more for their money than they could if they applied it to the purchase of the food they ought to have.

My friend, I believe, was not indulging in any exaggeration, and I consider it a terrible state of affairs that people in their declining years should have to live under such conditions. It is a self-evident fact that the social service allowance is not sufficient for these people. They should receive concessions in the form of cheap fares or special food should be supplied. Homes should be provided for them, perhaps huts containing one or two rooms, where couples could live in their declining years.

The Premier: The Government has agreed that extensive additions be made to the Mt. Henry home. The Lotteries Commission will find the money.

Mr. BRADY: That is an excellent suggestion. One cannot say enough in praise of the Mt. Henry home. I have visited it, and the couples who have obtained accommodation there are fortunate. The accommodation is everything that could be desired. The trouble is that if one rings up the department and asks for a pensioner to be admitted, one is told that the homes are full. The other day I rang up on behalf of a 75-year-old lady of Bas-sendean, and was told that there was a woman at Armadale 90 years of age waiting for accommodation. I am pleased that the lady for whom I spoke has been settled in a home.

There are hundreds of old-age pensioners waiting to be admitted to homes, but the accommodation is not available for them. Meanwhile, they have to live, and are confronted with many difficulties. I am glad to hear that something is being done to extend the accommodation at the Mt. Henry home. That will be good news for these deserving people. I hope that something will be done for aged single people who cannot get into the Mt. Henry home or the Silver Chain cottages.

I now wish to bring under the notice of the Government the need for an amenities room for the volunteer fire brigade at Midland. Members of the Midland Junction Council and I have waited on the Housing Commission in the hope of getting an amenities room provided. I understand that 25 or 30 men are associated with the brigade and they have only one room, 15 ft. by 12 ft., in which to hold their meetings. Little imagination is required to appreciate how inadequate such a room is for the purpose. I believe there is only one bathroom available for the men and further amenities are required there. I understand that £4,000 was to

be spent on providing amenities at Midland Junction, but work has not been put in hand.

I point out to the Government and the Minister controlling fire brigades the serious position that exists at Midland Junction. There we have millions of pounds' worth of rollingstock, workshops, abattoirs and Government plant and machinery, and hundreds of houses have been built, and yet the area is dependent upon protection by a volunteer fire brigade. If the volunteer fire brigade system is to be continued, the Government should see that adequate amenities are provided. The captain of the brigade has stated that he will disband the organisation unless proper amenities are provided. Imagine only one bathroom being available for all those men and their returning, say, from fighting a bushfire, and requiring a bath! I hope the Government will make the £4,000 available to the board this year in order that the amenities required may be provided.

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

Mr. BRADY: There are one or two other matters I feel I should touch on. One affects the Minister for Housing, and I was hoping he would be here. There is a rather serious anomaly in regard to the treatment of tenants of Housing Commission homes. In the early part of this year tenants in my area were notified that their rents had been increased by amounts varying from 1s. 6d. to 13s. per week. Some of the rents now amount to as much as £2 10s. and £2 15s. per week. Several protest meetings were held and there were deputations to the Housing Commission, but the rents remained as fixed.

What surprises me is that in other parts of Western Australia rents have not been increased at all. That is a very grave anomaly and a reflection upon the Government, because it is penalising one section of the community as against another. In order to be treated justly, the people in Midvale should be given a reduction in rent at this stage to bring them into line with people in towns where an increase of rent has not been enforced. I consider that I should add my protest on behalf of the people in my electorate for the unjust way in which the Government has treated them in this matter.

I do not see how the Government can justify action along those lines. It was decided that rents must go up and the people in one electorate are paying increased amounts, but the Government is not forcing the position in other electorates. That is a cowardly way of approaching the position and a most unjust one. It is unjust because, in fixing the basic wage, the Arbitration Court establishes the average rental at £1 2s. 6d.; but I doubt whether one can get a house anywhere in Western Australia for as low a rental as that.

Mr. Needham: No hope!

Mr. BRADY: To be just, the Government should have regard for the way in which it is treating its tenants, and should agree to an increase in the amount allowed for rent in the computation of the basic wage. I suppose that the biggest landlord in Western Australia is the State Government itself and it must know that the average rent would be anything from £2 to £2 5s. per week. Some rents are as high as £3 13s. For the Government to allow the court to continue to declare a basic wage with an allowable rent of £1 2s. 6d. is not just. I hope it will see its way clear to have the figure increased, or else to conduct an inquiry to ascertain the average rental.

I understand that the Statistician's Department obtains information concerning rentals from the agents in the various towns; but today there are few agents with houses on their books. Most people who had rental homes sold them, and those that purchased went into those homes. The people who did not sell are taking full advantage of the legislation that has been passed through this House in the last two years covering increased rents. I cannot see how the Statistician arrives at an average rental of £1 2s. 6d. In any event, I make the point that the biggest landlord in the State is the Government, and it cannot prove that the average rental is as low as that. I repeat that it should reduce rents to the people in Midvale, and that it should agree to an increased rental figure appearing in the computation of the basic wage. That figure should be increased from £1 2s. 6d. to at least £2 a week.

Another subject on which I wish to speak is the provision of a high school at Midland Junction. That is still in the embryo stage. There is quite a lot of agitation in the district about five public halls being used for educational purposes. The health officer and health inspectors have had numerous conferences, and various parents and citizens' associations and members of the Education Department have considered the matter at length. But the halls are still being engaged. I hope that the rumour I have heard is not correct—that the next high school will not be built at Midland Junction, but that there are plans for high schools to be established in at least two other districts. I hope those schools are not built before the Midland Junction High School is established.

The basis of the reports of the health inspectors, and of the medical officer, who is a recognised health officer and a qualified medical man, is that the halls being used are not satisfactory for school children from the point of view of sanitation, ablutions and lighting. For five public halls to be used as schools is not right. In addition, the reconstruction of the technical school, as

I have pointed out before, is long overdue. The classes are outnumbering the accommodation available. I understand that the Midland Junction High School, which is the old State school, will automatically become a technical school. I hope the Minister for Education will have some regard for the right of the people of Midland Junction to have the next high school built in their area and that the rumours I have heard are incorrect.

I am concerned with the spectre of unemployment that is now raising its ugly head as it did in 1929-30. In last week's paper, the secretary of the Boot Trade Employees' Union was reported to have said that a number of employees in that industry had been displaced and employment could not be found for them. It was also said that others were under notice of dismissal. In "The West Australian" this morning, it was reported that certain timber workers were out of work, and that no fewer than 737 water-side workers presented themselves for employment and there was no work for them. I hope that before the position gets out of hand the Government will try to provide employment for these men, and that we will not have a repetition of what occurred from 1929 to 1934, when the State Government said the matter was not its responsibility and the Commonwealth Government said the same, and between the two the unemployed were left high and dry and had to try to feed and clothe themselves on 7s. per week.

I believe that at this stage a programme of land or agricultural development should be commenced with a view to absorbing the unemployed. The Almighty has been good enough to provide us with the land, sunshine and other elements necessary to produce food and, that being so, the Government would be lacking in imagination if it could not discover some way of putting the people to work on the land so that they could produce foodstuffs. We are led to believe by Sir John Boyd Orr that we are facing a food famine. The Catholic hierarchy last week, in all its churches, issued a pamphlet entitled, "Food or Famine." Another statement was issued in the Eastern States by some other authority on practically the same basis, namely, that Australia will have to import foodstuffs shortly.

It seems to me we have a ready outlet for all the surplus manpower in Australia in the production of food. I hope that the hundreds of unemployed who are now coming on to the market from the timber industry and various tertiary industries—even waterside workers—will be absorbed in some such Government scheme so that they will not be on social services as people were in the early 1930's. It would be criminal to have a repetition of the history of those times, when men and women were going around week after week and year after year looking for em-

ployment and not being able to find it. I trust the Government will be warned by these authorities, and that it will do something to create employment. The easiest approach to the problem is to commence some scheme for the production of foodstuffs which the world so much needs. I have pleasure in supporting the motion.

**MR. NIMMO (Wembley Beaches) [743]:** I, like other members, regret the loss of our late King; and like them, I also congratulate the Queen on taking her position on the throne. I thought, on this debate, I would say a few words on parking. It seems a terrible waste of money to park cars on our public highways which cost so much to construct. We might call them "open-air garages." In London, before the war, there were over 100 streets where motorists could not park. They could drive up to the kerb, discharge their passengers, and then go on. There was also a law in that city which provided that a car could not be parked within 112 feet of a corner.

This law could be applied here. What happens in Perth today is that cars are parked almost on a level with the street alignment. If one is driving along George-st. and turns into Hay-st., and at the same time a big truck turns into George-st., the car driver needs to have his wits about him because of the way the cars are parked. I hope the Government will get the Police Department to tighten up that law. Parking in the city stops the progress of traffic. I want to bring one or two points home. What happens in Wellington-st. between the markets and the railway station?

