

Legislative Assembly.

Thursday, 10th August, 1944.

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

ADDRESS-IN-REPLY.

Seventh Day.

Debate resumed from the previous day.

MR. FOX (South Fremantle) [4.33]: I desire to add my congratulations to those already offered you, Sir, on your election to the Speakership; to the Chairman of Committees, and to the member for North-East Fremantle on his elevation to ministerial rank. The new Minister has a good background and I believe he will prove to be an admirable Minister for Education. I would also like to congratulate the new members, more particularly the member for Avon, who had to finish first at the post on two occasions before being permitted to take his seat in this House. That there has been a change in the opinion of primary producers in certain places is indicated by the fact that two widely separated portions of the State have returned Labour members. I refer to the member for Avon and the member for Nelson. Evidently the electors in those districts realised that there is a closer association between themselves and the Labour Party than there is between themselves and any other political party in the House. During the debate the member for Mt. Marshall stressed the position of farmers in the country. I agree that the farmer is quite an important person, but without the co-operation of quite a number of other persons in the community the farmer could not do a great deal.

Mr. Leslie: But he is entitled to his fair share.

Mr. FOX: We agree, and we are always out to see that farmers get a fair deal. I think we can take it that the Federal Labour Party has done more for the farmers—leaving aside what the State Labour Party has done—than has any other Federal party. For 27½ years the hon. member's party was in control and yet the Labour Party during

its short period of office has done more for the farmers and primary producers than has any other party in Australia. I think that is incontrovertible. Yesterday the member for Beverley did a lot of moaning about the position of the farming industry in his district. I saw a letter from his district today, or, at any rate, from Bruce Rock and it was stated that the crops were very fine and that there was every prospect of a good season. Apparently Jupiter Pluvius took notice of what the hon. member said and sent down a good torrent of rain to day. I hope the downpour will spread into the country areas and will be of great benefit to the farmers.

The member for Beverley also had a lot to say about coal strikes in New South Wales. Of course, we expect something like that from the member for Beverley who is a great upholder of law and order. He has taken me to task several times in this House. He spoke about the coalminers endangering the lives of soldiers by hanging up production. I point out that the coalminers themselves have sons in every branch of the Fighting Services. I have visited some of the coalmining districts and I know that what I say is true. Those men are not likely to endanger the life of the son of the member for Beverley or the lives of anybody else's sons by hanging up production. I have always noticed when travelling in the train and elsewhere that when the question of coalmining is raised there is always a good deal of criticism from people who know very little about the ramifications of the coalmining industry.

Mr. Cross: We had an exhibition of that yesterday.

Mr. FOX: That is generally the case. As a matter of fact there has been more coal produced since Mr. Curtin has been in office than has been produced during the time of any other Prime Minister. I will quote from remarks made by Mr. Curtin in a speech reported in the paper on the 8th August only two days ago. Somebody asked Mr. Curtin, "What about coal?" and he replied—

You are getting more coal today than you ever got in the history of this country. I regret that strikes occur, but during my Prime Ministership more coal has been produced than in the time of any other Prime Minister.

Mr. Cross: And mostly old men have produced it, too.

Mr. FOX: I do not know of any industry that has been hung up because of a shortage

of coal. I will be safe in saying that no industry has been held up.

Mr. Doney: Only the Fighting industry.

Mr. FOX: The Fighting industry has not been held up.

Mr. Doney: What about ships?

Mr. FOX: They have not been held up. It is all very well for men who enjoy the sunshine to talk about the miners, who have to go down 3,000 or 4,000 feet underground and have to carry their tools through muck and slush! It is all very well for men who know nothing of the conditions to talk about coalminers. Let them go down themselves and have a go at the work!

Mr. Marshall: They would be too fearful.

Mr. FOX: These miners never know when a mine will fall in on top of them and they are always in danger of gas and other disasters. I have been associated with industrial unions for a long period. My experience leads me to believe that there is always some substantial reason for stoppages. The employers at times are not above pinpricking in order to cause industrial unrest.

Mr. Doney: Why is the Prime Minister talking of punishing the miners?

Mr. FOX: The miners would not stop working unless they had some substantial reason for doing so. Strikes cannot always be avoided. Anyway, it is the right of the workers to strike against unjust conditions if they feel inclined to do so. It has been their right down the ages, and they constantly struck until 1890, when they saw that strikes were not the best means of getting what they wanted. Then they decided to organise politically.

Mr. Doney: It is poor patriotism, anyhow.

Mr. FOX: I consider that the coalminers and the workers of Australia generally have been very patriotic. They have kept production to a very high pitch during the whole war period. They have worked overtime and put up with bad conditions. They have worked every night during the week when members have been asleep. I would be chary about criticising coalminers, or any other industrial workers unless I had a good knowledge of the ramifications of the particular industry and of the dispute existing at the time the criticism was made.

Mr. McDonald: You ought to send your remarks to Mr. Curtin.

Mr. FOX: There is no necessity to do that. The workers of this continent are do-

ing more than their fair share of work. I do not blame them for seeing that their rights are not whittled away because the employers say there is a war on and they should keep going.

Mr. McLarty: You are justifying the strikes.

Mr. FOX: I regret that strikes do take place, but workers cannot sit down and take anything; they would have no backbone if they did. If that was the case we would retrogress. Any progress we have made is due to the militants in the different organisations; men prepared to stand up and do things. The men at Eureka, as I have mentioned in this House before, stood up for their rights and were responsible for getting better conditions in 1854. Every strike against tyranny is justified. Members should be engaged in some of these industries to know how hard pressed the men are at times in putting up with some of the conditions imposed upon them.

Mr. Doney: There is nothing wrong with the attitude adopted by the Prime Minister, surely.

Mr. FOX: I am not speaking for the Prime Minister, but for myself. I would now like to draw attention to a matter that I have mentioned before. I do not know whether this subject concerns the Minister for Industrial Development or the Minister for Lands, but at present wool is being exported to the Eastern States for scouring. I think the scouring works in Western Australia are capable of dealing with the whole of the Western Australian fleece. I do not know what is behind the move.

Mr. McDonald: Central control!

Mr. FOX: No. After a good few years on the waterfront I would say that some shipping interests might be wanting some profitable freight to take East after having brought a load of stuff here. To take this wool away is wasting shipping space. I ask the Minister concerned to look into the matter with a view to stopping this export to the Eastern States, because the scouring works in Western Australia are capable of coping with all our wool. I would like to deal with a matter concerning the district I represent. I am disappointed with the Treasurer in this regard. I made a request to the Minister for Education, and 18 months ago to the former Minister for Education, for a supply of water at the South Coogee school. I am very thankful

that a school has been erected in its present position, but the department might have done a better job and finished with it. The school is only about eight miles from Fremantle, but it is not reticulated. It has to depend on two or three tanks for its water supply.

