

made to reach agreement between the Commonwealth and the States for powers to be referred to the Commonwealth, under paragraph XXXVII of Section 51 of the Commonwealth Constitution, for post-war reconstruction problems. Further, that if, after the holding of the forthcoming convention, amendments to the Constitution are considered necessary, they be limited to specific additional legislative powers required for post-war reconstruction proposals for a limited period of years only," inserted in lieu.

HON. A. THOMSON (South-East): I have no objection to the amendment, but I give notice of my intention to move a further amendment. Before moving it, I wish to take this opportunity of congratulating the Chief Secretary on the excellent and well-considered statement he has submitted to the House.

Members: Hear, hear!

Hon. A. THOMSON: If ever a serious indictment was made against the Commonwealth Government, it has been delivered by that hon. gentleman today. I suggest that the Government would be wise to have the "Hansard" report of the Chief Secretary's speech printed in pamphlet form, so that the people of Western Australia shall have first-hand knowledge of the work the Government has done and its apparent lack of success.

Hon. J. A. Dimmitt: It should also be sent to Queensland and South Australia.

Hon. A. THOMSON: Yes. I can truthfully say that I have never listened with greater attention to any speech in this Chamber than I did to the speech of the Chief Secretary. We certainly want unanimity if it is possible to achieve it. The motion which I submitted was identical in terms with that moved by the Leader of the Opposition, to which an amendment moved by the Leader of the National Party was defeated only on the casting vote of the Speaker. One member who was unfortunately detained reached the Chamber door just when it was closed, otherwise the motion would have been passed.

I do not propose to discuss the matter further now, as I shall later submit an amendment in terms of that moved by Mr. McDonald which, as I previously said, was lost in another place. The Chief Secretary's statement must carry considerable weight with the people of Western Australia; but as he rightly pointed out, although we may vote against the Commonwealth's proposal by an overwhelming majority, we may find

ourselves in such a position as may make us feel sorry for ourselves. At least there is one word in my motion upon which we are unanimous, and it is the word "That." What we shall subsequently agree upon is something that I hope will receive due consideration by members. The matter is one of vital importance to the State and I am glad action is being taken. It is time we began to educate the public of Western Australia regarding the danger that Dr. Evatt's proposal has for the State.

On motion by Hon. H. Seddon, debate adjourned.

House adjourned at 4.19 p.m.

Legislative Assembly.

Wednesday, 18th November, 1912.

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The SPEAKER took the Chair at 2.15 p.m., and read prayers.

PAPER—STATE CIVIL REQUIREMENTS.

Ministerial Statement.

THE MINISTER FOR LANDS [2.18]: I desire to place some papers on the Table of the House, but before presenting them I wish to make a statement. The papers are those that take the form of a report which I promised members two weeks ago today I would furnish to the House. They deal with many matters that must be treated as extremely confidential. I consulted the

Censor in connection with the possibilities of the inquiry, which, it was suggested, would take the form of a Select Committee as moved by the member for West Perth. The Censor made it very clear that if the report that I informed him I intended to furnish to the House was to be tabled, it was to be placed there with the express understanding that its contents were not to be made available to the Press nor was any reference to the contents of the report to be put over the air. I am informed that the Censor is issuing instructions to the Press that no extracts must be made from the report for publication purposes.

It will be remembered that during the discussion on the motion for the appointment of a Select Committee, I expressed the view that the first step towards an inquiry of that nature would be to have the House furnished with a copy of the report showing what was known regarding the subject. The report has been very carefully prepared, and as well as submitting it to the House I intend to have copies distributed among members so that they can not only inform themselves regarding the various matters dealt with, but will be able to allay the public mind on matters that may have caused some misgivings. It will be found in the report that there has been an avoidance of any mention of the disposition of shipping and other such information, but members will be able to read into it what has happened and what is being done. The report is to be interpreted in regard to articles for civil consumption as referring not only to foodstuffs but to requirements generally. That embraces many commodities which have an interest to those residing in many parts of the State. I move—

That the paper do lie upon the Table of the House.

Question put and passed.

QUESTIONS (4).

FRUIT INDUSTRY.

As to Apple and Pear Acquisition Scheme.

Mr. SAMPSON asked the Minister for Agriculture: 1, Does he realise that the present Apple and Pear Acquisition Scheme has resulted in grave injustice to many growers, dissatisfaction to the retail trade and consumers, and serious hindrance to the war effort through waste of manpower, material, transport and money and, if so, will

he take steps to assist in an endeavour to bring an alternative scheme into operation? 2, Has his attention been directed to the alternative scheme of apple and pear acquisition as urged by the Wantirna-Vermont (Victoria) branch of the Fruitgrowers and Primary Producers' Defence League of Australia and is he prepared to give support to it? 3, Is he aware that the suggested alternative scheme provides for a subsidy of 2s. per case on the yearly average of the last three years to be payable to Western Australian and Tasmanian orchardists, the growers to be then permitted to carry out their marketing as to themselves and their organisations may seem best, and that the general belief is that the four other States are agreeable and able to look after themselves?

The MINISTER replied: 1, Official opinions differ from the statement made in this question as asked. The acquisition scheme has been responsible for keeping in production the majority of the orchards in this State. The W.A. Fruitgrowers' Association at its last annual conference urgently pressed for the continuance of the present scheme, consequently an alternative scheme is not considered necessary. 2, Answered by 1. 3, A subsidy of 2s. per case would amount to approximately £150,000 which is greatly in excess of this State's share in the general loss on acquisition to the Commonwealth Government. Personal marketing probably would benefit growers of early maturing fruit in nearby districts but all other growers would be at an extreme competitive disadvantage through facing heavy transport costs.

POTATO INDUSTRY.

(A) As to License Fees.

Mr. WITHERS asked the Minister for Agriculture: How much money has the Department of Agriculture collected in license fees from potato growers, and what proportion is to be refunded to the association to carry on its organisation?

The MINISTER replied: £1,020 to November 11. The Potato Advisory Committee administering the trust fund is considering means whereby organisations representing growers may be established in all districts.

(B) As to Prices, Storage, etc.

Mr. WITHERS asked the Minister for Agriculture: 1, What is the usual price for

the crop of potatoes harvested at this time of the year—(a) for export; (b) for local consumption? 2, What is the quantity necessary for local consumption to be stored from this crop? 3, What are this year's quantities and prices for local consumption and for export? 4, In view of the difficulties of export, what steps have been taken to prevent a price collapse?

The MINISTER replied: 1, During November and December, when a surplus exists, the export parity price determines the local price. Prices have ranged from £3 15s. per ton in 1937 to a maximum of £9 3s. in 1940 at this season. Prices are f.o.r. Perth, grower receiving approximately 15s. less than above. 2, Normally storage is necessary. Owing to shipping difficulties, arrangements are being made to store surplus so as to prevent a collapse in the local price. 3, Export (estimated) 4,000 tons, price £13 f.o.b. Fremantle; local 4,500 tons, price £13 f.o.r. Perth. 4, Every consideration is being given to this matter and includes cold storage arrangements.

PASTORAL INDUSTRY.

As to Debt Adjustment Committee's Operations.

Mr. MARSHALL (without notice) asked the Minister for Lands: 1, Is the committee appointed as the outcome of the report by the Royal Commissioner, Mr. Fyfe, on the disabilities of woolgrowers, still operating? 2, If it is, does the Minister propose to take an opportunity this session to inform the House regarding its activities?

The MINISTER replied: 1 and 2, I presume the hon. member refers to the Debt Adjustment Committee recommended for appointment by the Royal Commissioner in his report on the pastoral industry?