Cars are parked on both sides of the street, and along this section of the road we have a trolley-bus service, one of the best bus services—the Scarborough buses—and also the North Beach buses. When the buses and trolley-buses get to the markets, their speed is slowed down because there is room for only one line of traffic each way. Let us try to clean up this position. If it is not possible to prevent parking on both sides, let us allow parking on one side only. This would help, but I am afraid not very much. I trust the authorities will keep this in mind.

In regard to bus and trolley-bus fares, I was recently looking at some figures, and I find that for the year ended the 30th June, 1937, we carried 30,912,307 passengers. In 1952—15 years later—we carried 38,837,431—an increase of about 8,000,000. There seems to be something wrong. I have looked through a few records, and wish to quote the position before the war in Glasgow where the tramway system is run by a corporation. There, 30 per cent. of the passengers paid a halfpenny on the first section; 31.25 per cent. were carried



on to the second section, the fare for which was one penny. Even with these fares, the corporation made a profit and spent money on making pavements and streets.

Mr. Needham: They are sensible people in charge of that system in Glasgow.

Mr. NIMMO: In 1947 I spoke in this House on the question of removing the Perth railway station. Since even before then we have heard people speak of the removal of the Perth station. Some say, "Remove the railway station and goodsyard. Let the Government sell half that area and use the money received to build a new station at East Perth or somewhere higher up." That is not my idea of this project. If the Perth railway station and goods-sheds were to be removed, we should utilise that area for the centre of our city. The city cannot grow any further east or west and so it must expand to the north. If we had available the whole of the ground now occupied by the station and goods-sheds we could have there a bus terminal with shelter-sheds and proper conveniences—

Mr. Graham: And you would have the same effect as you now have with the railway station.

Mr. NIMMO: I do not agree. I believe that an underground electric railway should be constructed from Midland Junction to Fremantle. Some people say that that could not be done, but I am sure that with modern methods and the use of concrete it could be carried out. There has certainly been a considerable drop in the number of passengers carried by Government buses and trolley-buses. I do not know whether that decrease has been due to the higher fares charged or to the increasing number of private motorists. Perhaps both factors are involved. Any member can watch the private cars passing on a thoroughfare in his own electorate and see that they are nearly all full of people who otherwise would probably travel by bus.

One might be asked, "How can the buses carry more people?" I think they could do so, and I feel that we are losing a lot of bus passengers because of our system of charging by sections. I suggest to the Minister for Transport that every stopping place on the Government bus or trolley-bus routes should be numbered, and a fare charged according to the number of stops involved in the journey taken by each passenger. I think the member for Leederville will agree that a visitor going to St. John of God Hospital might get on a trolley-bus one street before a section and, because of that, have to pay the fare for that extra section. Surely some system could be devised under which a passenger would be allowed to travel a certain number of stops, instead of being charged according to the number of sections. Then if a passenger got on one street before a section and she travelled five sections—

Mr. Graham: You mean if she travelled five stops?

Mr. NIMMO: Yes. She could then be charged for travelling five stops. If that were done I believe the number of passengers using the Government road services would increase.

Mr. Oldfield: How would they check where the people got on?

Mr. NIMMO: I am merely making a suggestion, but I think if it were investigated some good might come out of it.

Mr. Lawrence: It is a constructive argument.

Mr. NIMMO: Some weeks ago, in company with another member, I made a trip on one of the one-man buses, from here out to Welshpool. The bus on which we travelled was about five minutes late in leaving and, with the double parking and heavy traffic in St. George's Terrace, I thought that the drivers of such vehicles had a lot to put up with. We left here at about 10.40 a.m., and the bus was soon fully loaded. Both going out and on the return trip I felt that the driver was driving too fast, yet, when we got back I asked, "How are you for time?" and he replied, "I am a quarter of an hour late." I would defy any driver to do the trip much more quickly than he did, although had I been a speed cop travelling just behind him I would have felt inclined to book him.

Hon. J. B. Sleeman: You should tell the Minister for Transport.

Mr. NIMMO: If any member would care to make that trip with me tomorrow, in order to see the position for himself, I would be glad to accompany him. Whether the conditions are the same on all trips over that route I do not know. I have noticed tickets for those buses being sold to people standing in queues on the footpath and I have no idea whether that speeds the buses up, but at all events I feel that the drivers should be allowed more time for that trip.

Mr. Needham: They should have two men on each bus—a conductor as well as a driver.

Mr. NIMMO: I think it is the duty of members of Parliament to take these trips. I do not mean that we should advise the tramway authorities that we are going, but we should make these trips to see how our transport systems are operating.

Mr. Yates: They will know now.

Mr. NIMMO: I think the tramway authorities could educate the travelling public on the question of fares. One sees people who have no parcels getting into buses and then opening their purses and fumbling for change. The tramway authorities could give a little more publicity to that aspect, and educate people into the idea of having the money for their fares ready before they board buses

or trams. Some four years ago I suggested to Mr. Seward, the then Minister for Transport, that the time was coming when we would have to run our buses on some of the streets that could not be classified as main highways. My trip to Welshpool convinced me in this regard and I think some of the buses travelling to Welshpool could use Shepparton-rd. and maybe some of the other roads travelling in that direction, in an effort to relieve the highway of a good deal of its present traffic.

One member referred to the parking of trucks and I, too, am concerned about this question. He mentioned that the parking of trucks without lights had caused a number of deaths. One young chap was killed at Harvey and he was a man whom this State could not afford to lose. I have heard all sorts of reports about that accident to the effect that the truck was not parked in its proper place and so on.

Mr. May: What was the man's name?

Mr. NIMMO: Dawes. This question needs some attention. I suppose 95 per cent. of the trucks that are parked have good parking lights, but it is the other five per cent. that seems to cause the trouble.

Mr. Yates: It is that odd five per cent. that makes it difficult for the police.

Mr. NIMMO: There is one other point I wish to mention and this concerns the right of way at intersections. A large number of accidents in Western Australia are caused because people do not give way to the persons on their right. I think all our main streets should have right of way and, if a motorist wishes to enter them, he should be forced to stop and give way to traffic coming in either direction along that main street. Some of the streets intersecting our main highways have "Stop" signs painted on them, but how often do motorists observe that instruction? This is particularly noticeable along Stirling Highway and cars shoot across that main thoroughfare. They have the right of way system in Tasmania and it works particularly well. It is used, to a degree, in Melbourne too, but in Tasmania a motorist has to stop and give way to traffic in either direction if he wishes to enter a main thoroughfare. I do not know whether, in proportion, more accidents occur in Tasmania than in Western Australia, but I think the Tasmanian system is worth adopting.

I wish to congratulate the Perth City Council on its foresight in setting aside certain of its lands for use as parks. Of the area of land under the control of the Perth City Council, 27 per cent. is used for reserves and parks, but Scarborough, which is under the control of the Perth Road Board, is without a park. It is high time that we considered bringing all these

areas under a greater Perth scheme. In another 50 years time the Perth Road Board will be still short of money, but the Perth City Council has an immense area from which it can draw its revenue and it can afford to build streets and foot-paths. In an area like Scarborough the houses are constructed and then some two or three years later the roads are built. In Wembley, Floreat Park or any other area under the control of the Perth City Council, the roads are built first and then the houses are constructed. The Perth Road Board cannot carry out a policy like that because it has not sufficient money and never will have.

Mr. Graham: You are in favour of amalgamating a number of local authorities?

Mr. NIMMO: Definitely! I think we should bring them under a greater Perth scheme.

Mr. Oldfield: But does not the Scarborough ward get the lion's share of the revenue of the Perth Road Board?

Mr. NIMMO: I can tell the hon. member that Scarborough does not get the lion's share.

Mr. Yates: Probably it is Maylands.

Mr. J. Hegney: The hon. member will tell you about that later.

Mr. NIMMO: However, I hope that the Government, in time, will do something about the railway station and the surrounding sheds and goodsyards. I am sure that if the McLarty-Watts Government did that, our children's children would be able to look back into the past and say, "What statesmen the McLarty-Watts Government had at that time!"

Hon. A. R. G. Hawke: What will they say if it does not do it?

MR. MAY (Collie) [8.11]: At the outset, on behalf of the people I represent and myself, I express regret at the untimely death of the late King George VI. I believe that the main cause of his early death was the anxiety and stress he experienced during World War II. However, we are grateful that his daughter, Queen Elizabeth II, has ascended the Throne. I feel sure I am expressing the feelings of all people belonging to the British Commonwealth of Nations when I say that we wish her long life, happiness and peace during her reign.

I desire to make one or two comments on the Governor's Speech. It would seem that that portion referring to the harmonious relationship between employer and employee was written early in the year and before the Industrial Arbitration Act Amendment Bill was thought of, because I could not visualise anyone making such a reference with that legislation in mind. It was also stated in the Speech

that the employment position was satisfactory. If that had been said six months ago it would have been correct, but on my experience over the past two months in the country I would say that unemployment is rife, particularly among new Australians. They do not accept unemployment in the same spirit as do Australians.