I asked the Minister for Education to put down a well and instal a pump so as to give the teacher and the scholars the necessary supply of water. Last year they planted a number of trees, but during the hot summer practically the whole lot died from lack of water. With a decent supply the teacher, who experiments in growing grasses and various seeds, could add that work to the school curriculum, and I think it would be a valuable addition. The residents would be prepared to keep the pump in order and pay for all the upkeep. At least three Ministers have been down to the school and they all agree that this work is warranted. I am going to ask the Premier to promise that, if the Minister for Education says it is warranted, the work will be put in hand immediately. If this is done a good supply of water will be ensured before the summer and any trees planted this winter will not die because of the hot summer months.

I wish to bring forward another matter concerning the district I represent. The member for Irwin-Moore spoke of the necessity for a railway to serve Rockingham-Safety Bay-Mandurah. Some time ago a conference of the road boards in those districts, including Mandurah, Rockingham and Fremantle, together with the Fremantle City Council, met at Hamilton Hill and discussed this question. They decided to ask the Post-war Planning Committee to take into consideration the advisability of building a line from South Coogee to Pinjarra. The line could be further extended along the coast to Bunbury if considered advisable. After the war, public works will be required and, provided they are necessary and will serve a useful purpose and return expenses, they should be given favourable consideration. I think this project should be favourably considered by the Government.

One object in putting such a line down would be to supply travelling facilities to Rockingham and Safety Bay, and the adjoining holiday places from there to Mandurah. I am told that during the busy season at least 5,000 or 6,000 people are to

be found at Mandurah. Not quite so many go to Rockingham. The only means of conveyance at present consists of three or four buses. These buses are usually crowded with the passengers who utilise the service all the year round. Members can understand how crowded they are, although sometimes during the holidays an extra bus is used. Many more people would avail themselves of the facilities offered by these holiday resorts if conveyances were forthcoming to transport their luggage. People have no chance of taking any luggage or camping gear unless they have their own truck or motorcar. The buses cannot take such luggage because they are filled with passengers.

Mr. J. Hegney: Could they put on a Diesel car?

Mr. FOX: I think so. In that district there is some pretty good land owned by a few philanthropic people who would assist the Government by making it available to settlers. If a settler were placed on five or six acres of land and given a house, together with a couple of cows, pigs and poultry, he would produce the greater part of his living without coming into competition with the market gardeners. Any amount of water is available at 10 to 15 feet. During the pre-war period numbers of men followed seasonal occupations and earned as little as £2 10s. a week. Many did not earn £2 a week, and others much less. I know that because I made out their income tax returns.

After the war seasonal workers may not get a great deal more employment than they do at present. Many are engaged in the wool stores. There will not be vast quantities of wool in Western Australia when hostilities cease. One season's slip is in hand and we have another clip coming in. Many of these men rely on seasonal occupations in connection with the wool stores, on the wharf and so on. If they were put on blocks where they could earn the major part of their livelihood, they could still be available for employment by the Government or by private enterprise, which would make their position more satisfactory. One of the men who attended the conference regarding the railway I have referred to suggested that, if the traffic came through Dwärda, it would shorten the distance between Narrogin and Fremantle and, apart from the saving in mileage, it would relieve the bottle-

neck in Perth. The latter consideration in particular should appeal to the Government.

Mr. Smith: The Government has no money!

Mr. FOX: Plenty of money will be available after the war. When it seemed that a Japanese invasion was imminent, we heard quite a lot of talk about the new order that was to be enjoyed when the war was over. Apart from members of the Labour Party we do not hear many talking about it now. It is another instance of—

When the Devil was sick, the Devil a monk would be;

When the Devil was well, the devil a monk was he.

When we were in danger two years ago everyone was favourably disposed towards making conditions better for the people generally when peace returned. That disposition seems to have worn off in many directions, but we hope to give effect to it after the 19th August. Under our present social system, we will always have periods of prosperity followed by periods of depression. That means that always there will be times when men will suffer from unemployment and want. When factories are overstocked, men are dismissed and are not given re-employment until stocks are sold. The shareholders draw their dividends as usual, but the worker must tighten his belt. Big business is not concerned with the welfare of workers, but only with profits.

Mr. Leslie: What do you propose to do? Subsidise factories to enable the employers to be better off?

Mr. FOX: The Commonwealth Government has subsidised many businesses.

Mr. Leslie: It was a good thing for the Government.

Mr. FOX: It matters not how it is done, so long as it is done. We must spread the national income. If a man draws a salary of anything from £1,000 to £30,000 from the national pool, some must go short. The only means by which we can even up the position is by imposing taxation spread over the whole community.

Mr. Leslie: Then the worker goes on strike to dodge the taxation.

Mr. FOX: I do not know of any worker having gone on strike in order to dodge taxation. Seldom do the workers complain about taxation.

Mr. Needham: They have nothing to be taxed.

Mr. FOX: Members on the Government side of the House have always claimed that the basic wage should be sacrosanct, but those sitting on the Opposition benches have declared that men must be taxed and made to pay something to show that they have a stake in the country. There is no possibility of Opposition members regarding the basic wage as sacrosanct.

Mr. Leslie: Not now!

Mr. FOX: That is why big business is endeavouring today, by all the means at its disposal, to defeat the forthcoming Referendum. Business men in a big way are doing too well.

Mr. McDonald: Mr. Lang says big business is behind the Referendum.

Mr. FOX: Who constitute the Constitutional League? Who does Mr. Paton represent and Mr. Lionel Carter who appears on behalf of big business in the Arbitration Court? Big business is providing the money enabling all the nonsense we hear to be poured over the air.

Mr. Thorn: They are not robbing the taxpayers to finance that!

Mr. FOX: Who are the people I refer to?

Mr. Needham: What about the National Party?

Mr. FOX: Yes, they may be the National Party in disguise. I mention the Broken Hill Proprietary Co., and big concerns like that.

Mrs. Cardell-Oliver: No one pays me for my advocacy.

Mr. FOX: We should erect a statue to the hon. member who must surely be a phenomenon.

Mrs. Cardell-Oliver: Then I hope it will be a good statue.

Mr. SPEAKER: Order! The hon. member will address the Chair.

Mr. FOX: In a recent publication reference was made to the profits made by big business interests, by these people who are paying for the "No" campaign. The profits were remarkable. I shall quote two of the largest. In 1939 the South British Insurance Company made a profit of £335,000 and in 1944 the profit had increased to £512,000. Seeing that the latest balance sheet showed such an enormous profit, the company was, I suppose, quite willing to

pay in a fair lump of money for the "No" campaign.