Mr. Marshall: That is correct.

The MINISTER FOR LANDS: The committee was appointed as the outcome of the recommendations of the Royal Commissioner and is functioning, and is likely to continue functioning as claims for adjustment are presented for consideration. If the hon. member desires, I shall be prepared at a later stage to report on the general progress that has been made.

BILLS (4)—FIRST READING.

1, Loan, £310,000.

Introduced by the Premier.

2, Road Districts Act Amendment (No. 2).

Introduced by the Minister for Works.

3, Constitution Acts Amendment.

Introduced by the Minister for Mines.

4, Increase of Rent (War Restrictions) Act Amendment.

Introduced by the Minister for Labour.

MOTION—ALUNITE DEPOSITS.

As to Mr. J. Chandler's Services.

MR. McDONALD (West Perth) [2.29]: I move—

That in the opinion of this House the arrangements of the Government for the working of the Lake Campion deposits should include a reasonable financial recognition of the services to the State of Mr. J. Chandler, the discoverer of the deposits.

There is before the House, if I may mention it, certain legislation introduced by the Government relating to the working of the Lake Campion deposits; but the form in which the legislation appears is such that it would not be possible for me or any other member by any method to make provision for including in the measure any recognition of the man who was, in fact, the discoverer of these valuable deposits. Therefore I am taking this course in order to raise the matter and to allow members of this Chamber an opportunity to express, for the guidance of the Government, an opinion as to whether or not they think there should be some recognition of the kind I have suggested. In the memorandum circulated in the House by the Minister for Industrial Development it is stated that the unusual character of the mineral content of the Lake Campion lake bed was first discovered by Mr. J. Chandler, and that in 1924 he submitted to the Government Analyst samples which proved on examination to be alunite. There is no question, therefore, that this valuable deposit was first discovered by Mr. Chandler, who was, I believe, a farmer in the district in which Lake Campion is situated.

Following the discovery, Mr. Chandler was granted a reward area of some 47 acres at Lake Campion, of which area he is still the holder. Now, when Mr. Chandler had the enterprise to realise that there was something unusual, and perhaps of great value, in the deposits in the bed of Lake Campion, he got to work and took samples of ore and forwarded them to Perth to be examined by the Government Analyst, Dr.

Simpson. A number of deposits were secured by Mr. Chandler from time to time, and sent to Perth for examination; and it was then proved that the deposits covered an area of something over 400 acres, and therefore of very great magnitude. In putting these facts before the House I am stating what has been conveyed to me, through Mr. Chandler, by certain people who are his supporters. I am not in a position to affirm of my own knowledge that the statements in question are correct; but I believe them to be entirely correct, and they have, I am informed, to a large extent been taken from the records of the Department of Mines.

There was considerable difficulty, in those early days of 1924-25, in prospecting the deposits in the Lake Campion lake bed; and Mr. Chandler has spent a great amount of time, running into some months and extending over some years, in procuring deposits from the lake bed and forwarding them to Perth for the purpose of examination by those able to make chemical analyses of the contents. In the early days Mr. Chandler worked on the lake bed with a pick, and went all over the surface, which was sometimes very hard, so that he was only able to get down to a depth of a few inches. However, he continued and ultimately he covered the whole area, taking samples going down to a depth of from 18 inches to 2 ft. As I say, he ultimately covered the whole of the 400 acres in order to prove the extent of the deposits and in order to show that the chemical contents were consistent in quality, and that therefore, so far as the surface was concerned, there was a bed of deposits of very great magnitude, and therefore possibly of great economic value to the State.

At this stage it became evident to Mr. Chandler that boring equipment would be necessary. He approached the State Geological Department; and the State Geologist, Mr. Esson, was sent, in the latter part of the 1920's, to Lake Campion with boring tackle and four or five horses and one man. Considerable difficulty was involved in arranging for the expedition to carry out its work effectually, but that difficulty was overcome by Mr. Chandler. Water had to be carted; and so that the expedition might have sufficient water for its needs, Mr. Chandler employed a man for that purpose. He also generally assisted the ex-

pedition with regard to cooking purposes and all the other necessities essential for the expedition to function satisfactorily. A survey was made and bore-holes were put down by Mr. Esson to a depth of 30 ft., and samples sent to Perth for analysis. According to the information I have here, the samples that had been taken to a depth of 30 ft. proved that the ore in the deposits was sufficient to furnish the State with supplies of sulphate of potash for over a hundred years, and also that there were in the deposits by-products of considerable value. In fact, the work done at this stage at the instance of Mr. Chandler, with the assistance of Mr. Esson, showed the importance of the Lake Campion deposits.

I am informed, on the statement of Mr. Chandler, that most of the figures and facts procured by him and Mr. Esson in this early exploration were the foundations upon which subsequent work was done. They were recorded on the files of the Mines Department, and formed the basis on which the Martin brothers were subsequently able to take up the work of proving the feasibility of so treating the deposits as to procure the essential chemical constituents. Following this work done by Mr. Chandler and the technical analysis by Mr. Esson, of the Geological Department, Mr. Chandler granted an option to one, Captain Millar, for a period of three months. Captain Millar went to Adelaide with a view to forming a company to exploit the deposits. He was not successful. Mr. Chandler made a number of visits to Perth and succeeded in interesting a certain number of people, who formed a syndicate. Amongst the members of the syndicate were Mr. Hounslow, manager of Metters, Ltd.; Mr. Fethers, manager of John Darling and Sons; Mr. Bernard Shaw, editor of the Mining Journal, and Mr. Carcary, a well-known chartered accountant in Perth. It was agreed to form a company, and that was subsequently incorporated and known as the Australian Potash and Aluminium Co.

The Minister for Industrial Development: In what year?

Mr. McDONALD: I am sorry to say that in these notes I have not got the year, but I think it must have been in the late nineteen-twenties. I am also told that the company had correspondence with the United States, and made inquiries as to the recovery of the ore and the possibility of marketing

the chemical constituents on a large scale. Samples were sent to Sydney and to England. All this involved a good deal of work and a certain amount of travelling by Mr. Chandler, who had to go to Perth in connection with the prospects of the company. I am informed that it became evident at this stage that a pilot plant would have to be erected to show the commercial manufacturing possibilities of the deposits, and it is stated to me that representations were made to the Government of that day with regard to the erection of a pilot plant and investigations being made by technical experts. However, the scheme did not appeal to the Government of the day or its technical officers, and nothing eventuated. Subsequently an application was made to the Mines Department for the forfeiture of a certain portion of the holdings of Mr. Chandler in the Lake Champion deposits, I presume because he was not able to work them in a way satisfactory to the department. His holdings were, in fact, forfeited, with the exception of the Reward lease, which he still retains.

In consequence of the forfeiture, the applicants succeeded in obtaining the grant of a lease of the deposits for themselves or, at all events, of a portion of the deposits, and, on the information conveyed to me, the new holders were not at all successful in doing anything with the deposits. In fact, they were not able to do very much at all in the way of furthering the commercial utility of the deposits and their production for the purpose of marketing the chemical constituents.

The Minister for Industrial Development: In what year was that?

Mr. McDONALD: I have not had the advantage of seeing Mr. Chandler himself, and my notes are deficient in not containing sufficient details as to dates. They were prepared by Mr. Chandler himself from notes of his, and he is not very practised in preparing reports of this kind. I am told that the work done by Mr. Esson was incorporated in a plan, of which I have here a blue print. It is entitled, "A Geological Sketch Map showing the Alunite Deposits of Chandler Lake and Reward Lake Champion, by A. G. D. Esson, M.A., Field Geologist." It was apparently thought that Mr. Chandler's discoveries should be rewarded by the main lake being called after him. This blue print shows that the main

lake was designated "Chandler Lake," and a subsidiary lake on the east is called "Reward Lake."