I have vivid recollections of those new Australians rapidly gathering in the town and being extremely anxious about what was to happen to them after they had been put off the Wellington Dam construction, sewerage scheme work in the town, and various jobs around the railway yards. They had no homes except the tents which had been provided for them while they were working, and as many of them had large families they were extremely agitated about what was to happen to them. Some had already served the two-year period under contract and were able to seek work where they wished.

Many of them, too, had applied for houses under the State Housing Scheme but, as they had no prospect of accepting any liability, they had to give up hope of obtaining houses. No-one seemed to want them and no-one was there to advise them as to when they would be re-employed or where they could find other work. I warn the Government that those people will become a problem in this State unless something can be done to rehabilitate them into industry as quickly as possible, and so stop the discontent and agitation that will arise as a result of their being thrown out of employment.

Reference was also made in the Governor's Speech to the prospect of the primary industries in this State in the coming season. Although in some parts these look very grim, I find that the prospects for the State as a whole are good, and that possibly the grim position in some areas may yet be alleviated if further rains fall in time. Much has been said also regarding expansion in the wheat industry. I know that many farmers desire to increase their acreage. I can speak personally on this matter because I intended this year to increase the wheat acreage on my property, and have applied for the necessary super. above the quota allotted to me.

I was greatly surprised to receive a letter from the Westralian Farmers Ltd. informing me that my request could not be granted and that, instead, I could anticipate my quota being reduced. I would like those people who are urging increased production to realise what that means. If that is to be attained, growers must have super. If the farmer's existing quota of super is to be reduced, I cannot see how they can be expected to increase primary production in this State.

Tonight I intend to concentrate my remarks mainly on the coal industry. Firstly, I am interested in the possibility of a steel mill being established in this State for the treatment of iron-ore. I understand that, provided we could obtain the necessary coke for such treatment, we could use what is known as the Low-Shaft furnace process. I believe that experiments are now being conducted in the coking of Collie coal, but so far they have not reached the stage where it can be proved that it would be economical to use this coke in the Low-Shaft furnace treatment. I understand that in this process the iron-ore and the coke are fed into the furnace together. They are not fed separately; they are fed to the furnace in briquette form. I would like to know from the Minister for Industrial Development as early as possible the results arising from experiments conducted so far in regard to iron-ore being briquetted with coke from Collie coal with a view to establishing a steel industry here. I would be glad if the Minister would let me know what the prospects are of establishing that industry.

Another matter on which I wish to touch is the proposal to lease the iron-ore at Koolan Island. I understand that the company concerned, namely, the Broken Hill Proprietary Ltd., already has an extensive lease of Cockatoo Island and that that lease contains 38,000,000 tons of iron-ore above sea level with another 20,000,000 tons which it is estimated can be obtained below water level. I think that iron-ore is valued at £1 per ton on the spot; which means that on a production of 1,000,000 tons a year the lease on Cockatoo Island at present enjoyed by B.H.P. will run well into the year 2,000.

I fail to understand why it is proposed to give a lease of Koolan Island to the same firm for the mining of iron-ore. If that lease were granted to B.H.P. it would mean that the company would have to set up all the machinery necessary for the winning and shipping of that ore, and we must bear in mind that Koolan Island is situated only two miles from Cockatoo Island. The setup at present at Cockatoo Island would be duplicated if the company were to commence operations on Koolan Island. I cannot see how any advantage is going to be gained by leasing Koolan Island to B.H.P. when that company already has ore of such vast tonnages available to it at Cockatoo Island.

Had the Koolan Island deposits been nearer to Fremantle I would have recognised that the company might have had some claim to the lease of that island. but in view of the fact that it is situated only two miles from Cockatoo Island, on which it already has an enormous quantity of ore, I do not see any reason at all

why the company should be given the lease over the iron-ore at Koolan Island. As I said before there are 58,000,000 tons available to the company under its present lease, and if it wants to set up a steel industry in this State it can still do so with the iron-ore available to it on Cockatoo Island, and the machinery it has already installed on Cockatoo Island could handle that aspect of it.

I now want to say something about the State's coal position. I feel it is the duty of any member in this House who has an industry within his electorate, whether it be good or bad, to bring before it matters which he feels might be rectified in connection with such industry. The Premier has made a public statement to the effect that the State's coal supply must be considered very satisfactory. I think that statement should be treated very guardedly. It is true that coal tonnages have increased from year to year since the termination of World War II, but I intend to examine the position tonight, and give reasons why I consider the industry in this State is not as well established as the Premier would have us believe.

Immediately the Premier made his statement a sub-leader appeared in "The West Australian" eulogising what he had said. There is no doubt that the intention of the sub-leader was to bolster up the statement of the Premier, and "The West Australian" committed itself to saying that in its opinion the Government had done a good job in stepping up coal production. I contend that people who are not closely associated with an industry, such as that of coalmining in this State, should be very careful before they make, or support, any statement that all is well with that particular industry.

The Premier feels that the stepping up of the coal production in this State is due mainly to mechanisation, and the appointment of a State coalmining engineer; those are the two factors which he feels have influenced the increase in production. I would like to say that it is nothing of the sort, and I will tell the House why I make that statement. Without reflecting in any way on the man who has been appointed as the State coalmining engineer—and he has been appointed for the past three years—I am convinced that his appointment has done nothing at all to step up the production of coal in this State.

In my opinion, and in that of many others closely associated with the industry, no matter how good the qualifications are with which the engineer is accredited—and he must have good qualifications to hold a post of that nature—unless he is given some power and authority to enforce his ideas concerning the development of the mines the money he collects

by way of salary is so much of the State's funds being thrown away. Far too much of that official's time is spent in travelling from Perth to Collie and from Collie to Perth. Practically every week, two days are occupied in travelling between those two centres. I contend that, unless that officer is accorded the necessary power to give effect to his ideas regarding the development of the industry and the way the various mines should be worked, he will not be able to achieve any substantial progress in the industry and his salary represents so much State money being poured down the drain.

Open-cut coalmining was first commenced at Stockton in October-November, 1943, and for that initial month it produced 1,030 tons. Since then additional open-cuts have been developed at the Black Diamond, Wallsend, Collie Burn and Ewington leases. From the open-cut operations, commencing from the first month's output of 1,030 tons, I find that from the five open-cuts in June, 1952, the tonnage of coal produced reached 35,774 per month. That is to say, more than half the total output of the field for one month came from the open-cuts. Going back to November, 1943, when open-cuts started production, the deep mines produced 39,046 tons of coal per month. For the month of June, 1952, the production of the deep mines represented 39,234 tons.

It will therefore be seen that for the month of June, 1952, a total output of 75,008 tons of coal was produced, open-cuts being responsible for 39,234 tons and the deep mines for 39,046 tons. This means that the production of deep mine coal over a period of nine years, despite the new mines that have been opened up in the interim, has only increased by 188 tons per month. That is nothing to be proud of. During the same period the production of open-cut coal has increased by 38,248 tons. I think those details should give members some food for thought with respect to the instability of the continuity of coal supplies in Western Australia.

In view of the fact that the reason for the introduction of open-cut mining in this State was in the first place that the development of the deep mines had become so unsatisfactory, and as there was such urgent demand for coal supplies, it was necessary to commence open-cut coal production while the deep mines in the Collie area embarked upon a programme of re-establishment and up-to-date development. Thus over the period of nine years, inclusive, despite new mines brought into existence, the production of deep mine coal increased by only 188 tons per month, and members will therefore realise just how much development has been made in deep mining operations at Collie. Had the necessary steps been enforced for the rehabilitation of the deep mines the posi-

tion might have been much different but I venture to assert that, apart from some of the new mines that have opened up, little rehabilitation has taken place. Had the steps in that direction been carried out in accordance with the intention of the Mines Department at any rate, the deep mines would by now have been able to produce all the coal required in Western Australia. As it is, we are dependent for more than 50 per cent. of our requirements on open-cut coal.

Let us look at the mines in operation in November, 1943. First there is the Co-operative mine. At present it has one mechanised unit in operation, a loader, a cutter, and two shuttle cars loading on to a chain conveyor. In 1943 that particular mine was producing weekly 1,900 tons. For June of this year it produced a weekly tonnage of 1,584, a difference of 316 tons. That indicates how that mine has progressed. Then there is the Proprietary mine, one of the oldest in the district, having one of the best types of coal available at Collie. At present, under the new scheme, this mine is partly mechanised. It has a loader, a coal cutter and chain conveyor, and is producing with eleven pairs of miners, as at June, 1952, a weekly tonnage of 1,274, compared with a weekly tonnage of 3,300 tons in November, 1943, a reduction of 2,026 tons.

Next there is the Stockton mine, which is not mechanised at all. It has a weekly output of 1,507 tons as against a weekly output of 2,550 tons in October, 1943, a reduction of 1,043 tons. Of course, all these are deep mines. The next is the Cardiff mine, which is entirely mechanised. The weekly output is 563 tons as against 1,500 tons in November, 1943, a reduction of 937 tons per week.