Mr. Thorn: From what source are you getting your money for the "Yes" campaign?

Mr. FOX: The publication disclosed that in 1939 Burns Philp & Co. made a profit of £51,000 and in 1944 a profit of £112,000. That sort of thing is taking place all over the world. No wonder big business people want to revert to pre-war conditions which were quite good enough for them.

The Minister for Mines: Yes, get back to the good old days.

Mr. FOX: I would remind members that in America the Truman Committee, which was appointed by the United States Government to enquire into certain phases of big business, reported that some of the huge concerns were making profits beyond the dreams of avarice. Those firms were not particular how the profits were made, even going so far as to endanger the lives of the soldiers by supplying inferior plant. I wonder how much of that inferior material was landed in Australia. How many lives have been sacrificed on the altar of greed?

Mrs. Cardell-Oliver: Who made those faulty things?

Mr. Thorn: The workers.

Mrs. Cardell-Oliver. Absolutely!

Mr. FOX: That is right; put the blame on the workers! Do not members know that a worker specialises only on one particular task, not on the whole undertaking? He is directed to do what is required. If the worker does not do as he is told, he is dismissed. If a worker were to suggest that something was wrong he would be told that he was there to obey orders and, if he was not satisfied with those conditions, he could knock off and draw his time.

Mr. Thorn: But this is a matter of killing their comrades!

Mr. FOX: Everyone knows that the employee cannot tell the employer what he should do.

Mr. Doney: But he should—in such circumstances.

Mr. FOX: The hon. member is suggesting job control!

Mrs. Cardell-Oliver: He could go on strike if he did not think his country was getting a proper deal.

Mr. SPEAKER: Order! Will the member for South Fremantle address the Chair and take no notice of interjections.

Mr. FOX: When the war is concluded we shall have to revise the present system that allows workers to live in want in a land of plenty. Industry in general makes no attempt to conserve the rights of the people.

Mr. Leslie: Are you talking about the primary producers?

Mr. FOX: Big business is concerned only with the making of profits and does not care what becomes of the people.

Mr. Thorn: Look at the poor old lumpers!

Mr. FOX: We hear a lot of talk about what will happen after the war and we are told that the lives of the community will be regimented.

Mr. Thorn: That is the position now.

Mr. FOX: Before the war, when advertisements appeared in the newspapers, hundreds would apply for each of the jobs that were vacant.

Mr. Needham: Sometimes 200 or 300 made application for one job.

Mr. FOX: That is so. Those individuals applied for the jobs, not because the latter represented their choice of work but because economic necessity drove them to accept what was offering. They have never had an opportunity to choose their jobs.

I remind members that before the war thousands of men lined up at the various picking-up places throughout Australia looking for work. They lined up at the wool stores and at places where seasonal work might be offering; they lined up at the wharf fronts; but, in spite of this, many of them did not get a job for weeks. They were not particular about the sort of job so long as it was a job. To convince those men that if the referendum proposals are carried they will be subjected to a regimented way of life would be a very difficult matter. Men go to particular work because they are satisfied so long as they get work. Take workers with children round about the age of 14 years, on the point of leaving school! Many of them ask me whether I can get a son into the Public Service. The parents are not concerned as to whether the child is suitable for the work; what they want is to get security for their boys, and they know that a job in the Public Service offers security for life. That is what the workers want. They want security in their employment; they want to know that there will always be a job for those who are prepared to work.

A few years ago, when I was on the goldfields, men used to go to the mine shafts looking for a job, hoping that someone would miss a shift and give them a chance, and they were prepared to go 2,000 or 3,000 feet into the earth to work. These are some of the things that men tolerated before the war. We do not want to revert to that sort of thing. Goldfields members are aware of what happened there, just as well as I am. A majority of those men live a hand-to-mouth existence, never knowing where the next meal is coming from. The men who are being advised to retain freedom and avoid regimentation would gladly sacrifice those things if they could be sure of getting security of employment, security from want and security from fear. So long as they were guaranteed sufficient to enable them to provide their wives and families with the decent amenities of life, they would give up this freedom so much talked about by Mr. Carter and his friends.

Much has been said about the need for increasing the population of Australia. If we are going to hold this country, we must populate it. We must get population from somewhere. During the last 25 years, the population of the Commonwealth has increased by about 2,000,000. Such a low increase is not going to get us very far, for it would mean that in another 25 years we would have only 9,000,000 people. I think it would be a good idea if Australia could be made the centre of the British Empire. Many of the large industries could be shifted *holus bolus* and re-established in Australia, not with the intention of making profits but for the purpose of defence. I believe that is the only way in which we shall be able to populate this country adequately. Of course, this would not be favoured by some of the men in England who are drawing up to £120,000 or £130,000 a year from big business. Some of them were drawing that much before the outbreak of war. On one occasion in this House I quoted the number who had incomes ranging between £5,000 and £120,000. Naturally, those people would not want any emigration from England.

Mr. McDonald: What about the taxation on those incomes?

Mr. FOX: They were not taxed to the extent of 18s. 6d. in the pound before the war. This, I think, is the only way in which we can hope to people Australia to any considerable extent. If this were the centre of

the British Empire, it would not be within accessible distance of hostile European countries and, of course, we do not know what the future might bring forth.

Mr. Thorn: Do you suggest that we tow the island out, and everything with it?

Mr. FOX: We must get population from somewhere, and I cannot see any other way of getting it. At present there are 12,000 to 15,000 refugees in Alexandria, people who have come from South Poland and Slav countries, and many of them would like to settle in Australia. They are hard-working people, and the men are usually tillers of the soil unless they go to work in the mines or timber mills. Many of them have relatives here.

Mr. Thorn: That is so, but unfortunately a lot of them are very old people.

Mr. FOX: And the number includes a lot of young people. The Government ought to explore this avenue with a view to determining whether some of those people could not be brought to Western Australia.

The member for East Perth said it would be a good idea to encourage our young people to marry at an early age. Those who have had to live on the basic wage know how difficult it is to set up a home on the basic wage, and how chary are many men about accepting such a responsibility. If our people married at an earlier age, it might be one way of increasing the population, but the fear of unemployment is a factor that influences many young couples against getting married. If they could be guaranteed employment, I believe the marriage rate would increase by leaps and bounds. The uncertainty of being able adequately to maintain a family is a factor that in many instances influences the size of families. This applies, anyhow, to the working class; I do not know what it means to the leisured class.