From the notes made on this plan it appears that a fair amount of work was done to ascertain the geological formation of this country and something of the chemical constituents of the deposits which were found in the lake beds. According to my instructions, after the failure of the company to secure a pilot plant for testing the manufacture of these deposits and the coming of the depression period, from 1930 onwards, when capital was extremely hard to get, Mr. Chandler's discoveries and the operations of the company remained in abeyance, and a few years before the present war began, the company, having been able to make no progress, virtually became dormant and its activities really ceased for the time being. In the course of his endeavours to bring his deposits on the market, Mr. Chandler was in communication with Sir Douglas Mawson, who was then, I think, a professor at the University of Adelaide, and—I speak subject to correction—was Professor of Geology or Chemistry, or one of those sciences, which made him particularly able to express an opinion and help in bringing into productivity deposits of this kind. On the 24th September, 1929, Sir Douglas Mawson wrote to Mr. Chandler in these terms—

I have been going ahead with investigations into the economic utilisation of West Australian alunite, and interesting people abroad, on the basis that your alunite contained in Reward Lake, as well as that in Lake Chandler held under lease by Mr. Mann, will be available to investors abroad on the basis of a royalty of one shilling per ton.

In quoting this offer to those financially interested abroad, my statement is based on your reply received in England some months ago to my inquiry relating thereto. In that reply you gave me an option for two years on the above basis.

During my absence on the present expedition I am leaving matters relating to this alunite in the hands of the New Zealand Sounds Hydroelectric Concessions, Ltd. Their secretary is Mr. W. Jack, and their registered office address is, Dominions Farmers Institute, Wellington, N.Z.

If as a result of the present tests the utilisation of the alunite is found economically practicable, then we propose to go ahead on a large scale. I may state for your information that, under the arrangements with you, we would draw upon alunite from your claim and that of Mr. Mann in proportions relative respectively to the size of the deposits.

I may say that Mr. Mann was the gentleman who applied for the forfeiture of the mineral leases which Mr. Chandler had held over the area then known as Lake Chandler. The expedition to which Sir Douglas referred in his letter was his well-known expedition to the Antarctic, on which he left shortly after. In consequence of that expedition apparently the impetus which he was prepared to give, and the professional knowledge which he was also able to bring to bear, were lost to Mr. Chandler because for some reason or another, when he returned the matter was not proceeded with by him.

In addition to that, Mr. Chandler quite recently has been in touch with the Commonwealth Government through Mr. Beasley, and also in touch with the Department of Industrial Development of this State. He received a letter from Mr. Fernie, Director of Industrial Development under date the 12th November, 1941. Mr. Fernie wrote in these terms—

I am in receipt of your letter dated the 5th November, 1941, in which you state that it is your intention to bring into operation the production of sulphate of potash from Reward Lake at Campion.

A syndicate has advanced proposals to produce the whole of the potash requirements of Australia from Lake Campion. The Commonwealth Government has been requested to grant permission for the formation of a company for this purpose.

In these circumstances you will be well advised to negotiate for the sale of your leases to the proposed company rather than to incur the expense of erecting plant to operate in competition with a strong company holding extensive rich leases.

That last suggestion was quite a reasonable one. The company referred to in the Minister's pamphlet was being formed with extensive capital resources, and Mr. Fernie suggested to Mr. Chandler that instead of trying to operate on his own account on his reward area, with comparatively limited capital, he would be well advised to negotiate for the sale of his interests to the company being formed to operate the Lake Campion deposits. That suggestion apparently proved to be impracticable. The company referred to by Mr. Fernie as being about to operate in a large way at Lake Campion was the one whose organisation has now been taken over by the partnership referred to in the Minister's proposals. Martin brothers, who are to be partners with the Government in the exploitation of the Lake Campion deposits, came on the scene three

and a half years ago. I do not want to detract for one moment from what they have done, but they are newcomers and entered into the picture three and a half years ago when they were able to go to the Mines Department and obtain the benefit, large or small as it may have been, of the pioneering work and investigations carried out by Mr. Chandler several years before, together with the technical reports made by the Government Analyst, and the geological investigations carried out by Mr. Esson of the Geological Department.

In the present proposals, Martin brothers are to receive recognition by being made partners in the body that is to work the Lake Campion deposits. Certain gentlemen who had subscribed money to Martin brothers' syndicate are, I presume, having their money refunded to the extent of £6,000. To that I raise no objection. It seems to be entirely reasonable. I do suggest, however, that there should be some recognition of the man who discovered these leases. I do not say that it should be extensive, but it should be adequate and reasonable. I do not want to discuss the form it should take—whether it should be some sum of money to compensate him for his outlay and services rendered as discoverer of these deposits, or whether he should be brought in—which might, I think, be very fair—as a partner in the same way as Martin brothers in the special body which the Minister now proposes should conduct the business of manufacture on the Lake Campion area. I am not much concerned with the basis on which the recognition should be made, but I am concerned with the point that there should be some recognition made to the original discoverer. Allow me to add one word more. There may be other people who have had some connection with the Lake Campion deposits. I agree that in these arrangements everybody who has been concerned cannot be included. Many people, like Mr. Esson, the Government Geologist, and the Government Analyst, would, of course, have been paid salaries. They carried out any investigatory work in the course of their duties.

Other people may have been interested from the point of view of placing this proposition on the market, or promoting manufactures, but they may not have done sufficient to justify being included in the arrangements made by the Government. I do

not want to overweight these arrangements. We cannot go into nice details about the actual work various people may have done, but when we come to the discoverer, the prospector, the man who went out there and found, tested and proved the value of these deposits which are such a great asset to Australia, it is just and proper that when the State steps in he should not be ignored. I have had some correspondence with the Minister over this and he has been good enough to reply to my representations. He stated that it was not considered feasible that Mr. Chandler should be included in anything that is being done. I feel, however, that the Minister would be well justified in reconsidering that attitude.

I would like the House to give some thought with a view to expressing its opinion for the guidance of the Minister and the Government as to what is a fair thing in this particular case. It is not a matter of large sums of money being paid; it is not a matter of any man trying to exploit the situation; but I do think that when the State steps in and takes over an asset of great importance, and of a national character with a tremendous potential value, it is proper that the prospector—the discoverer—should not be left out in the cold. Especially is that so when, and I raise an objection to this, under the proposed arrangements the financiers—and I use that term in no disparaging sense—who merely found the money and came in many years later are to be protected, and properly protected; they are to get their money back.

As the Martin brothers who came in three and a half years ago are to receive recognition, and properly so, I feel there is justification for a word being said in this House in connection with this matter of an asset worth hundreds of thousands of pounds, on behalf of the man who is admittedly the discoverer and pioneer. For that reason I feel that the expression of the House's opinion would be of assistance to the Minister and to the Government. If the House thinks with me that this man's services should be recognised, then something may be done in order to grant him recognition for the work he did in connection with this very valuable asset.

MR. BOYLE (Avon): The member for West Perth is to be commended for bringing this matter forward. Martin brothers, Mr. Hardy, and those associated with them

were not the pioneers in the discovery of the alunite deposits at Campion. As a matter of fact in the district the lake today bears the name of Lake Chandler, which associates Mr. J. Chandler with it from a very early period—as far back as 18 years ago.