Mr. Rodoreda: What is the reason for this?

Mr. MAY: I am coming to that. At the moment I am showing the discrepancy that has occurred in connection with mining operations over a period of nine years at a time when the companies were told the reason for establishing open-cut mining was to maintain supplies while the deep mines were being rehabilitated. Another mine is the Griffin, which is also mechanised with scraper loaders and chain conveyors, in addition to five pairs of miners. That mine is producing 1,000 tons of coal per week as against 1,900 tons, a drop of 900 tons. It is only fair to say that that mine has run into a great deal of faulting during the last few years and this has greatly reduced the output of coal, because some method had to be devised to reach the coal ahead of the faults and, while this was being done, no coal was produced. Output at the Wyvern mine commenced in September, 1943, with a weekly tonnage of 100. It is now fully mechanised and the weekly production is

approximately 1,800 tons. There is a contrast. I suppose that, of all the coal produced on the field, the Wyvern is the most popular with consumers.

Those are the deep mines that were in operation at the time when open-cuts were first started nine years ago. The new deep mines that have come into existence since then include the Phoenix, controlled by the Griffin Co. This mine started operating in March, 1948, and has a weekly output now of 300 tons. The prospect of increasing the output is bright inasmuch as it has been opened up on proper lines for mechanisation, and as soon as the company can raise sufficient capital for the purchase of the requisite machinery, that mine will be worth almost its weight in gold.

On the Neath mine, a deep mine adjacent to the Cardiff mine, development was commenced three years ago and it is fully mechanised with two complete units. The present output is approximately 600 tons a week. The next mine is the Centaur where development was commenced in July, 1951. It has one complete mechanised unit and is producing approximately 1,250 tons of coal a week. That mine is located in a swamp and the seam is near the surface, and on two occasions the tunnel has caved in. Since 1951 the mine has reached the stage of producing 1,250 tons a week, which is to the credit of the Griffin Co. that controls it.

An interesting comparison may be drawn between the Neath mine at Cardiff and the Centaur mine. At the Neath mine where operations commenced three years ago, the present output is about 600 tons a week, whereas at the Centaur, where operations were commenced in July of last year, the output is 1,250 tons a week, or double the quantity. This makes one wonder what somebody connected with the business is doing. On the one hand, we have a company with three open-cuts opening up a new mine adjacent to the Cardiff and after three years, producing 600 tons a week, and, on the other hand, a company which has no open-cut and which opened up a mine 14 months ago producing 1,250 tons a week.

The next mine is Western Collieries No. 1, which commenced production 12 months ago and has an output at present of 50 tons a week. I do not cavil at that because the management is setting about the development of that mine in the right way, and as soon as production can be started in real earnest, a good output will doubtless be obtained. It is being developed in such a way as to permit of three seams being worked simultaneously and, when fully mechanised, will be a good producer. Western Collieries No. 2 is only in the early stages of development. It has a 10-ft. seam of coal and the intention

is to fully mechanise this mine. When that is done, I have no doubt that it, also, will be a good producer.

I have summarised the output of the deep mines now in operation at Collie and I consider that the results do not redound to the credit of the people who are responsible for maintaining a continuity of supplies. When I realise how development has lagged, is it any wonder that I feel disappointment at the result, seeing that we appointed a coalmining engineer to establish the industry along the lines I have indicated? It amounts to one of two things; either he has not the power to order the companies to develop their deep mines in a way that would be in the interests of the State, or he has the power and is not prepared to exercise it.

As I have already explained, the open-cuts produce more than 50 per cent. of the total output of coal, and this being so, I ask members to visualise what would happen if we had an abnormal winter, as has been experienced in Collie on many occasions, and every open-cut became flooded. The State would be placed in a most difficult position and there would be chaos and turmoil.

Another point is that the quality of the coal being supplied from the open-cuts is far below the standard that the State instrumentalities should be receiving. We must bear in mind that the State takes at least 85 per cent. of the total coal produced at Collie. Members who travel on the railways must appreciate the difficulty the loco men have in maintaining steam with the awful mixture that we have come to regard as coal. The worst tragedy of all is that the State is paying the top price for the open-cut muck called coal.

If I had any say in the direction of affairs, I would advocate doing away with the open-cuts as soon as possible and would compel the companies to develop their deep mines and supply coal of the best possible quality. We are paying for it and we ought to receive it. But the present state of affairs is permitted to continue and the companies will allow it to continue because the best deep mine coal cannot be produced as economically as open-cut coal. How the Railway Department and Electricity Commission authorities manage to make ends meet with the class of coal being supplied to them, I just do not know. The people who have to use it have my deepest sympathy. At a conference held in Collie on the 25th June at which the State coalmining engineer presided, he made this very definite statement—

It is an undisputed fact that the development of the deep mines has been sadly neglected.

Can members imagine the State coalmining engineer making that statement if he had power to rectify the position? If he has not the power, we should give it to him; and if he has got it and is not using it, he should be sacked. That statement of his bears out the opinion I have expressed tonight. The company known as Amalgamated Collieries has four open-cuts; the Western Collieries Company has one; and the Griffin Coal Mining Company has none. It would appear that there is a definite leaning towards Amalgamated Collieries in regard to the production of open-cut coal. I know that when Western Collieries first came into the picture, it was decided to give that company an open-cut to help it financially over the initial stages of developing two deep mines. That company has played the game. It has carried out much development on its No. 1 colliery in the proper manner and is doing similar work on its No. 2 colliery; and I have no doubt that the fact that it was given an open-cut proposition in the initial stages of its operations in Collie did much to tide it over financially and assist in the development of the two mines it is working at the present time.

There are three companies operating. One is given four open-cuts; another is given one; and the third is given none. Members can draw their own conclusions. It is a positive fact that the selling price of coal is the same for the best coal that can be obtained in the Collie coalfields and for the worst that is being mined in the open-cuts. I hold no brief for any company in any way, but I say that the Griffin Company has borne the brunt of all the trials and tribulations of developing deep mines, finding finance for the work and paying, I believe, heavy bank interest, and it has never come into the picture so far as open-cut propositions are concerned.

I have made it my business to gather together, from various sources, the history of the Griffin Company and I propose to read it to the House as follows:—

The Griffin Company was formed in 1927 and commenced the production of coal at the Griffin Colliery in 1929. Production up to the end of 1951 was 1,644,717 tons.

The Wyvern Colliery was opened up in 1943 and to the end of 1951 production was 403,804 tons.

The Phoenix Colliery was commenced in 1948 and operations have since been confined to development. Production to the end of 1951 was 17,275 tons.

The Griffin, Wyvern and Phoenix Collieries are producing from the north-west outcrop of the Collie Burn series. The leases are situated in close proximity to the southern granite boundary of the field and consequently they are subject to extreme faulting.

I think I told the House earlier that this company has had a great deal of trouble in striking faults, thereby experiencing extra expense in locating the seam on the other side of the fault, and in driving through the fault to connect up to the seam.

For this reason the life of all three collieries is limited to a period of from 10 to 15 years at the present production rates.

In 1949 following the disclosure of serious faulting in the Wyvern seam which considerably reduced the anticipated life of the colliery, the company applied for an additional area to the east of the leases then held, but were refused on the grounds that the area applied for was part of that reserved for the steel industry.

God knows when that will ever be wanted!

Despite this refusal, a lease in this area was subsequently granted to Western Collieries Ltd. for the working of an open-cut.

I want members to take particular notice of that because later on it will have a lot of bearing on what I have to say.

Owing to its inability to obtain additional leases, the company was in a desperate position as it was known that the area being operated by trackless equipment in the Wyvern would be worked out early in 1951.

In an endeavour to obtain an area which might be suitable for mining by trackless equipment the company acquired prospecting areas south of Muja and commenced boring operations in September, 1951.

The Centaur seam was located in November, 1951. This seam was ideal for the operation of an open-cut. However, the union had expressed the view that they were opposed to any additional open-cuts and favoured the development of additional deep mines. As the Government also favoured deep mines in preference to open-cuts, the company decided not to apply for an open-cut and to proceed with the development of the Centaur as a deep mine. Subsequently Amalgamated Collieries applied for and were granted an open-cut at Ewington.

I want members to take particular notice of that.

The Centaur was commenced in April, 1952, and coal production to date is approximately 30,000 tons.

Further boring has disclosed the existence of a new seam, 12ft. to 14ft. thick, overlying the Centaur seam, also two additional small seams 4ft. to 6ft. thick, overlying the new seam.

The coal is excellent in quality and better than the Centaur seam for operations by open-cut mining.

An application has been made to the Mines Department for approval to win coal from the outcrop of this seam by open-cut methods.

Since I received this information, the company has had a reply in the negative.

In the past this company has been at a distinct disadvantage compared with other companies operating on the field. The Griffin company's price for coal is fixed by the Commonwealth Coal Commissioner and until recently, as far as private consumers were concerned, it was fixed at the same price as Amalgamated which was obtaining over half its coal production from relatively cheap open-cut operations.