A matter I would like to bring under the notice of the Minister for Education has regard to the Junior examination. I do not think it is absolutely necessary that a boy should have passed the Junior examination in order to qualify for a position in the Public Service. How many members of this House could pass the examination if they were put to it today? Not many! Some of the younger members might, but only a few. Certainly they could not do as well as some of the young people who are taking the examination at present. I have

no wish to deny education; we should give the young people the best education possible. At the same time, we should bear in mind that some children are very nervous under examination, make mistakes and consequently fail, whereas, if they were given an opportunity to take positions in the Public Service that were not very difficult, they would make good officers. Let me quote one instance.

A young fellow employed in the Tourist Bureau had not passed the examination. I asked whether he could be kept on, and was told that he could not unless he passed the examination. He was given a period in which to pass it, but did not get through. The officer in charge said, "He is a very good boy and suits me well, but I cannot keep him on." Yet that boy might have been a better officer than one who had passed the examination. I would like the Minister to look into that aspect; and, if the boy is in any way bright, to give him an opportunity of obtaining a permanent position in the Public Service if he so desires. There may be some positions requiring a higher standard of education, but the Minister will know of them, and if a boy not up to standard applied for such a position he could be told that he was not suitable for it. However, a clerk looking after cards in a department does not require unusual brains or a knowledge of trigonometry and that kind of thing. Many boys in the Public Service never find themselves in need of such knowledge at all, though the possession of it of course sharpens up the intellect.

A boy who fails to pass the Public Service examination should be permitted to take a position in the Public Service if he so desires. I have every sympathy for children educated in rural schools. In company with the present Minister for Education I went to see the previous Minister with a view to obtaining further assistance for a boy from a rural school who had gained an entrance scholarship for the High School in Bunbury. The parents could not afford to pay the extra money needed to enable him to avail himself of that chance, but we succeeded in inducing the former Minister to grant sufficient funds for the boy to continue his studies; and that young fellow has proved a very bright pupil. People in outback districts lacking the facilities available in the metropolitan area should be given every

assistance towards the education of the children.

The housing position has become acute and I hope it will not be long before we shall be in the middle of a good big building scheme. Just recently I filled in an application for a man seeking permission from the War Organisation Committee to build a home for himself. At present he is one of the residents in a house of three rooms with a front verandah, and the house accommodates seven adults and four children. In spite of the front verandah I do not know how all those persons find accommodation there—11 people in a three-roomed house with a front verandah. There are many more such cases in the metropolitan area, of three or four families living in one house. It is going to be an extremely difficult task to catch up with the lag in housing accommodation in the metropolitan area. That area is falling behind at the rate of 3,000 houses a year. In my opinion the only way to make any progress would be to build wooden houses which could be cut at the mills and erected on the site—carpenters not being available—by three or four handymen with one carpenter in charge of the work. Then we might overtake the present lag.

That is one way I see of catching up with the arrears. Any number of handymen are capable of putting up a house of their own but I suggest a gang of three or four with a carpenter in charge. The man who is to live in the house would see that a good job was made of it. When a large home building scheme is in operation, I hope a clearance will be made of some of the under-standard buildings in the metropolitan district. I know of eight or nine semi-detached houses built on the long-corner of a block—without the usual facilities for washing, and without baths, etc.—that were erected about 10 years ago. When the opportunity occurs those houses should be pulled down and one house erected on the block, which at present is very much overcrowded. There are dozens and dozens of houses in the district similar to the one I have described.

Not long ago I wrote to the Worker's Homes Board on behalf of a man with eight children dwelling in a rat-infested house somewhat similar to the houses I have just ready described. The street in which they are situated should be pulled down. However, the price of a five-roomed house is

little too high. Unless some alteration is made in that respect, the average worker will not live long enough to own a house. Just before the outbreak of the war a friend of mine bought a house for £800; and with interest at $5\frac{1}{2}$ per cent. he would have to pay over a period of 35 years about £2,270, the price of three houses for one house. That is not too good. Alteration is required in that respect. The member for Avon said we ought to be able to get money at $\frac{1}{2}$ per cent. My view is that for housing purposes we ought to be able to get money from the Commonwealth Bank at the cost of administration. Even if that cost is 1 per cent. or 2 per cent., the money should be forthcoming. The houses will be there as security, and the amount will be paid back in a much shorter period than under existing arrangements.

The McNess Housing Trust also undertakes fitting operations. I am afraid, however, that some of the old age pensioners who wish to possess a home free from the fear of eviction will die before they secure one. I would suggest to the McNess Housing Trust that they pick out a man or two—I could name one man—who would be prepared to build houses for themselves. The experiment would be well worth trying. The man I just referred to has a block of his own. He was a bricklayer when able to work, and he is still able to do a bit of work, and I guarantee that he can do a good job. The erection of the house should be subject to strict supervision. The man is prepared to transfer the title of the block to the trust, without reserving any equity for himself. With the help of some friends he could build a house for himself. If that experiment proved a success, the system could be extended. Nobody with friends willing to give him a hand in building a home should be compelled to live in rented premises. The block of land owned by the man I have mentioned is worth £25. He wants the opportunity to build a house now. Numerous houses have been built in the Fremantle district by the co-operation of friends, under permits from the Director of War Organisation. Very good jobs have been made of those houses. I commend the same system to the McNess Housing Trust. If the man I have in mind is compelled to wait until the McNess Housing Trust builds him a house, he may be a long time getting one,

because of the shortage of labour and material.

There is another activity in the Fremantle district about which I should like to say a word or two, and that is the Fremantle Dental Clinic. The member for Irwin-Moore mentioned the need for dental vans to tour the various districts. That is a splendid idea. The scheme was originally organised by some Fremantle teachers who were mindful of the necessity, during the depression period, for giving the children dental attention, their parents in many cases not being able to afford to give it to them. That was quite outside their ordinary run of duties, and they are to be commended for having started such an admirable institution and for having carried it on for the past eight years. I also pay a tribute to the honorary secretary of the institution, an ex-school teacher, Mr. Gustafson, who does all the clerical work free of charge. A dentist and a nurse are engaged at the clinic, which is financed as follows:—

| | £ | s. | d. |
|----------------------------------|-----|----|----|
| Fremantle City Council .. | 139 | 0 | 0 |
| East Fremantle Council .. | 40 | 0 | 0 |
| North Fremantle Council .. | 30 | 0 | 0 |
| McVillie Road Board .. | 43 | 3 | 0 |
| Mosman Park Road Board .. | 19 | 14 | 6 |
| Fremantle District Road Board .. | 17 | 13 | 4 |
| Rockingham Road Board .. | 5 | 5 | 0 |
| Government subsidy .. | 225 | 0 | 0 |
| Lotteries Commission .. | 100 | 0 | 0 |
| Donation box .. | 23 | 0 | 0 |
| Sundry donations, almost .. | 50 | 0 | 0 |

The clinic is doing remarkably good work. It attends to the dental requirements of the children between Mosman Park and Rockingham. I have the report here which shows that during the year the finances went behind to the extent of about £50 and I do not think it would be out of the way for the Health Department to make up that deficiency, as I question whether the clinic would be able to get on without such assistance. During the year 241 patients were admitted, 219 patients were re-admitted, making a total of 460 patients. There were 1,592 fillings, 128 temporary fillings, 62 nerve cases, 123 cases of prophylactic treatment, 1,753 extractions and 2,053 attendances. Members will thus realise that the clinic is doing excellent work in attending to the dental requirements of the school children in the district.