The Minister for Industrial Development: That is set out in the memorandum.

Mr. BOYLE: That is so. From the information in my possession, Martin brothers did not discover these deposits. From what I can gather, they entered into, and rightly so, a search at the Geological Department for deposits of that type that had been discovered but not operated. They went, shall I say, on a voyage of discovery into these matters, and then departed for the back country in order to investigate. I remember Mr. Gibbs, of Gibbs and Haaseman, telling me of his discovery at midnight, when he was doing a little hunting, of three men on the lake. He discovered the three gentlemen who had located themselves on Lake Chandler and, after some conversation and the explanation that he was the proprietor of the farm, they told him exactly what they were doing. They suggested to him that, if they were successful, and their efforts came to fruition, he would benefit by having the right to run a boarding house business. That suggestion has actually been carried out, and today Gibbs and Haaseman are running this boarding-house on the site.

I remember in a previous debate the Minister saying that some reward should be given to Martin brothers and those associated with them. That is very proper, but the reward could well be extended, as the member for West Perth has pointed out, to some recognition of the original prospector—the man who went to considerable effort and, I take it, expense to place these discoveries before the Geological Survey Department. The rewards that have been granted to the Martin brothers and those associated with them are not on an illiberal scale. I think the Minister has been very fair and just in making those rewards available. In fact he has gone so far as to make some of these people associates in a partnership with the Government. The two Martins received 23 shares each and Norwood has received 23 shares, while H. B. Jackson and two others have retired with £6,000. Hardy has received £2,000 for his nine shares. Therefore the

shares, on an appraisalment, are worth about £225 each. If the Martin brothers and Norwood are to receive the equivalent of £5,000 each in share value, they will be very fairly recompensed for their efforts. Furthermore, the two Martins are now engaged on the deposits; they are working in very good jobs, and I believe they are good men.

The Government has been very fair in its recognition of the members of the syndicate, especially the Martin brothers and Mr. Norwood, but Mr. Chandler has not received recognition in any shape or form. The Minister would be doing no more than justice to a pioneer of the industry if he made him some fitting recompense. We have often been told that pioneers rarely or never receive any benefit from their work; those who come afterwards reap the benefit.

As the member for West Perth pointed out, the Martin brothers' association with this business would not extend back further than 3½ years. Mr. Thorn's connection with the deposits, I believe, could be measured in a matter of months, and Norwood's association does not go back very far, either. When one realises that on the face value of the shares the Martin brothers and Norwood are to receive the equivalent of £5,000 each and that the Martin brothers have good jobs, the fact of their having received such rewards must be very irritating to Mr. Chandler, who made everything possible in the first place. From information I have received, the Martin brothers, and Hardy, the three who went out, could not have alighted on this spot unaided. They were guided by the geological surveys and the work of Mr. Chandler. According to the Minister's calculations there is anything between £20,000,000 and £30,000,000 of wealth in sight. The deposits contain 1,750,000 tons of sulphate of potash worth, say, from £12 to £15 per ton.

Hon. W. D. Johnson: At present!

Mr. BOYLE: Yes, and 750,000 tons of sulphur worth, say, £5 or £6 per ton. Bearing in mind these figures, one would have no difficulty in placing the value of these deposits at present at anything from £20,000,000 to £30,000,000. The originator, the man who first went there, the man whose name is attached, I hope for all time, to the particular lake—Lake Chandler—where these deposits are located should not be left out. We shall not be giving away anything belonging to the State but, even if we were, it would merely represent a little of

the profit that is going to accrue to the State. I have great pleasure in supporting the motion.

MR. J. H. SMITH (Nelson): I support the motion. Mr. Chandler was the discoverer of these deposits many years ago. On the second reading of the Bill now on the notice paper, I propose to have something to say on this subject. Mr. Chandler's leases are situated about 10 miles from the deposits held by Martin Bros., on which the State has done so much work that there seems to be no possibility of retracting. We have to proceed with the scheme. There are other people, however, who ought to be recompensed. I know of another syndicate that was interested in this venture long before the Martin brothers became associated with it. The Martin brothers did not come into the business until March, 1940, but before that the syndicate I have in mind, consisting of three brothers named Dunn and a man named Joseph, had made all sorts of investigations and secured analyses of the alunite and potash bodies. Dunn was in communication with Great Britain and other parts of the world. I shall have something to say about their right to consideration when the second reading of the Bill is discussed.

These people, apparently, are to be squeezed out entirely. The Martins came in with influential and wealthy people. The small syndicate I have mentioned could not float their leases and cannot come in today, because the State Government is providing the money and the alumina and potash are to be produced in March of next year. These men who formed the early syndicate have made overtures to the Minister for Industrial Development and have written to the Commonwealth authorities. I claim they are entitled to some compensation. They have held their leases since 1939, and we cannot fairly come in with a State monopoly and squeeze out genuine men. Big men like Jackson, Thorn and Brisbane are receiving £2,000 to retire and let the Government step in, which might not be a good move. However, we cannot allow them to be compensated while the original prospectors who have put their money into the show, and held the leases for three or four years, are squeezed out without compensation.

I shall have some correspondence and files to quote when the Bill is being discussed. Meanwhile Chandler should not be scrapped; nor should the other men I have

mentioned. If it is fitting to compensate these big men—these speculators—and give the Martin brothers and others who came in 13 months later some concession, it is fitting to compensate the original men. The State should treat all alike. They went over the country and got analyses made.

The Premier: Were not the Martin brothers the owners of the leases?

Mr. J. H. SMITH: They came in afterwards; they were the go-getters.

The Premier: No, they owned the leases.

Mr. J. H. SMITH: Because they had influence behind them, they got the boost. When a private company could not be floated, the State took over the leases and has paid these wealthy men some thousands of pounds each, while the men who were originally interested have been squeezed out and will not get two bob.

The Premier: Have you ever worked a tin mine?

Mr. J. H. SMITH: Yes, and spent thousands of pounds on such mines.

Mr. SPEAKER: Order! We are not discussing tin mines.

Mr. J. H. SMITH: Chandler was the pioneer, and he and the men I represent ought not to be neglected. We have to look after the prospector.

On motion by the Minister for Industrial Development, debate adjourned.

MOTION—RAILWAYS, MR. WATTS'S INVENTIONS.

To Inquire by Select Committee.

Debate resumed from the 28th October on the following motion by Mr. McDonald—

That a Select Committee of this House be appointed to inquire into and report upon the utility of the inventions of Mr. W. Watts relating to railway tracks, and whether and to what extent the adoption of such inventions would be of advantage to the Western Australian Government Railways.

THE MINISTER FOR RAILWAYS [3.12]: Mr. Watts has submitted four track devices to the Railway Department concerning which I propose to read a report, as follows:—

These four track devices are (1) a pivot joint—the “pivot heel joint”; (2) a rail joint—the “truss sole plate support”; (3) a crossing—the “spring wing rail crossing”; (4) a switch—the “full rail switch and locking device.” The fifth device mentioned by Mr. McDonald is apparently a development of (4).

2. Of these devices, No. 1 was adopted by the department in 1906, Mr. Watts accepting £130 for his rights in Western Australia. Subsequently, in 1938, although there was no liability on the department, in view of the use made of the device an *ex gratia* payment of £170, making £300, in all, was made to Mr. Watts. There is no reason why any further payment should be made.

Mr. J. Hegney: Did the department get value from his invention?

The MINISTER FOR RAILWAYS: Apparently so.

Mr. J. Hegney: Too right it did!

The MINISTER FOR RAILWAYS: He was satisfied, too.