This policy resulted in the price for deep mined coal being fixed too low and in consequence the company has suffered a heavy loss for the first nine months of the 1951-52 financial year.

This particular company was granted an increase in price beyond what applied to the other companies producing both deep mined coal and open-cut coal. Immediately the Griffin company took advantage of the increase, its best customer said, "We can get coal at a cheaper price," and did so. The increase did not do the Griffin company any good, but harm, because it lost its best customer. Assuming the Griffin Coal Mining Co. had been granted approval to operate an open-cut, it proposed to proceed with the following programme—

#### Immediate:

	Tons.
(a) Complete the mechanisation of the Griffin Colliery, and close down all hand mining. Estimated output per day	250
(b) Proceed with the operation of the fully mechanised Wyvern Colliery as at present. Estimated output per day	300
(c) Commence production from the Phoenix Colliery which is now mechanised. Estimated output per day	150
(d) Proceed with development of the mechanised Centaur Colliery. Estimated output per day	300
Total	1,000

## Future:

	Tons.
(e) Commence winning coal from lateral headings at Centaur in addition to deep mine development in January, 1953. Additional output per day	250
(f) Operate an open-cut on the seams overlying Centaur in January, 1953, if required to fulfil demands. Estimated output per day	350
(g) Connect the upper seam with the Centaur, seam, January, 1954. Estimated additional output per day	250
(h) Open up the Minotaur Mine, north of Centaur, January, 1955. Estimated output per day	500
Total	1,350

I believe the proposition is that when the deep Minotaur mine is in production, and the output of deep mined coal from the field can cater for the demand, the open-cut mine—if the company were previously granted permission to operate an open-cut mine—will then close down, and the company concentrate on the deep mined coal. I have read this report to let members know what a company can do. I have good reason for saying that the latest proposal is to increase the output of the existing Stockton, Black Diamond and Ewington open-cuts, which all belong to Amalgamated Collieries. This concern has been operating as a company since about 1920. Its deep mines have the least development of any mines in the Collie area. The suggestion is to increase the production of open-cut coal by 130,000 tons per year from the three open-cuts to which I have referred, so that Amalgamated Collieries will have an additional 130,000 tons of open-cut coal a year for which they will receive the same price as they would get for deep mined coal; to the disadvantage of both the other companies.

I have good reason for making that statement. It is most unfair to Western Collieries, and particularly the Griffin Company which has never been given an opportunity of working an open-cut, and thereby getting some finance to develop its deep mine propositions. The Griffin Coal Mining Co. has made the biggest genuine effort to increase coal production by the deep mine method; yet it is not to be given the privilege of enjoying the opportunity of operating a single open-cut. In my opinion, the administration of the coal industry warrants a full and searching

inquiry. Why should one company—and I hold no brief for any of them—be favoured with an opportunity to operate open-cuts which produce cheaper coal than the deep mining system?

I have tried to give the House some idea of the setup in the coalmining industry in Western Australia. We have increased production so that we now produce beyond 800,000 tons a year. It is possible that in the current year production will reach 1,000,000 tons; although I think that figure may not be reached because of the metal trades strike and the consequent reduction in the number of shifts worked at Collie. The men have been working only four and six shifts a fortnight, which has considerably lowered production during the period. In regard to the operations of the industry as a whole, the men have played the game. Coalmining is a most obnoxious job, and not everyone is prepared to take it on. It is both dirty and dangerous, and the conditions leave much to be desired inasmuch as men are working more or less in wet clothes. In some places they do not wear any clothes at all because they are so hot. They work in foul air, and this cannot be avoided even with the best ventilation systems.

Many men have gone to Collie over the last couple of years intending to settle there and take up employment in the mines—we have been in a position to absorb them into the industry and in many cases to provide housing—but once they had a taste of the industry underground they decided that the life was not for them, and left. I do not think that any men can work contentedly in the coalmining industry, except those that have been born to it. The average Collie miner looks for nothing more than to be allowed to do his day's work and return to his home. Over the last two years there have come into the industry a number of them who have not been prepared to live under those conditions and who have therefore left again.

I am happy to say that among the leaders of the unions concerned in the industry sanity and commonsense have prevailed over the years and, as members well know, this State has little cause for complaint as far as continuity of supplies of coal is concerned. I do not think that one could find, in any coalmining community in the world, a more contented body of people than the coalminers of this State. We have been lucky in having men of long vision and commonsense in key positions on the industrial side at Collie. Some of those men have spent their lives in the interests of the industry and the workers they represent. They worked hard and took all the kicks that were coming. When any request for improvement in the industry is made by the unions they are at all times prepared to discuss the question round the conference table.



As the present Government knows, there has been very little industrial disturbance at Collie in recent years. There was one serious dispute over the famous horse "Red," and it was eventually discovered that the men were quite right in objecting to that horse being worked underground. Why the company concerned insisted on that horse going below is more than I can say. It was a dangerous animal that could not be kept under control. A horse that bolts with three or four skips behind it in a coalmine can do a lot of damage and constitute a real menace to life if props are knocked out and the roof falls.

I hope the Government will give heed to my remarks, as I feel that all is not well with the industry. I believe that certain of those people who govern the industry are not giving it a fair deal and I would like to see an inquiry into all its ramifications. Why is one company allowed four open-cuts—enabling it to produce coal at low cost and yet receive the same price for it as is paid for the best coal produced in the State—whereas another company is not allowed even one open-cut? I think the present setup merits investigation and I hope the Government will have the whole position inquired into so that the industry may be placed on a proper footing for the sake of all those concerned.

**MR. HEARMAN** (Blackwood) [9.15]: In common with other speakers I wish to express my regret at the passing of our late King. I hope the reign of our present Queen will enhance the prestige of the monarchy and symbolise the extension of the influence of the Empire in world affairs. I did not intend to speak to this debate, but the speeches of one or two other members representing South-West districts provoked me into rising. I am perturbed that there is apparently little realisation of some of the problems confronting the people of the South-West and I do not think that many constructive suggestions have been made so far by speakers representing that part of the State. There has been some tendency to indulge in party politics, which I do not think contributes much to the welfare of the South-West.

I believe there is need for members to study a little more closely some of the fundamental difficulties associated with that part of the State. A good deal has been said about the dairying industry and the difficulties with which it is confronted, but, basically, I think the problem of the development of that area is that it is not possible to clear land there and secure an economic return from it immediately. A good many years elapse before the cost of clearing, fencing and so on can be paid off. Such developmental work is very expensive in the South-West and eras of progress there

have generally been associated either with Government schemes—such as group settlement—which involve a heavy writing off of Government expenditure or, in other cases, times when relatively cheap labour has been available for various reasons. That contrasts strongly with the wheatbelt, where development is far less difficult and costly than it is in the South-West.

In the wheatbelt one can clear land relatively cheaply and quickly and have a chance of getting one's money back within a few years. But in the South-West—I think it is generally accepted—it takes a couple of generations of hard work to develop a property to the stage where it is an economic proposition. Before the war an old farmer of that area said to me, "It does not pay to borrow money to clear land," and I believe there was a great deal of truth in what he said. One of the basic difficulties of the dairying industry—which is the developmental industry of the South-West—is the high cost of getting new country into production.

**The Premier:** All the early settlers borrowed money to clear their land.

**Mr. HEARMAN:** Things were different in those days and, in any case, many of the early settlers put in a lifetime of hard work and made nothing out of it. The Premier knows perfectly well that a great many of the farms in the South-West returned nothing to their original owners, and that it has often been the case that only after two or three owners had spent a lifetime in hard work did such properties become really payable. I think that is inevitable and is inseparable from the development of heavily timbered country.

**Hon. E. Nusken:** What is the average cost of clearing per acre in the South-West?

**Mr. HEARMAN:** That poses the question, "What is an average acre?" Very few acres of land in the South-West could be cleared for £10 an acre. It would cost £15 an acre for most of them and with some the cost would be more than that. Heaven knows what it would cost to clear an acre of land in the heavy karri country if it was cleared in the green. My observations lead me to believe that, generally speaking, it takes about two generations to get a farm in the South-West to a stage where it is a sound economic proposition of about 300 acres cleared. It was a slow job in the past but mechanisation has speeded it up, but that does not reduce costs. The initial cost is the real burden, and frequently it has been more than enough to push farmers off their properties and force them to sell out at a loss.

There are many successful farmers in the South-West and in many instances they are people who have old properties which have been worked for some time. Some are men on whose properties large

sums of Government money have been spent or written off. For instance, a good deal of Government money has been spent on irrigation, and this has unquestionably improved the value and the productive capacity of those properties. Then there are men who have increased their earnings above the average because they have used business acumen. Some have a flair for stud breeding and they have had successful dealings with stock. A number of other farmers are on holdings that have been developed as a result of the work done by the children of the family—frequently for little reward.