Mr. J. Hegney: Does the clinic attend to all the school children in the district?

Mr. FOX: Yes, all those under 15 years of age. Quite a lot has been said over the air and in the Press lately about the wonderful prospects of the goldmining industry after the war. I, for one, am not anxious that large numbers of men should find employment in that industry. I honestly believe that those who talk so much about the industry are people not living on the goldfields and who would not care to allow their sons to work in it. I think it is a rotten industry and I hope to see the day when the Commonwealth Government will be able to close the goldmines or, if it wants gold, will get it mined under much better conditions than those prevailing today. I have not been down a goldmine for 20 years or more, but I worked in several of the mines on the Golden Mile and I also did a considerable amount of prospecting. I therefore know something of what I am talking about and, unless considerable improvements have been made in the mines on the Golden Mile, I would not desire a son of mine to go there to earn his living. The worst nightmare I have is sometimes when I dream I am in a mine boring out an end; and when I wake up in the morning there is no more pleased man in the world than I am.

Mr. J. Hegney: You are not boring at all!

Mr. FOX: The Minister for Industrial Development has issued a nice booklet setting forth the industries which have been started in Western Australia, among them being flax, charcoal iron and potash. My fear is that if the Referendum is not carried there might be a danger of those industries going out of existence.

Several members interjected.

Mr. Leslie: I am afraid they will go out of existence if it is carried.

Mr. FOX: If it is not carried I am afraid they will.

Mr. Leslie: They will, if it is carried.

Mr. FOX: I know what big business in the East is and I think we can say that big business there is responsible for the present backward condition of this State.

Member: Big business in New South Wales.

Mr. FOX: Take jam manufacturing! When that is started in a small way here big manufacturing firms like Jones & Co. and I.X.L. dump large quantities of jam in this State and sell it at a cheap price. The residents of the State are not patriotic

enough not to buy the dumped product and consequently the small firm goes out of existence. I hope the flax industry will expand and that within a short time we shall be able to supply all the flax requirements of this State. I also hope we shall be able to supply all the iron we require.

A matter to which I wish to draw the attention of the Treasurer—and I do not want to take up too much time—is that in New South Wales pensioners are granted travelling privileges by the Railway Department. They are allowed to travel free on the railways. I think that a similar privilege should be granted to pensioners in Western Australia after having spent a lifetime in the industries of this State. They could be given a free trip about once a week. It would not hurt the Government to consider this proposal. It might ascertain what New South Wales does in the matter and institute the same practice here.

During last year a meeting was held in Parliament House of representatives of market gardeners. It was attended by members from both sides of the House and they decided to ask the Minister for Agriculture to bring in legislation providing for a levy on all garden produce sold in the markets, the proceeds to be applied in assisting the market gardeners to organise the industry. It is badly in need of organising and that nothing can be done on a voluntary basis has been proved over and over again. If a small levy was made such as has been suggested it would provide sufficient funds for the conduct of experiments in regard to insect pests, manures and a great many other things. I commend the suggestion to the Minister and ask him to give it his consideration.

Mr. Leslie: Do you suggest that the organisation itself should be solely responsible for the spending of the money raised by the levy?

Mr. FOX: Yes. That could be arranged. The market gardeners would be paying the levy and in the interests of their industry I think they should be permitted to expend the funds. It is not much use having a voluntary organisation of primary producers. That was tried in the onion industry at Spearwood and proved a failure. Things went on all right for a while and then certain growers sold their onions privately. Consequently the organisation collapsed. Later on I brought down a Bill

in this House which became law and the organisation of the industry has been a success ever since. Nevertheless, a small amendment is required to that Act. As it stands, the Act provides that immediately the crop is grown it automatically comes into the possession of the marketing board, which is held responsible for the sale of the onions. Sales lagged last year and one grower issued a writ against the board for the full price of his onions that had not been sold up to that time. He had also lost some onions.

There is a Government representative on the board. I suppose that in the long run the Government, which has the most money, would have had to pay. An amendment of the Act is necessary in order to prevent growers who are members of the organisation getting outside the organisation and doing something to its detriment. The members of the board should not be held responsible for loss occasioned by the board. The Onion Board is one of the most economically run boards in existence; its costs do not exceed five per cent. In the case I mentioned the Army authorities had not come up to expectation with their orders and a considerable quantity of onions was left on the board's hands. Later on it succeeded in getting rid of the whole lot at a satisfactory price, and consequently nothing further was heard of the matter.

Another question I would refer to is in regard to the Workers' Compensation Act. As farmers and others who are familiar with work at the wharf will know, a lot of dust is associated with the handling of bulk wheat. The waterside workers want dust on the lung contracted through the handling of wheat and other dusty cargoes brought within the third schedule of the Workers' Compensation Act. This dust is very harmful to the men who have to work with bulk wheat, for instance, and it is only a reasonable request that such work should be brought within the Third Schedule of the Act. I am sorry the member for Beverley is not present as I have a final word to say to him. He was very much concerned with our imaginary geographical boundaries. I was going to commend to his notice part of a poem, "Locksley Hall," by the well-known English poet, Tennyson, who said—

For I dipt into the future far as human eye
could see;
Saw the vision of the world
And all the wonders that would be

Till the war-God throbbed no longer
And the battle flags were furled
In the Parliament of man;
The Federation of the world.

I commend these lines to those who are talking about cutting up Australia into several separate States, and would remind them of the poet who envisioned the time when, instead of there being one Parliament for Australia, for instance, we would have one Parliament for the world.