The Premier: He was in the employ of the Government all the time.

The MINISTER FOR RAILWAYS: He was employed by the department and must have been satisfied; otherwise he would not have accepted the money. The report continues—

Device No. 2 is one of the many forms of special bridge joints which had a vogue on American railways some 30 to 40 years ago. Some 20 years ago Merriman's American Civil Engineers' Handbook stated that the consensus of opinion seemed to be that the advantages of these special joint plates were not commensurate with the extra costs involved.

The use of the special joint plates has now been discarded throughout America, and the current American practice, where the flat-bottomed rail is used, as in Australia, is to use the bar type fishplate. A feature has been made of the tests carried out on Watts's joint in comparison with standard rail and joint. The test consisted of a laboratory beam test in no way comparable with the actual conditions of the joint in service.

Hon. N. Keenan: Whose report are you reading?

The MINISTER FOR RAILWAYS: The Railway Department's. The report continues—

The special bridge joints referred to above would have given similar comparable results 30 or 40 years ago, but the years of actual service test necessary to determine their suitability resulted in their abandonment.

The department has obtained very satisfactory results in joint improvement by the cambering of fishplates at a fraction of the cost of Mr. Watts's joint and there is no justification for departing from our standard practice in favour of something more expensive. This method of joint improvement was developed and adopted from a suggestion of one of the employees of the department, and a bonus was paid to this employee.

According to this report, No. 2 invention was scrapped, the department having dis-

covered something else much cheaper and quite as efficient.

Mr. Patrick: Perhaps the department got the idea from him.

The MINISTER FOR RAILWAYS: The department got the idea from another person, whom it paid. The report continues—

Regarding device No. 3, this crossing has been tried by the department, but it is not considered that it has advantages which warrant departure from the type in general use.

Device No. 4 has also been tried, but has not been adopted, as it is not considered suitable for placing under fast traffic owing to the number of movable parts.

Mr. Watts has been persistent in his endeavours to have his inventions adopted by the department, and has made extravagant claims regarding the economies to be effected by their use. Very full investigation has been made by the department, but it has not been considered that the expenditure involved in putting the devices into use would be justified.

With regard to the truss sole plate, a deputa- tion waited on me. The matter was thoroughly investigated and it was subsequently reported to me that this plate, although it had been in use for some years in America, had been abandoned. Two gentlemen have been mentioned, Mr. Broadfoot and Mr. Johnston, both of whom were held in high esteem by the department. There is no question about their work, but they were not trained as civil engineers. They were mechanical engineers and their experience did not help them to solve the problem of rail tracks.

Mr. J. Hegney: But they were in the Railway Department all their lives.

The MINISTER FOR RAILWAYS: They were not civil engineers. There is a big difference between a civil and a mechanical engineer.

Mr. J. H. Smith: Sometimes the practical engineer knows more than the civil engineer.

The MINISTER FOR RAILWAYS: That may be so; we hear such claims made every day. If anything were to be gained by the appointment of the proposed Select Committee, neither the department nor the Government would object to it. The Government is always out to try to encourage people who have inventive minds. It is the Government's policy to assist such people, especially if it thinks economies will result. At present, however, the technical men of the Railway Department are engaged on work of national importance and it would

not be assisting the nation to take them away from those duties.

Mr. North: Are these inventions recent?

The MINISTER FOR RAILWAYS: No. They go back to 1906. As I mentioned a moment or two ago, one amount of £130 was paid to Mr. Watts in 1906 and another of £170 in 1938, making a total of £300. Mr. Watts, in the course of his salesmanship, contacted engineers in the Eastern States and made every endeavour to dispose of his inventions there, but without success. If his inventions were all he claimed them to be, it is rather peculiar that they have not been adopted by some of the other States or in some other part of the world. If that question could be satisfactorily answered, it might clarify the matter. Both the Government and the department are anxious to avail themselves of any invention that might prove of benefit to the department. The Commissioner of Railways has made it clear to his staff that he would give every encouragement and help in that direction. The track section and ganger and repair staff have been asked to submit any device they may have in order that it may be tested. The department has tested and is testing a number of devices that may prove of benefit to the State.

The department congratulated Mr. Watts on his inventions and was very sympathetic towards him. If the department thought that to adopt them would prove of advantage to the railways, there is no doubt it would have availed itself of the inventions. Our engineers are not out to hinder, but to help. I suggest to the member for West Perth that if he wants further information he should apply to the department, and he will get all that he desires.

Mr. Doney: Has he not endeavoured to obtain such information from the department?

The MINISTER FOR RAILWAYS: I presume he has made inquiries. In any case, should members desire to peruse the file relating to this matter I shall have no objection to laying it upon the Table. The department offers no objection to an inquiry. Its objection is based on the fact that the inventions have been investigated, and that it is undesirable to withdraw its technical officers from important national work in order to attend the sittings of a Select Committee. The Commissioner of Railways does not think that at all advisable in the pre-

sent circumstances. I hope the member for West Perth will give consideration to the suggestion that he should make further inquiries of the department. Even if a Select Committee were appointed, I doubt whether it would elicit any information in addition to what is already on the files. I am really of two minds. Firstly, we are not really adverse to the holding of an inquiry; and, secondly, we feel that it would be futile to hold an inquiry when we already have available the information that is being sought. Further, sympathetic consideration has already been extended to Mr. Watts. Again, if there were anything in the inventions, why has not some other State adopted them?

Mr. Doney: You accepted the H.D.D. spark arrester, but I do not think any other country has seen fit to use it.

Several members interjected.

Mr. SPEAKER: Order! The Minister will confine himself to the motion.

The MINISTER FOR RAILWAYS: I have said all I wish to say. It seems to me that the appointment of a Select Committee is not justified.

MR. J. HEGNEY (Middle Swan): I think that the motion submitted by the member for West Perth is reasonable and accordingly support it. I have known Mr. Watts for a period of 40 years. I know what he has done for many years past in connection with these inventions up to and after the time he was transferred to the Midland Junction workshops. Mr. Watts has given a lifetime of study to these inventions. He is a blacksmith by trade. It was his job to work on crossings and interlocking work, and eventually he finished up as foreman blacksmith at the Midland Junction workshops. He was an expert and knew as much as did the engineers about this proposition. There is no question about that. It is admitted that the recompense that he received from the Railway Department did not represent value for the inventions which the department made use of. I would not have risen but for the attempt that was made to discredit the statements of the ex-Chief Mechanical Engineer, Mr. Broadfoot, and the ex-Works Manager, the late Mr. Johnston. Both officers supervised the construction of interlocking arrangements. In their capacity as railway engineers, they travelled over the system from one end to the other. The interlocking work is done at Midland Junction, as a result of ways and works be-

ing transferred to that town. All these operations, therefore, definitely came under the supervision of both Mr. Broadfoot and the late Mr. Johnston. They would, therefore, know all about those things. They would confer with the civil engineer in respect to any improvements that might be suggested, and they would also have a knowledge of what was in the mind of the civil engineer. I know there is a difference between a civil engineer and a mechanical engineer, but in this particular instance it would be merely a matter of commonsense and a knowledge of what the inventions sought to achieve.