The old joke about a successful dairy farmer requiring a large family has a good deal of truth in it, and many of the big old families contributed substantially to the development of their properties. Also, there is the exceptional man who has an agricultural knowledge and ability above the average. Such a man could possibly succeed where another man might fail. Unfortunately, however, no area can be developed by depending upon exceptional men; we have to consider what the average man can do. So it really is a question of whether a property is yielding sufficient to pay interest and sinking fund, as it were, plus some return to the owner of the land. At the moment we hear a lot about increased prices to dairy farmers and about the subsidies which run into millions of pounds. Some people seem to think that the solution lies in the price that the producer receives. I feel that more attention should be directed towards reducing the cost of production and increasing the yield per acre.

The general practice in the South-West is to clear land, sow clover and topdress it. That practice has been adopted for the last 20 or 30 years, and those of us who move about the South-West are constantly being confronted with the problem and being asked, "What can be done about combating the deterioration in our older pastures?" Our older pastures are deteriorating and the accepted practices do not maintain our clover on the same scale as they did 10 or 15 years ago. This deterioration in our older pastures is having a deleterious effect on the economics of the South-West, and in the future it will be even more marked.

The Premier: What do you think is bringing that about?

Mr. HEARMAN: I intend to make a suggestion as to what should be done and I hope the Premier will be listening. The Department of Agriculture is confronted with many problems, but to a large extent it has concentrated on the development of our smaller farms and the opening up of new areas. I am not quarrelling with that policy, but I do not think the department has adequately tackled the problem that has confronted it in the past and will continue to confront it in the future. As yet it has not provided the solution to the

problem of our older pastures and, if we do not tackle it soon, we may find that the benefit to be derived from our clearing schemes will to some extent be offset and lost because of a further deterioration in our existing pastures. Clearing schemes, although beneficial and desirable, are not the complete answer. So I think this problem should be approached through the dairying branch of the department. I say that because that branch is the principal one concerned with the development of the South-West.

We have two very good officers in charge of the dairying branch, the Superintendent of Dairying, Mr. Cullity, and his assistant, Mr. Elliott. They are men who have had a sound scientific training and both of them are university graduates. They have had considerable experience of agricultural conditions in the South-West and neither of them could be easily replaced, regardless of the sum of money we were prepared to spend. But the best use is not being made of their experience. Half their time is spent sitting in their offices in Perth, attending to administrative duties. A man who is attending to administrative duties in Perth is obviously not making full use of his scientific knowledge and experience. This matter was mentioned by Mr. Cullity in his evidence to the Honorary Royal Commission that enquired into the use of lime and super. Mr. Cullity stated that far too much of his time is taken up in answering telephone calls and so on. If a vehicle breaks down in the South-West the superintendent or his assistant has to deal with the problem. Why a B.Sc. Agriculture should be needed to deal with a problem like that I do not know.

I agree with Mr. Cullity when he says that the best way to get research work done is to put officers on to a specific job and relieve them of their administrative responsibilities. At the moment our best men are spending far too much time on administrative duties and in some cases their duties are overlapping, and there is a certain amount of argument between the dairying branch of the Department of Agriculture and the Milk Board. I know that the Superintendent of Dairying is not responsible for the supply of whole-milk but he has to co-operate with the Milk Board. To have two of those men engaged on administrative duties is a pure waste. It might be asked, "What are we to put them to if we are to take them away from their administrative jobs?" I suggest—and I have discussed this matter with Mr. Elliott—that the best solution for the deterioration of pastures—and it is a particularly important matter in his mind—is the extension of field work; in other words, the necessity for getting the knowledge to the farmers. The best way in which that can be achieved is by field demonstrations.

Farmers will adopt new methods much more rapidly if they can see results than they will by reading about them in publications or hearing of them through radio talks, lectures or anything else. What I suggest is that at least one of these officers should be relieved completely of all administrative responsibilities and put on to this question of increasing the yield per acre in the South-West. I believe it can be done. The first problem I want tackled is the deterioration in the quality of pastures and that can best be brought home to the farmer by full-scale demonstrations.

The Premier: Mr. Elliott has put in some time on field demonstrations.

Mr. HEARMAN: Let the Premier tell me one that Mr. Elliott has originated.

The Premier: I have seen him at many.

Mr. HEARMAN: He has been checking up on what other officers are doing but he is not doing demonstrations himself. Let the Premier tell me one demonstration he has given on the deterioration of improved pastures about which I have spoken.

The Premier: I have heard him lecture.

Mr. HEARMAN: Yes, but let the Premier tell me of one demonstration he has given. Those officers are doing good work, but Mr. Elliott will admit quite freely that as yet the department has not made any specific recommendation to deal with this problem. I discussed it with him and Mr. Baron-Hay only last week.

The Premier: Is it not up to the farmers to invite him to attend their field days?

Mr. HEARMAN: Yes, probably it is and I will tell the Premier what I have in mind. What I think should be done to arrest this deterioration of pastures is to have large-scale field trials. Farmers are not interested in small experimental plots such as Dr. Dunne has. I do not want to belittle Dr. Dunne's work because for his purposes such plots are excellent. Nevertheless, they are mainly used for scientific and research purposes rather than for extension purposes. It is the extension aspect of this matter that I want to see developed with greater vigour. When these field day demonstrations are conducted the economics of production should be closely investigated. At present the recommendations made as to the application of super bear little relationship to economy. There is very little difference in those recommendations now from when super was £3 7s. 6d. a ton. Although the department is on the point of releasing information on that aspect, as yet it has not given it out.

The application of such methods need not prove to be a terrific expense to the Government, as I am sure the Premier, as Treasurer, will be pleased to hear. I believe that the selection of bigger farmers

will be needed. From my experience in my electorate and in my capacity as a member of the Honorary Royal Commission on lime and super, I discovered that there was no difficulty in getting farmers to give evidence, many of them being in a large way, because they would feel they were missing out on something if they did not do so. They knew there was need for improved methods, but they were not sure what they were. I am certain that some of those men would be willing to co-operate with the department along the lines I have suggested.

I believe they are the most suitable people to assist in this sort of work for various reasons. Firstly, they could make the land available. Secondly, I think they are equipped to carry out the operations as they should be carried out. Thirdly, they themselves realise the necessity for some alteration in practices over and above those now existing. Fourthly, in dealing with the extension aspect of the problem it would be more advisable to have the larger and more influential farmer applying the new methods than it would be to call on the smaller farmer, who could operate only on a limited scale and would not be able to carry out the work as thoroughly as the farmer on the larger scale. A man on a small scale cannot afford to put aside 10 acres of his property for experimental purposes but a man with a large acreage can.

If we can get these bigger farmers to co-operate with the department to develop these new methods, the smaller farmers will follow when they are able, but it is necessary that the man on the large scale should make the first move. This is a fairly vital matter because the deterioration among older pastures, and particularly the exhaustion of trace elements, is quite consequential and if we are not careful we will find that the number of farmers suffering from deteriorated pastures will increase rapidly, and I do not want to see that happen. I have discussed the problem with the Minister for Agriculture; the Director of Agriculture, Mr. Baron Hay; and Mr. Cullity, the Assistant Superintendent of Dairying. I do not suggest that any one of them agrees entirely with me, but on the other hand not one has entirely discounted the suggestion that something can be done along those lines.

I am prepared to say that I will get such farmers as are necessary to assist in this matter because I would like to see the problem tackled along those lines. The value of the dairying industry should not be overlooked. It not only produces wholemilk and butterfat, but also a large portion of the meat for the metropolitan area. If the calves are not reared, the bullocks cannot be fattened. It is extremely important that the calves should be reared and that the butterfat side of the industry should be developed. If

the industry deteriorates further the result will be felt not only in the South-West but in other areas as well.

The dairying industry is the developmental industry of the South-West and if it is not fostered and developed and helped over its "swaddling clothes" stage, we must ask ourselves, "What other industry can develop the South-West?" I do not know of one. On the other hand, we should not say, "Oh, well, if the dairying industry cannot make good we cannot do anything about it." We must tackle the problems of the industry and I think a great contribution towards the solution of them can come from increased production per acre rather than from an increase in price. I have endeavoured this evening to make some suggestions, on the basis that a reduction of costs might be achieved, and I have tried to indicate at least one avenue that might be exploited to increase our production in the dairying industry.

**MR. OLDFIELD** (Maylands) [9.40]: I would first like to express my deep regret at the untimely death of His late Majesty King George VI. In speaking to the Address-in-reply debate, I would begin by mentioning a very great problem which confronts this State at the moment, namely that of river pollution and improvements to the foreshore. Before we make any accusations concerning river pollution, we ought to be aware of the reasons for it. Apart from the trade wastes and effluent entering the river, we also have the stormwater drains contributing to it, while another factor is the soil erosion from the agricultural areas. The amount of refuse that is washed down the stormwater drains into the river, and the mud and silt from the agricultural areas, all act as fertilisers to the plant life in the river and also tend to pollute it by discoloration.