MR. HILL (Albany): I join with other members in congratulating the new members upon their election and upon their maiden speeches. I also join with others in congratulating you, Sir, upon your election once more to the Speakership. I assure you, Sir, that as Speaker you have the respect of the House, and as a man we are proud to class you as one of our friends. A few days ago I had the privilege of being the first member to be sworn in in this Chamber. The first occasion when I took the oath that I would well and truly serve our Sovereign Lord the King was in 1902. That is when I was sworn in as a band boy of what was at the time the Albany Volunteer Artillery. It was an eventful year. At that time the British Admiralty on the other side of the world had awakened to the fact that its naval supremacy which had endured for 97 years was about to be challenged. Accordingly, the authorities started out to reconstruct the British Navy in anticipation of war with Germany. Today we hear a lot about reconstruction and can derive many lessons from the past. My career as a band boy was rather short. My interests lay in the guns. I even earned the reputation of being the boy who swallowed the text book.

We saw the revolution that occurred in British naval policy. The head of the Admiralty in those days was Lord Fisher, who was made First Sea Lord in 1905. He set out upon a policy of reconstruction in earnest. All those men who had become too old to have new ideas were placed on the retired list. Ships which were of no fighting value were scrapped, and naval bases that were not needed were closed down. Lord Fisher's chief policy was that every shilling that was not spent on fighting men or fighting ships was a shilling absent in the day of battle. He was a man of iron will. When because of political interference he could not get his way, he resigned. Be-

fore that, when the Press began to squeal, he simply carried on. To Lord Fisher we must give thanks for the fact that he reconstructed the British Navy from a ceremonial and political toy to the greatest fighting machine the world has ever known. The finest speech I ever listened to was delivered by the late Lord Jellicoe at a reception given to him in Albany in 1919. The Mayor had eulogised the work of the Navy, but in the course of his reply Lord Jellicoe said—

The Mayor in his remarks about the Navy included the men of the Merchant Service. It was they who won the war.

I think that was a wonderful tribute to come from a wonderful man. Today we are winning the war, not only because of the men of the Navy, the Army and the Air Force, but because also of the men of the Merchant Service. Today we may safely leave the war to our Fighting Forces. We must, however, consider our policy for the future. Like the late Lord Fisher, we require to scrap worn-out ideas and plan, not on the mistakes of the past, but on the needs of the future.

What are the outstanding lessons to be derived from the last five years? The first lesson is that we must not pay any thought to the policy of disarmament. When we plan our reconstruction policy we must realise that war may yet come in the time of our children. We must plan to remove all our weaknesses and build up our strength so that we may not be caught at a disadvantage as we once were nearly caught. Once again we have proof that sea power is the dominating factor in war. That power must be supported by air as well as by our armies. At school we heard of the very gallant gentleman who cast his coat down for his Queen to walk upon. We should remember the advice of that gallant gentleman to attack the enemy on the sea. He declared that whoever commanded the seas of the world would command the trade of the world, and whoever commanded the trade of the world would command trade itself. That statement is as true today as it was then. A maritime expedition without command of the sea is doomed to failure. That fact was proved on the occasion when a maritime expedition at the instance of Napoleon embarked upon its hazardous operation.

Military historians are puzzled to know why so brilliant a man as Napoleon made the mistake of launching the invasion of Egypt without being assured of command of the sea. He landed his troops in Egypt but Lord Nelson smashed his fleet and as there was no Suez Canal in those days Napoleon had to walk home. Mussolini was assured that he had command of the Mediterranean when he embarked on his expedition to Egypt. On paper he had an assured command of the sea, but there was one thing neither Hitler nor Mussolini could do—they could not get past the British Fleet. In 1905 terrific sacrifices were made by the Japanese to capture Port Arthur, because they wanted to destroy the Russian Fleet before the Baltic Fleet came into eastern waters. The Japanese thought they had command of the sea, but we know what has happened. We know that at one time Western Australia was in terrible danger and we had nothing to prevent the Japanese from taking possession of the State. But the British Navy was still undefeated, and to that Navy we owe our safety in this war.

I am aware that the State Parliament does not deal with defence. I make these remarks, however, because I think it is essential we should take more than an intelligent interest in such an important question. A reconstruction committee has been appointed. I want it to be clearly understood that what I now have to say is not intended as a reflection in any way on the gentlemen who sit on that committee. Without exception they are very able and respected people, but they have their limitations. The chairman, Mr. Dumas, is a very able engineer and a fine director of works. The Government has admitted his limitations because it has appointed Mr. Young as Commissioner for Main Roads in succession to the late Mr. Tindale. On the committee of civil servants and also on our Parliamentary Reconstruction Committee we have no man with any experience of transport, shipping or port problems. That is a very big mistake.

I again draw attention to the fact that one of our greatest needs in the State today is a sound transport and port policy. Our inefficient and unco-ordinated transport places heavy burdens upon all industries, and in addition causes very heavy losses to the taxpayers. For the year 1942-43, our

railways made a loss of £341,000; our ports, a loss of £41,000; roads and bridges, £137,000; bulk handling at Bunbury, £2,600, and State Shipping, £55,000, a total of £582,000. That all had to be made up from taxation. But all I have said does not deal with the worst feature, our failure to keep pace with modern transport. I think I can say that our State suffers from what might be termed a national cancer. I am not a medical man but I understand that in health the human body cells continually die out and new cells are provided to replace the dead ones. For some reason, some of the cells start to grow quicker than they should, and this growth finally finishes up as cancer.

In this State we have the biggest self-governing community in the world. Our Premier was a very proud man when he told the recent visiting Parliamentarians that Western Australia had an area of nearly 1,000,000 square miles. He said, "We have a population of 470,000." I very nearly interjected, "And half of that population is within a 12-mile radius."

The Minister for Mines: You would have been very rude if you had.

Mr. HILL: Yes, it would have been rude. That seems to me a terrible state of affairs. Here we have a big State like Western Australia, and half of our population is in an area of 191 square miles. The City of London has an area of 360 square miles, and that little spot in the Irish Sea, the Isle of Man, has an area of 220 square miles, or 30 square miles more than has our metropolitan area. A few months ago I travelled with a crowd of American sailors. As we neared Perth, one of three young officers said, "Where is all your population?" I replied, "If you could put one of your 155 mm. guns in the centre of Perth, you would have half of our population within range." It must be agreed that that is a deplorable state of affairs. On all sides we hear of the need for a sound, commonsense policy of decentralisation but, before we talk about decentralisation, we need to ascertain the cause of centralisation.

I am of opinion that one of the main contributing factors is the failure of our various Governments, local governing bodies, Chambers of Commerce and the people generally to realise that there has been a revolution in transport. Everybody here has seen the change from the bullock-waggon to the motor-truck. I have seen the change that

has taken place in ships, and there is as big a difference between the modern ship and that of 40 or 50 years ago as there is between the 5-ton motor lorry of today and the old spring cart. I had a rather interesting experience in March. I was on board an American submarine mother ship. It was a wonderful ship, up-to-date in every respect. Its motive power was eight sub-engines coupled to electric generators. I was in the captain's cabin and I said that one of the queerest jobs on which I had worked was when I was working inside the mast of a sailing-ship. From where we were, I could have thrown a stone to where that sailing-ship was berthed over 40 years ago. All over the world big ports are gobbling up their small neighbours.