For many years Mr. Watts was engaged on this work. He has been a working man all his life. He has worked very hard and given wonderful service to the Railway Department. I have known him since I was a boy, and my father was striker for him. I used to visit the works on Saturday mornings. At that time the men had none of the machinery or apparatus they have today. They had to do all the heavy work of the Railway Department at a time when it was all heavy lifting and bullocking, when there was no question about a 44-hour week and everybody worked long hours. In those days Mr. Watts gave his mind and attention to improvements long after he had finished his day's work. He would work far into the night on the inventions which we are considering. The Railway Department now claims that experts in other parts of the world have failed to take up these inventions. That may be so. Let a Select Committee inquire into all those aspects and obtain information concerning them. Mr. Watts reared a big family, the members of which are still in the State. As a citizen he has done an excellent job. It is not asking too much that the position generally should be reviewed, and that the attitude of the Railway Department should be inquired into to see why these inventions were rejected by it. Members know full well that in many instances the inventors themselves do not get a show. Their inventions are rejected for the time being, and probably after they are dead someone else gets the benefit of them. In connection with the Owen-gun, we know that the military authorities were hostile to it and rejected it on every occasion that it was submitted to them.

Mr. Berry: They are hostile to everything.

Mr. J. HEGNEY: I mention that to show how difficult it is to get up-to-date ideas adopted when the powers-that-be oppose them. I know the Minister has said the department is not hostile to these inventions, and would have helped had it been possible to do so. Let a Select Committee be appointed to make an investigation. The inquiry would not take long. All the papers in connection with these matters could be examined, and a report made to the House so that members would understand the position. The matter is one that is well worthy of investigation. Mr. Watts is a good citizen of Western Australia. He has worked hard all his life for the Railway Department. The railway authorities have been well repaid for the £350 that they gave to the inventor. Watts was a blacksmith at Midland Junction and a foreman in the workshops there. I support the motion because I think the matter is one that should be reviewed.

When the facts have been brought before a Select Committee, members will be informed upon all points. If nothing can be done, in the opinion of the committee, Mr. Watts may be satisfied. If it is found that something can be done, let it be done before Mr. Watts gets too old. He is now about 76 years of age. He is a sterling citizen, who has done excellent work. Let us do all we can to have proper consideration given to his inventions. All his work has been of assistance. One of his inventions is still being used in connection with the local tramway system. The swivel-turn invention is his. It has stood the test, and has not been superseded by any other invention. The member for Guildford-Midland knows all the facts of the case. I protest against the attempt to discredit the report of the civil mechanical engineer and of the late works manager. Both were capable engineers and had experience of every phase of engineering work. They were so capable that they could be transferred from one place to another. Mr. Evans was the interlocking engineer, the civil engineer, and he then became works manager, and finally Commissioner of Railways. Whilst the engineer for existing lines is actually in control of the railway system, in practice the Chief Mechanical Engineer should know as much about these inventions and should have as much training and knowledge as would be the case with the civil engineer. All these inventions would be subject to test. The

elongation of rails would be a subject that would be tested in the testing-room. Information would be obtained from all sources, and from that information and their observations, the experts would be able to make up their minds. I hope the motion will be agreed to.

HON. W. D. JOHNSON (Guildford-Midland): I am glad this matter is receiving the attention of Parliament, and I hope a Select Committee will be appointed. I have known Mr. Watts and his work for many years, and have endeavoured on several occasions to have his special skill and the result of his skill recognised by the Railway Department. At one period he went to a great deal of trouble in perfecting some of his ideas. At the time when he was doing this, he was an employee of the Railway system. He tried then to induce the railway authorities to recognise the value of his suggested improvements to the running of the service and to the road generally. Whilst the Railway Department could not fault his inventions, it declined to adopt them. The fear of adopting them was the fear of having to pay some compensation. Everything was all right until there was some possibility of a recognition of the inventions involving the payment of royalty. At one stage, the Railway Department had been using Watts's patent. After it had been using it for some time, and using it to the advantage of the system, I pressed that, in view of the fact that the invention was actually in operation, was really giving a service to the department, that the department had recognised the invention itself, and that Mr. Watts had incurred a great deal of expense in connection with it, some recompense should be given to that gentleman.

Speaking from memory I think the Railway Department allowed him £170. That money was paid in recent years, after Watts had retired from the service. It was during that period that Mr. Ellis was Commissioner. After Watts received the £170, he used it immediately to patent another invention. That last invention was the best he has produced. He had kept silent for some years because he had not enough money with which to patent it. When he received the £170, he used it to bring the invention under public notice. Mr. Watts has been a most valuable servant to the department. Not only is he an inventive genius but he

is a particularly good blacksmith. He was in charge of the blacksmith's shop at Midland Junction for many years. Before he went to the main workshops at Midland, he was foreman of the ways and works workshops at West Midland. He has had a long career. I question whether there has ever been a man in the Government service to equal him as a worker, as a leader, and foreman of the blacksmith's shop and the forging and general operations on the blacksmithing side of the railway service. Although Mr. Watts gave such good service, he was never paid a very high salary comparable with his abilities. He spent nearly all his time in perfecting ways and means of laying railway tracks and improving railway running generally. I have never relaxed in my efforts to help him, but unfortunately there has always been a prejudice against him.

Mr. North: Against him or his inventions?

Hon. W. D. JOHNSON: There could be no prejudice against the inventions because they could not be faulted. The engineers have seen the demonstrations and agreed that the inventions were wonderful. When I asked why they did not adopt such things, they could not give an answer. The fact remains that the Railway Department will not adopt them. In other words, such things are not done within the department. In my opinion, if Mr. Watts had been employed by, say, Hoskins' Foundry, and had perfected these inventions and put them before the Railway Department, I honestly believe he would have received more consideration than was meted out to him. Because he is one of the family, the railways authorities do not like to distinguish him from others by giving him something special. It must be remembered that Mr. Watts has never been at the top of the tree. He has always had to appeal to three persons, and sometimes four, who were above him. There has always been a feeling that "We have to keep Wally in his place."

Mr. Doney: That is contrary to what the Minister stated.

Hon. W. D. JOHNSON: I do not know what the Minister said, but what I say is correct.

Mr. Doney: Were not you here when he was speaking?

Hon. W. D. JOHNSON: I know the facts of the case, because I have been intimately associated with Mr. Watts for a num-

ber of years. There is a feeling that if a man is not at the top of the tree, the department does not think it desirable to elevate him in this way.

The Minister for Railways: If that is the case, why are not the Eastern States using the inventions?

Hon. W. D. JOHNSON: Exactly! If Mr. Watts had been employed by Hoskins' Foundry, he would have had them brought into use everywhere. I honestly believe that the whole thing has been a question of prejudice, and the prejudice here has influenced other places. That is my conviction. I believe that if the man had been employed outside the Railway Department, his work and inventions would have been more generally commended. The idea seems to prevail that he was part of the railway system, and therefore his inventive genius should be available to the department in the ordinary course of his work and at his usual remuneration. It almost seemed that they considered he should not receive any special encouragement. When Mr. Ellis recommended that an amount of £175 should be made available to Mr. Watts I was astounded. I thought the amount proposed would be nearer £1,000.

The Minister for Railways: That was in addition to £130 he received in 1906.

Hon. W. D. JOHNSON: That did not apply exactly to the same matter.

The Minister for Railways: Yes, according to the report.

Hon. W. D. JOHNSON: His work has not been confined to one invention or one improvement to the railway system. The Minister cannot say that there has been any adequate recognition, or even generous recognition, of the work carried out by Mr. Watts. He has been a wonderful worker and an outstanding blacksmith. I would not care to take up the time of the House in relating the many ways in which that gentleman has assisted the railways by effecting improvements to the running track, including the crossing points, which have been revolutionised. In these and other directions he has saved the department thousands and thousands of pounds. He has effected numerous improvements commencing from his early days in the Ways & Works Branch of the department.