I am most anxious to see schemes adopted for progressive reclamation, the deepening of channels and improvements on the foreshore in order to assist in cleansing the river. As far as reclamation is concerned, in the past the people in charge have seen fit to put a dredge in, reclaim a strip of land and then place a concrete jacket along the foreshore. In many places what were natural sandy beaches have been reclaimed. Today we see certain parts of the foreshore with this artificial wall erected at the expense of the natural sandy beaches which in the past were ideal playgrounds for children in the summer. Some consideration should be given to this aspect when reclamation work is taking place. When people have thought about the river in the past they have thought about it as far as the Causeway; they never considered it further upstream than the Causeway. Nothing has ever been done—

**Hon. A. R. G. Hawke:** Hear, hear!

**Mr. OLDFIELD:** —or any assistance given—

**Hon. A. R. G. Hawke:** Hear, hear!

**Mr. OLDFIELD:** —to the authorities in those areas. I might mention that I am speaking now of Governments throughout history! These Governments have never given any encouragement to the local authorities representing those districts upstream to undertake any works for the improvement of the foreshore. About three years ago the Bayswater Road Board saw fit to undertake a long-range programme under which it was proposed to resume land on the entire foreshore within their municipal boundaries. Having decided on that course, the road board had a survey taken of the land to be resumed, which ranged from a strip two chains deep from the foreshore to, in places, five or six chains to provide for future parklands and playing fields along the foreshore at Bayswater. Although the survey has been completed and the board has decided on the land which it wishes to resume, owing to the restricted finances of the board it is not able to resume in one year, and consequently it will be many years before the final resumption is made.

That is an expensive item for the Bayswater Road Board which has a rapidly expanding district. The population has doubled in the last six years and the number of houses erected in the district has also doubled in the past six years. The point I am trying to make is that there is at least one authority—perhaps the only authority—in the metropolitan area that is aware of its responsibility to posterity in so far as the river frontage is concerned. The Bayswater Road Board, many members in this Chamber, and I myself agree that all citizens of this State should be entitled to have access to the river at any given point within the metropolitan area. I would like the Government, if possible, to give consideration to assisting local authorities in this resumption work.

One evening a meeting was convened by the Bayswater Road Board, comprising the Perth Road Board, the Bassendean Road Board and the Perth City Council, with a view to interesting them in doing work similar to that proposed by the Bayswater Road Board, namely, the eventual resumption of land on the entire length of the stream on the north side for a future riverside drive and parklands. The usual reply was received from the Perth City Council. The council was not interested; it was going ahead with its own scheme; it had received assistance in the past and was getting along nicely! The Perth Road Board and the Bassendean Road Board were both greatly interested in the scheme and wished to carry it out, but their finances would not per-

mit of that. So I feel that the Government in the near future should assist these people—

Hon. J. T. Tonkin: The Government has no money.

Mr. OLDFIELD: —before the values of this land rise too high.

Hon. A. R. G. Hawke: The Government's answer is "No".

Mr. OLDFIELD: In the Perth Road Board district a half acre block of 66 ft. frontage running about 350 ft. back to the river cost about £100 in 1945-46. A similar block today would be worth £900 to £1,000. So this land along the foreshore is being enhanced steadily in value, and the time is not far distant when the value will be too great for the Government or anybody else to be able to resume that land. The Perth Road Board is attempting to do something in the matter of the resumptions of land along the foreshore. A start has been made in regard to people whose land runs down to the foreshore and who are willing to grant that portion of their properties to the authorities for any future scheme. The Minister for Health is holding up the scheme because her department owns a block of 5½ acres on the foreshore, and land that is required by the board for its improvement scheme. As soon as that area is vested in the road board, some progress will be made with the scheme for river frontage improvement.

Mr. J. Hegney: What is the objection to making that land available?

Mr. OLDFIELD: The area was resumed years ago for certain purposes, and is still held by the department, although nothing has yet been done. The time has arrived when the Government should consider setting up an authority to take charge of matters concerning the river. It should be charged with responsibility for the investigation of the causes of pollution, and should work along lines of a progressive plan to effect real improvements. That task has never been really adequately tackled. There is in existence the Swan River Conservation Committee in which the member for Fremantle is interested. The people on that body have been doing very good work in a voluntary capacity. They are keenly interested in conserving the future interests of the river and devote much time to endeavours to effect improvements.

As a result of two or three years' work by the committee, the Public Works Department has been stirred into constructing a rake suitable for the collection of algae in the shallows. The problem confronting the committee is that it is not a recognised authority. In my opinion, the time is ripe for the Government to appoint a Swan River conservation trust, comprising one delegate from each of the local authorities whose boundaries reach the river fore-

shore, together with two delegates from the present Swan River Conservation Committee and a chairman to be appointed by the Government. The sooner a body of that type is appointed, the better it will be. Failing action along those lines. I would like some form of recognition accorded the present committee.

I will now deal with matters affecting my own electorate. In the last 12 months we have been hopeful of securing some gas extensions, but very little in that direction has materialised. I trust that during the next 12 months work in that direction will not be proceeded with as slowly as it has been in the past year. The Maylands East district has been fully developed and built on for the last 20 years, yet it is still without adequate gas services, and there have been no extensions there for over 16 years. The residents are still awaiting sewerage facilities, none of which have been provided for 20 years. I hope the Minister for Works will allocate some money this year for sewerage works in that area, and also for gas extensions. Another sewerage problem concerns the Inglewood area, north of Beaufort-st. Last week I asked the Minister for Labour a question regarding taking the necessary steps to include "noise" as a nuisance under the Factories and Shops Act, and the Minister replied that it would be quite impracticable to define the term "noise" under that legislation. In my opinion it is not impracticable, for I can assure the House that a noise can be a real nuisance.

Mr. J. Hegney: Too right!

Mr. OLDFIELD: Especially when the member for Middle Swan interjects! Anyone associated with local governing authorities must be aware of what a nuisance a noise can be to ratepayers, because of the complaints that are so frequently received.

Hon. A. R. G. Hawke: The first difficulty would be to decide how you would define the word "noise" in an Act of Parliament.

Mr. OLDFIELD: I am trying to explain what I mean. For instance, it could be an excessive noise, or it could be a noise such as that caused by unmuffled blowers. For some reason, the Town Planning Act permits certain industries to be carried out in a shopping area. Throughout the metropolitan area, the Town Planning Commissioner has designated certain blocks as shopping areas. This has been largely for the convenience of housewives, so that there can be grocers', butchers' and other shops close handy. In recent years, however, the provision of service stations in these areas has been permitted with the result that panel-beating is carried out in those places. In each instance where garages have been erected in shopping areas and panel-beating is carried on, it has been within a residential area.

I trust that the Minister will see that the Act is amended so that noises may be brought within the scope of the legislation where practicable. In Maylands, there is an area that has been almost fully developed residentially. Yet suddenly the people find that the erection of a factory is permitted alongside their holdings. In one instance, the factory has a blower that creates an excessive din. These unfortunate people have to suffer that noise all the time the factory is operating, and they will have to suffer the same annoyance on Saturday mornings, should the factory operate then, and should it work a night shift the excessive din will continue. I trust the Minister will look into this matter.

Next I come to the question of trafficators. Today I asked the Chief Secretary a question to ascertain whether he had any objection to altering the traffic regulations to enable trafficators to be used. I hope that he will give this matter serious consideration. I know that the Traffic Department officials have no objection to the use of trafficators other than that the regulations require that when a driver is making a right-hand turn, he must signal by extending the right arm horizontally. Most modern cars have trafficators installed. The driver has merely to touch a small lever on the steering wheel and a little arm shoots out and shows a light. On a wet night, this is a much better signal than the extended arm, particularly if the driver is wearing a glove. With the trafficator, the light comes on and the signal can be seen distinctly.

On a wet night, some drivers take a risk and make a right-hand turn without signalling whereas, if the use of the trafficator were authorised, they would use it. The difficulty is that if a driver used the trafficator, he would be liable to prosecution for a breach of the regulations. There is another point in favour of using the trafficator; when a driver signals by extending his arm, he runs the risk of injury if another vehicle passes close to him. I cannot see any objection to authorising the use of the trafficator in lieu of the hand signal. The light is reflected in the car and the driver would be fully aware if it were not working properly. Trafficators have always been recognised in Great Britain, and now New South Wales, following some years of agitation by the local authorities, has decided to recognise them.

Hon. E. Nulsen: Do those places recognise signals given by the extended arm as well as by the trafficator?

Mr. OLDFIELD: Yes. The regulations should be amended to permit of the trafficator being used in lieu of the extended arm. Whether trafficators should be used during the hours of daylight, I do not know.

Hon. E. Nulsen: They are too short to give a good signal.

Mr. OLDFIELD: Yes, but at night-time, the light makes them more satisfactory than the arm signal. I hope that we shall follow the lead of New South Wales and permit the use of trafficators. I certainly hope that they will not be put on the same plane as electric petrol bowlers.