Experts agree that the remedy is to select the most suitable ports and, without any political wire-pulling, develop them. I will not suggest what ports should be considered or developed for the benefit of the future of Western Australia. What I do suggest, and hope the Government will consider, is a thorough and proper investigation of the question by trained and qualified men who understand shipping and ports. I believe the late Lord Forrest considered that Western Australia should be divided into three provinces, and that the centres of those provinces should be Geraldton, Fremantle and Albany. I need not worry about Geraldton, our northern port. The Premier is doing that and seeing that it is developed as much as possible. The Fremantle province is also well represented in this Parliament.

On the map on the wall opposite me is the boundary of what I term our southern province. I might explain that I am not advocating a new South-West State. The friend who drew that map was responsible for using the word "State" instead of "province." The northern boundary is a line midway between Fremantle and Albany out to the rabbit-proof fence and thence to the sea. If members will look at the map, they will notice that that province bears a decided resemblance to Victoria and, holding a position corresponding to Melbourne, is the natural port of Albany. Since Japan came into the war, I have had the question hurled at me from all quarters, "Why is Albany, with all its natural advantages, so badly neglected?" Members will notice that the great railway running north and south was built by private enterprise.

When the question of opening up the country east of the Great Southern was under discussion, I believe railwaymen wanted a railway running from Beverley to Mt. Barker, in keeping with the natural lie of the country, but the Government built a railway running east and west. Except for the Denmark-Nornalup line, there is not a Government-built railway within 90 miles of Albany. A little over 20 years ago, the then Premier had very ambitious proposals for developing our South-West province. When the Collier Government took office, what did it do? It completed the railway from Pemberton to Northcliffe and Denmark to Nornalup, and left a gap in the middle. The authority to build the Manjimup and Mt. Barker and Boyup Brook-Cranbrook railways was passed by Parliament, but the railways were never constructed. The appointment of an Albany harbour board was agreed to by Parliament, but the harbour board has never been proclaimed.

The port zone boundaries have been fixed, but facilities for handling the port trade of Albany have never been provided at the port. Out of the £3,000,000 spent on the ports since the Collier Government took office, Albany has had £131. Geraldton holds the same position in the north that Albany holds in the south. For 20 years after our present Premier became Minister for Railways, the average daily expenditure on Geraldton was £142, or £11 more per day than Albany has had in 20 years. I have had it thrown at me that Albany is in the wrong place. A glance at the map will show that the people who say that are making a most ridiculous statement. I am also told this, "Instead of talking about the port, you should grow something to ship from that port." When members consider that I have been shipping produce through the port of Albany for 34 years they will see how amusing it was to make that remark to me. I have here statistics which give the production of what I term our South-West Province. Included here are the road board districts of Albany, Arthur West, Blackwood Upper, Bridgetown, Broomehill, Cranbrook, Denmark, Dumbleyung, Gnowangerup, Greenbushes, Katanning, Kent, Kojonup, Kondinin, Kulin, Lake Grace, Manjimup, Nannup, Tambellup, Plantagenet, Wagin and Woodanilling. These road boards can be

more economically served by the port of Albany than by any other port in Western Australia. The following table contains the statistics which I have just mentioned:—

| | | Defined Area. | Total for W.A. |
|---|-----------|---------------|----------------|
| Total population (a) ... | No. | 42,563 | 468,311 |
| Total area of districts ... | sq. miles | 30,720 | 675,920 |
| Privately owned and rented land ... | acres | 6,705,421 | 25,320,577 |
| Crown lands leased for rural purposes ... | " | 403,532 | 186,870,000 |
| Permanent artificially sown pastures ... | " | 583,831 | 1,265,950 |
| Total area of crop ... | " | 751,753 | 3,810,622 |
| Grain— | | | |
| Wheat—Area ... | ... | 380,655 | 2,053,410 |
| Production ... | bushels | 5,545,828 | 37,500,000 |
| Oats—Area ... | ... | 123,304 | 407,250 |
| Production ... | bushels | 1,083,591 | 5,325,456 |
| Barley—Area ... | ... | 17,085 | 48,388 |
| Production ... | bushels | 246,552 | 950,304 |
| Hay (all kinds)— | | | |
| Area ... | acres | 91,006 | 325,266 |
| Production ... | tons | 114,950 | 414,115 |
| Potatoes—Area ... | ... | 1,134 | 4,643 |
| Production ... | tons | 5,147 | 25,329 |
| Tobacco—Area ... | ... | 1,287 | 1,284 |
| Production (cured leaf) ... | lbs. | 1,092,400 | 1,093,792 |
| Apple (b)—Area ... | ... | 7,488 | 10,350 |
| Production ... | bushels | 750,320 | 1,118,404 |
| Pears (b)—Area ... | ... | 402 | 836 |
| Production ... | bushels | 32,616 | 90,540 |
| Butter production ... | lbs. | 4,730,653 | 17,117,200 |
| Livestock— | | | |
| Cattle—Dairy cows ... | No. | 41,355 | 144,509 |
| Other cattle ... | " | 38,566 | 696,232 |
| Sheep ... | " | 2,075,481 | 9,722,780 |
| Pigs ... | " | 31,351 | 163,196 |
| Sawn timber produced ... | superft. | 48,503,486 | 110,717,423 |

(a) Figures for the year 1931. (b) Figures for the year 1930-40; later particulars for districts not available.

I have no intention of trying to claim that our southern province is a garden of Eden. Nature is never 100 per cent. perfect. In the southern end of the State we have an assured rainfall. We also have the largest area of undeveloped and unpopulated land to be found in the temperate zones of the world. Economic transport facilities can be provided. Our deficiency seems to be in the minor elements. We owe a great debt to Dr. Teakle and other officers of the Agricultural Department for discovering these deficiencies. Incidentally, when I showed these statistics to Dr. Teakle he said that they represented only a fraction of what that end of the State will produce. We have to face this fact that we have to populate that area or we will never hold it.