The Minister for Railways: The department appreciates what he has done.

Hon. W. D. JOHNSON: I am aware of that. Undoubtedly the department has appreciated his work, but it would have been better for Mr. Watts if that were not so because the appreciation expressed in the past encouraged him to go further with his work. He has taken out patent after patent, and is poor today because of the expense incurred in the construction of working models and so on. There is another point of view indicating why I think this matter is worthy of investigation. The attitude towards Mr. Watts here has placed him at a discount in other parts of the world. Particulars of his inventions have gone to Great Britain, the United States of America, Canada, Russia and elsewhere. Immediately he endeavours to develop his inventions in a country he is asked the question, "What are they doing about this in Western Australia?"

Mr. North: They ask him why his inventions are not made use of here?

Hon. W. D. JOHNSON: Yes, that is the position. The attitude adopted elsewhere is that if his inventions are not good enough for adoption in his own country, what is the use of asking them to consider his improvements? He has suffered from those disabilities for years past. If there is one matter that deserves investigation it is the question now under discussion. I do not want the House to do anything in the way of making some provision for Mr. Watts, because if he gets the chance he can make good himself. I am sure that if he cannot make out a good case before a Select Committee, he will put up with the consequences.

I am so sympathetic towards the claims advanced by Mr. Watts that I consider an investigation should be made in order to give him an opportunity to demonstrate the justice of his claims. That in itself will help him to secure better treatment elsewhere. As it is, we not only have denied him justice but we have prevented him from enjoying an opportunity to exploit his inventions in other countries. I appreciate the action taken by the Leader of the National Party in bringing this matter before the notice of members. Possibly I should have taken the required steps years ago, but I always hoped that wiser counsels would prevail. I have from time to time advised Mr. Watts to have a little patience,

in the hope that reasonable consideration would be extended to him. He has grown old and has retired from the railway service. He has secured no return in respect of the benefits accruing to the Railway Department from his inventive genius, certainly not to the extent he deserves.

MR. NORTH (Claremont): I congratulate the member for West Perth on moving such a motion. In the course of his remarks the Minister for Railways seemed to support the appointment of a Select Committee, but he did not want effect given to the committee's findings at this juncture. He desired action to be postponed to a later date because of war considerations. There is no harm in that.

Mr. Doney: Except that in the meantime Mr. Watts may die!

Mr. NORTH: That is so, of course, and that is quite important. There is, however, another side to the question. While we are not experts, we could get together and secure the advice of experts who can be found in the right quarters. During the many years I have been in public life I have known of dozens of instances similar to that indicated by the member for West Perth in regard to Mr. Watts and his inventions. One of the outstanding cases brings my mind back to the Air Force as it was constituted during the 1914-18 war. Parachutes were then regarded as of no use. The authorities turned down an invention at the time on that score. Another instance concerns the legal profession. I have in mind what we know in Australia as the Torrens Act, which governs the issuing of certificates of title. It was asserted by lawyers in the Eastern States to be positively dangerous. They said that if the Torrens Act were in force, titles would go out of existence. That measure was the work of a shipping clerk; yet today the Torrens Act is in force throughout the Commonwealth.

Mr. Patrick: And throughout the world.

Mr. NORTH: Yes, that is quite correct. From time to time I have noted with interest that it is not always the expert that handles outstanding developments. Frequently it is the man outside official influences who is able to effect conspicuous results. As the member for Guildford-Midland said, Mr. Watts was in the employ of the Railway Department for years and it

certainly might have been better for him had he been engaged elsewhere.

Hon. W. D. Johnson: I believe that, too!

Mr. NORTH: I have no particular knowledge of this matter, but, speaking generally, during the past 15 or 20 years I have noted similar instances in a dozen different directions. When people are employed in a certain concern for a long period they tend to become hidebound and nothing will shift their views. The story of our State railways is a tribute to that attitude. I have heard members who have an understanding of railway questions express the opinion in this House on a dozen or more occasions that those in charge evidenced hostility to suggestions for improvement. To check up on that phase, I have frequently asked railway officers whether it was true that there was a system for the encouragement of inventions. I have been told that there was such a system at one time, the effect of which was to encourage men in the service to submit their inventions to the department. That attitude should be encouraged.

The Minister for Railways: It is still encouraged.

Mr. NORTH: I have been told that today there is not much of that done. The suggestion is that so many difficulties are put in the way of an inventor and his plans that men are discouraged. The member for Guildford-Midland made that clear when he indicated that anything of the sort had to pass through so many hands. However, this problem does not concern the railways only. We know the story of the Owen gun and the difficulties experienced by its inventor. I think an inquiry should be conducted respecting Mr. Watts and his inventions. I remember an investigation carried out some years ago regarding railway matters and I think it was presided over by the then General Manager of the Midland Railway Company. A tremendous volume of information was gleaned as the result of that inquiry, but all has been hushed up and nothing much resulted.

We are reminded of the speeches of the member for Kalgoorlie, who from time to time has told us that our railway locomotives are not of the best design. He has informed us that there are much better designed engines capable of running on the 3ft. 6in. gauge line—and yet nothing has been done about it. That is the difficulty in dealing with such matters. A hide-bound attitude pervades the department, and

people are expected to accept the position as it continues week by week without requiring improvements. As a matter of fact, the railway men themselves seem to get so accustomed to the rattles, swings and creaks of our rollingstock that they come to regard them as quite natural. They certainly do not regard the situation from the same critical point of view as do the passengers. I support the motion and trust that the Select Committee will be appointed so that steps may be taken that will be regarded as satisfactory to this House.

MR. McDONALD (West Perth—in reply): I thank the Minister for his reply which indicated that he was not seriously averse to the appointment of the suggested Select Committee. I rather think the member for Guildford-Midland put the position in a nutshell when he said it appeared to be that people in the Eastern States, when requested to adopt these inventions, asked why they were not adopted here; and people here asked why they had not been adopted in the East. I would not think of bringing this matter before the House if it were merely a matter of a few thousands a year. If the claims of Mr. Watts and those who support him are correct, they will mean the saving of tens of thousands of pounds a year in maintenance costs associated with our railways.

Hon. W. D. Johnson: In the form of savings.

Mr. McDONALD: That is so. The members for Guildford-Midland and Middle Swan quite properly referred to Mr. Watts's side of the question. I perhaps overlooked that phase. I approached the matter from the point of view of the State and its rollingstock, running costs and the service generally. I have been rather more concerned with that phase than with the interests of Mr. Watts, much as he deserves the utmost consideration. I ask whether this is not an important matter from the State point of view. What will that represent as against the cost of a Select Committee, which may run into a few pounds? If the inquiry is successful, we may, by virtue of the expenditure of a few pounds now, effect savings running into many thousands of pounds in the course of a few years. I may point out that, in fact, the authorities in the Eastern States have shown signs of adopting some of the inventions of Mr. Watts. I shall refer to a letter from the Engineer of

Ways and Works in the Commonwealth Railways who, under date the 20th March, 1940, wrote—

The Watts patent trussed sole plate supports were installed under the personal supervision of Mr. Watts on the 6th April, 1939, on two rail joints on a siding at Port Augusta yards for trial purposes. This siding carries about the heaviest shunting traffic on this system, and is traversed by "C" class locomotives of approximately 20 tons axle load . . . To date the joints have maintained rigidity but it is considered that further time will be required for the purpose of test.

So one invention has already been adopted there. Then Mr. Broadfoot, who was at one time the Chief Mechanical Engineer associated with the W.A.G.R., wrote—

Demonstrations have been made before engineers of the New South Wales, Commonwealth, South Australian and Western Australian railways and the only conclusion I can come to is that due consideration and appreciation have not been given to the value of these appliances.