Another traffic matter is that relating to tail-lights and switches. For many years we have required the provision of an independent switch for tail-lights operated at the rear of the vehicle and not from the dash-board. I think this regulation was introduced for two reasons—one, to compel the driver to get out in order to switch on the tail-light and thus ensure that it was operating properly, and the other to guard against a driver who had been involved in an accident switching off the tail-light from the dash-board and driving away before his number could be taken. If a switch is provided at the rear of the vehicle, there could still be a switch on the dash-board. By requiring an independent switch operated only at the rear of the car, people in winter time may omit to get out in the rain and switch on the light and, before they know where they are, they are held up by a traffic constable. There is also the risk of a car not showing a tail-light being run into by another vehicle.

On various occasions references have been made to the railway bridge at Maylands and requests have been advanced for its replacement by a ramp. The structure was approaching a dangerous state and amongst the people who use the bridge across the railway are a number of the blind. It is recognised that a ramp would be more convenient also for women with their prams. When I asked a question on the subject, I was informed that the bridge would do service for a few more years and that it could not be replaced while timber was so urgently needed for house-building. Well, we have reached the stage where the supply of timber is no longer a problem, and I appeal to the Minister to have the bridge replaced with a ramp as expeditiously as possible.

Another thing for which the Maylands people are waiting is the installation of a flashing light warning signal at Caledonian Avenue crossing. This has been promised for 2½ years. I understand that the delay has been due to the need for obtaining special equipment for this crossing as trucks are shunted there and experiments will be necessary to test its effectiveness while night shunting is in operation. Steps should be taken to hasten the delivery of the requisite equipment. The order was placed two years ago and it is time the equipment was here. The Government should place orders where it can be sure of getting them supplied within a reason-

able period. The equipment for two railway crossings is not much of an order, considering the amount of material we have been importing from overseas in recent years. I am sure the member for Fremantle would support me in this matter.

Mr. Lawrence: I doubt it.

Hon. A. R. G. Hawke: Would the Treasurer support you?

Mr. OLDFIELD: He has treated me pretty well.

Hon. A. R. G. Hawke: It does not sound like it.

Mr. OLDFIELD: Another improvement eagerly awaited is the replacement of the No. 18 tram by diesel buses. The scheme which has been envisaged there for some time, and will undoubtedly come into being as soon as that replacement has occurred, is the linking up of the Beaufort-st. route with the present Francis-st. bus route, thereby bringing about a circular route through Inglewood, Bayswater and Maylands. Now that the Perth Road Board has completed the construction of Queen-st. and Stone-st. through to Garrett-rd. the Caledonia-rd. bus can be extended through Garrett-rd. and, as soon as we can get the road built from Garrett-rd. eastwards, the transport service can be extended to the territory of the member for Middle Swan, thus meeting the requirements of his constituents between Guildford-rd. and the river. Recently it was announced through the Press that a zone system had been evolved for metropolitan transport.

Hon. A. R. G. Hawke: Passenger transport.

Mr. OLDFIELD: I understand from what I read in the Press that the zone system is meant to do away with overlapping of transport services and will lead to more efficient transport and ultimately cheaper fares. The proposed zone system is an admirable suggestion, but I do not think it goes far enough. It still does not deal with the through-routing problem. When a zone system is set up, I hope that instead of one group of operators being given a certain zone to look after, they will be given one zone on one side of the city and another zone on the other, so that all their transport will run through the city.

It might be argued that some difficulty would arise for people operating 400 buses a day on a Perth-Fremantle service, and that they could not be given an opposite zone where only 200 buses a day would operate. But such operators could be given two 200-bus-a-day routes on the other side of Perth, and one bus coming from Fremantle could go over one route and the next over the other and so on. That would deal most effectively with through-routing. It is being done in Melbourne on a large scale. I consider that one solution of our traffic problem lies in through-routing.

At present, anybody who wants to travel from one suburb to another has to come to Perth, and there is considerable congestion at peak periods and at weekends caused not through people coming either to work or entertainment in the city but by people wanting to pass from one suburb to another. Take the position of people from my own electorate! If they wish to travel west of the city, they have to alight from transport at Bridge-st. and take that frustrating walk from there to Newspaper House. That occurs also to people travelling from the west of the city to the eastern suburbs.

If that transport were through-routed there would be no need for people to alight from buses and walk through the city to catch other transport. There is one inter-suburban bus service proceeding to Belmont and running through Guildford-rd.; Slade-st., Bayswater; Inglewood, Mt. Lawley, North Perth, and Leederville to Subiaco and back through Nedlands. That is the only inter-suburban service we have. When operators are given zones, I would like to have them charged with the responsibility of providing adequate inter-suburban services.

I realise that until recent years that would have been uneconomical in certain places. But today the Bayswater road district, for example, has doubled its population and the number of homes erected in that area has been doubled in the last six years. I think that the progress in Belmont would be even greater. The member for Canning and the member for Middle Swan can probably tell members more about those areas than I can. They realise the vast expansion which has occurred in their districts. It is only natural that when population increases and residential development and industrial expansion take place on such a scale, efficient inter-suburban services become more than ever necessary.

There are many people living in the eastern suburbs on the north side of the river in Maylands, Inglewood and Bayswater who are working in Belmont, Riverdale and Welshpool. Such of them as have to travel by public transport have no alternative but to go through Perth, and those who work at Welshpool have to travel five or six miles further than is necessary. Anybody travelling from Maylands or Bayswater to the new industrial area at Belmont along the Great Eastern Highway has to go first to Perth and then proceed to Belmont, travelling from 10 to 12 miles, when by an inter-suburban service they would have to journey only two miles.

When the existing inter-suburban service was first mooted, a timetable providing for a bus every half-hour was suggested, and that was scoffed at in certain quarters. People expressed the view that the com-

pany would be bankrupt in three months. Far from going bankrupt, the company within three months found it advisable to improve the service from a half-hourly to a 20-minute service, and to put on additional buses at peak periods. This service has been in operation for three years, and when we consider its success we can realise the possibilities of inter-suburban traffic operating through highly industrialised areas and expanding residential districts such as Bayswater, Mt. Lawley, Mt. Hawthorn, Joondanna Heights and Scarborough or Floreat Park. I would have no fear of the economic success of an inter-suburban service through these districts. We are rapidly arriving at the time when we should abolish a few of the boards which administer various items of produce.

Hon. J. B. Sleeman: Tell us something about the Potato Board.

Mr. OLDFIELD: That is one which could well be done away with.

Hon. J. B. Sleeman: Hear, hear!

Mr. OLDFIELD: It is time some boards were thrown out because they are only ham-stringing industry by preventing efficient competition. A classic example of a board that was abolished was the Apple and Pear Board. We all know the quality of the fruit we got under its administration, and we realise the prices we were charged. Prior to its abolition, that board was kept in existence despite protests from the consumer, the producer, and the distributor. Since it has been abolished everyone connected with the apple industry, including the consumer, has been very happy.

Mr. Hill: If we had not had the board during the war, there would have been no apple industry today.

Mr. OLDFIELD: An army of a million people is necessary in wartime, but not in peacetime. That is no argument. Direction of manpower is necessary in wartime, but no member here would say it is needed now.

Hon. A. R. G. Hawke: You supported a Bill the other night which provides for it.

Mr. OLDFIELD: The sooner we abolish some of these boards, the happier will be not only the producer and the distributor, but also the consumer. The only person who ever seems to be considered by these boards is the producer. The poor old consumer, the man who pays the piper, is never considered. The Potato Board does not consider him.

Mr. Lawrence: What about the middleman?

Mr. OLDFIELD: The board still provides for the middle man. The consumer has to take whatever is foisted on him by the board in the way of prices and quality. The Egg Board is another that should be dealt with.

Mr. J. Hegney: What about the law of supply and demand that we hear so much about?

Mr. OLDFIELD: All that boards do is to defeat the natural operation of the law of supply and demand.

Hon. A. R. G. Hawke: What is natural about it? The natural law of supply and demand was butchered 30 years ago by monopolies, semi-monopolies and cartels.

Mr. OLDFIELD: I think it is still in vogue.

Hon. A. R. G. Hawke: Where?

Mr. OLDFIELD: It still plays a part in everyday life.

Hon. A. R. G. Hawke: Where?

Mr. OLDFIELD: In the Metropolitan Markets, three mornings a week.

Hon. A. R. G. Hawke: Mr. Cruikshank does not think so.

Mr. OLDFIELD: Mr. Cruikshank does not or cannot think.

Mr. Lawrence: I beg your pardon.

Mr. OLDFIELD: He may be able to convince the member for South Fremantle. They might think alike.

Mr. Lawrence: That is so, too, especially on the law of supply and demand.

Mr. OLDFIELD: I trust that something will be done in the near future to abolish some of these boards. I feel the general public is not happy about them, and I hope the Government will review each and every one of them, with emphasis on the Egg Board, the Potato Board and the Onion Board.

On motion by Hon. J. B. Sleeman, debate adjourned.

*House adjourned at 10.37 p.m.*