No part of Western Australia has such scope for future development as what I term the South-West State. The proposal I have for future development is, first of all, that we must realise that as the development of the Port of Melbourne has been necessary for the State of Victoria, so is it necessary to develop the Port of Albany. I suggest that steps be taken to see that the

Commonwealth Government co-operates in an endeavour to develop it as a naval and commercial port. I am not going to say too much about the present position of naval bases, but I would like to draw attention to the fact that the late Lord Forrest was a keen advocate of the development of Albany as a naval base. When Admiral Henderson came here in 1910 a telegram went through the Albany Post Office, "Unnecessary to examine Cockburn Sound. Albany in every way suitable for naval base." About 10 years ago the Admiralty again wanted Albany developed. Its proposals then would have meant the expenditure of £3,000,000. They included a battery of 9.2 guns on Stony Head and another battery at Mt. Gardiner. They would have made Albany safe from naval bombardment. The military men took the stand that they must fortify Fremantle. They were supported by the politicians and, after some argument, the Federal authorities agreed to Fremantle instead of Albany.

When war was declared against Japan we were without a properly equipped naval base on this side of Australia. We were without a proper dock. For this war we are to be content with a makeshift naval base, but when it is over we must see that we are not without a proper dock and other repair facilities. Fremantle has been definitely condemned as a site for a dock by Sir Maurice FitzMaurice and Sir Leopold Saville. Borings in Princess Royal Harbour have shown bedrock at an almost ideal depth for the construction of a graving dock. There is sufficient room at Albany for a combined naval and commercial port. Today we, in Albany, are up against the fact that we have no land in the vicinity of the jetty or the railway suitable for the needs of the port.

For example, the Commonwealth wants a dehydrator established there, but no suitable land is available on which to build it. A few days ago I asked a question, and in reply the Minister for Railways pointed out that the railways were receiving £200 a year for a little over two acres of land. That land was reclaimed as a result of the ballast dumped there by the sailing ships over 40 years ago. It cost the railways nothing, but they are collecting now, and have been doing so for years, £200 a year rent. More land adjacent to

that area could be reclaimed at a rate of under £400 an acre with the use of the dredge lying idle on the Swan River.

Mr. Cross: They have not finished here with it yet.

Mr. HILL: It could be shifted to Albany. I do not suggest that the Government should go ahead with an elaborate harbour scheme for Albany, but that plans for a long-range scheme be prepared with the end in view that it should serve a population of at least 1,000,000 people. We could do the work progressively. So far as inland matters are concerned, I suggest the early completion of the Pemberton-Nornalup railway. That will turn two white elephants into one good worker for the State. It will relieve the congestion at Fremantle and provide the producers of the South-West with the opportunity to use the facilities at Albany which, as a port, they prefer. Further east and north we have the proposed railways of Manjimup-Mount Barker, and Boyup Brook-Cranbrook.

Since these railways were passed by Parliament, motor transport has made great strides and I suggest that the question whether these railways should be constructed should receive careful consideration. The Great Southern railway has not had one penny spent on it for the purpose of regrading. The cutting out of a few grades on it would facilitate the carriage of goods to the port of Albany and make it far more economical to haul wheat to that terminal than to haul it over the Darling Range to other ports. To the east of the Great Southern the country is largely undeveloped, but I have reason to believe that it contains minerals, and that the area will carry a substantial population. To give some idea of the position at Albany I might explain that in the year 1938-39 because of lack of facilities there, the 40,000 tons of wheat shipped had to go in bags instead of in bulk, thus incurring a loss of £12,000. Some 50,000 tons of wheat was railed to Bunbury through Wagin. An amount of 8d. per ton in railage was saved by doing that, but at Bunbury the wheat terminal is a mile from where the ships are moored, and it costs 1s. 6d. extra to haul and handle the wheat from the silos to the ships. The producers of the Great Southern use 60,000 tons of superphosphate yearly and had the super works been constructed at Albany on the waterfront the saving to the growers in that part of the

State would have been 3s. 6d. per ton, or £10,000 annually.

Mr. Cross: Why did not the superphosphate firms change over?

Mr. HILL: Some years ago those companies were willing to put up a plant at Albany provided a site were made available on the waterfront, but the Government of the day gave no encouragement to the project. The big loser through the absence of super works at Albany is the Railway Department, and I place the loss during 1938-39 at £30,000. We shipped 500,000 cases of fruit with the existing facilities. Had the railway been completed to Bridgetown, probably 800,000 cases of fruit could have been despatched from Albany. We also shipped about 30,000 lambs. In recent weeks much was said about the Albany Woollen Mills and the proposal to transfer the works to Fremantle. We have to get down to tints and we asked why it would be of advantage if the mills operated at Fremantle instead of at Albany. The answer was that it was due to the fact that Fremantle as a port had been developed while the Albany harbour had been neglected. Last year the railage of goods to and from Fremantle cost the mills £1,000, and that occasioned the expenditure of £400 extra for power because the oil requisite for the power had to be hauled 340 miles.

In conclusion I merely desire to say that we have every reason to be proud of the fact that we belong to the British Empire. We have every reason to be proud of the part the Commonwealth of Australia has played in the present war and in that respect no State has done more than has Western Australia. Our task is to govern and develop this great State of ours. To-day our young men are fighting and, in too many instances, dying for us so that we may retain the freedom we enjoy and of which we are so proud. I make no apology for dealing with matters affecting the southern end of Western Australia but what I do suggest is that we should cease being a Swan River Parliament and should be a Western Australian Parliament, one that would seek in every way to develop each part of the State and accord every part equal consideration, such as we in our turn would desire to receive from the Commonwealth. Our aim must be a happy and prosperous State as a whole—prosperous in peacetime and safe during war.

On motion by Mr. Cross, debate adjourned.

ADJOURNMENT—SPECIAL.

THE PREMIER: I move—

That the House at its rising adjourn till 4.30 p.m. on Tuesday, the 22nd August.

MR. THORN (Toodyay): In the absence of the Leader of the Opposition, I have to inform the House that we raise no objection to the proposal of the Premier. We fully realise that very important matters are facing the State for decision, and we shall go our different ways in supporting our particular views. Bearing that in mind, we have no objection to the adjournment.

Question put and passed.

House adjourned at 6.4 p.m.

Legislative Council.

Tuesday, 22nd August, 1944.

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

CHAIRMEN (TEMPORARY) OF COMMITTEES.

The PRESIDENT: I have to announce that I have appointed as temporary Chairmen of Committees for the current session the following members:—Hon. V. Hamersley, Hon. G. Fraser and Hon. H. Seddon.

LEAVE OF ABSENCE.

On motion by Hon. A. Thomson, leave of absence for six consecutive sittings granted to Hon. H. V. Piesse (South-East) on the ground of ill-health.

MOTION—FREMANTLE HARBOUR TRUST ACT.

To Disallow Bagged-Wheat Charges Regulation.

HON. C. F. BAXTER (East) [4.34]: I move—

That new regulation No. 148 made under the Fremantle Harbour Trust Act, 1902, as published in the "Government Gazette" of the