That is the conclusion arrived at by Mr. Broadfoot in a report furnished this year. The patents now before the House are, largely, comparatively modern patents. Patents run for only 14 years; and these patents have been obtained within the 14 years, and therefore are comparatively modern patents. If a Select Committee is granted by the House, I propose to suggest to its members that we have not only the professional engineers, to whose opinions every weight will be attached, but also the gangers and men off the track themselves. These are the practical men. I am told that they are prepared to come, and I would like to hear what they have to say on this subject. I believe their evidence would be of very great value to any committee of inquiry. From the aspect of the small cost involved in an inquiry by Select Committee and the possibility of great savings to the State, besides the aspect of recognition of Mr. Watts's services, I hold that the Chamber will be justified in carrying the motion.

Question put and passed.

Select Committee Appointed.

Ballot taken and a Select Committee appointed consisting of Messrs. Fox, North, Seward, Withers and the mover; with power to call for persons and papers, to sit on days over which the House stands adjourned and to report on the 9th December.

MOTION—ARMY DISTINCTIONS AND CONTROL.

Debate resumed from the 28th October on the following motion (as amended) by Mr. Doney—

Having regard to recent grave changes in near-lying theatres of war this House is of opinion that increased mobility will be secured and the best interests of Australia be served—

- (1) by discontinuing the distinctions in use today in respect of the designations and general treatment of Australian troops belonging to the A.I.F. or the A.M.F.;
- (2) by using the resultant joint body of troops for war service either in or out of Australian territory, thus more satisfactorily and quickly ensuring the successful defence of this country; and

Further, that the Premier immediately acquaint the Prime Minister and the several State Premiers with this decision, at the same time requesting prompt action to effectuate it.

Mr. SPEAKER: The question is that the motion, as amended, be agreed to.

Mr. Doney: Is the Government not speaking to this motion?

Mr. SPEAKER: Order!

The Premier: What right have you to ask that question?

Mr. Doney: I have the right to expect—

Mr. SPEAKER: Order! The hon. member has spoken to the motion. He must sit down.

Mr. Doney: Do I not reply to the debate?

Mr. SPEAKER: No one spoke to the motion.

Mr. Doney: I am inclined to think there have been several members who have spoken to it.

Mr. SPEAKER: Is that so?

Opposition members: Yes.

Mr. Doney: Six to my knowledge have spoken to the motion. Then, if the Speaker denies me the right—

Mr. SPEAKER: The Speaker is not denying any right. If any other member has spoken to the motion, the member for Williams-Narrogin has the right of reply.

MR. DONEY (Williams-Narrogin—in reply) [4.12]: This is all very fine, but—

Mr. SPEAKER: Order!

Mr. DONEY: I did expect the Government would not have been so timid as to remain absolutely silent on a matter so important as the one embodied in the motion. From this morning's paper, members opposite should have—

The Premier: What evidence is there to show that the State Parliament has any jurisdiction in this matter?

Mr. DONEY: If this had nothing whatever to do with the State Parliament, then, as I understand the position, the Speaker should have denied me the right to bring this matter forward.

Mr. SPEAKER: Order! That is not in question at the present time. The hon. member has the right of reply.

Mr. DONEY: This motion of mine is for the purpose of removing the territorial limitations upon the C.M.F. I had previously called that Force the A.M.F.; I should have called it the C.M.F. The object of the motion, as at all events I see it, is to strengthen the defence position. I think the Government should have afforded a full, non-party discussion within a reasonable period of my having tabled the motion. I wish to point out that my motion appeared on the notice paper as long ago as the 13th August. I spoke to it on the 9th September. The debate was not resumed until the 28th October, on which date I think, speaking from memory six members of the Opposition expressed themselves as favourable to it. No Government member whatever has spoken. The silence on the other side of the Chamber seems a calculated one. I did not think members opposite would be so timid as to remain silent. I am disgusted.

Mr. Fox: What are you replying to?

Mr. DONEY: The Speaker has given me the right to reply.

Mr. SPEAKER: The hon. member can reply, but must not introduce new matter.

Mr. DONEY: I am not introducing new matter, Sir. The Government adjourned the debate. I see no sound reason for its having done so. I would have liked some members on the front bench to explain why they have not participated in the debate. I do not care to say that the delay has been intentional. I only say that it has occurred and that the delay, as I see it, is certainly regrettable, having regard to the importance of the question embodied in the motion. I draw attention to the fact that today is the 18th November and that the motion was on the notice paper on the 13th August.

The Minister for Justice: The 18th August!

Mr. DONEY: That still means that it was on the notice paper over three months ago. I had hoped that the Premier, who is also

in charge of the notice paper, would give me some reason why this motion has been persistently at the bottom of the notice-paper.

Mr. SPEAKER: I would draw the hon. member's attention to the fact that the Premier has no say as to the conduct of private members' business. That business has to work its way up on the notice paper, and the hon. member's motion has been given the same consideration as was given to any other motion.

Mr. DONEY: I am glad to have your correction on that point, Sir. Nevertheless, I make it plain that for a motion to remain on the notice paper for three months and then for no member of the Government, despite constant adjournments, to speak on it, is a situation that very seldom arises in this House. I do not know why members opposite should be averse to expressing their opinion. To voice our opinions independently, and with what we regard as sense, in no way impugns our patriotism and does not lessen our keenness to assist our Federal colleagues in any way consistent with sanity and with the Commonwealth Constitution. There is little else I can permissibly refer to in reply. Naturally I had anticipated that a continuance of the debate by the Government would have afforded ample material for explanation. As I do not wish to repeat matter already fully dealt with, I will resume my seat and hope that the House will give the motion a square deal. If I find members opposite wholly against the motion I will be a great deal more ashamed of them than I am now.

Question put and a division taken with the following result:—

Ayes	..	..	..	..	17
Noes	..	..	..	..	18
Majority agst.	..	..	..	..	1

AYES.

Mr. Berry
Mrs. Cardell-Oliver
Mr. Hill
Mr. Keenan
Mr. Kelly
Mr. Mann
Mr. McDonald
Mr. McLarty
Mr. North

Mr. Patrick
Mr. Sampson
Mr. Seward
Mr. Shearn
Mr. J. H. Smith
Mr. Thorne
Mr. Willmott
Mr. Doney

(Teller.)

NOES.

Mr. Coverley
Mr. Cross
Mr. Fox
Mr. Hawke
Mr. W. Hegney
Mr. Hughes
Mr. Leahy
Mr. Marshall
Mr. Millington

Mr. Needham
Mr. Nulsen
Mr. Panten
Mr. Tonkin
Mr. Triat
Mr. Willcock
Mr. Wise
Mr. Withers
Mr. Wilson

(Teller.)

Question thus negatived.

MOTION—POST-WAR RECONSTRUCTION.

To Inquire by Select Committee.

Debate resumed from the 29th October on the following motion by Mr. Watts:—

That a Select Committee be appointed to inquire into, and submit proposals for, post-war reconstruction in Western Australia, with particular reference to ways and means of securing a greater measure of equality of opportunity, and the best possible standard of living for all the people, with continuity of employment, and the necessary increase in the State's population, and as means of attaining those objectives to consider—

- (a) the possibilities of land settlement as a means of repatriation;
- (b) the reshaping of agricultural policy so as to offer prospects of success to those engaged in rural industry;
- (c) the fostering of secondary industries so as to make the best use of the State's raw materials, and provide employment;
- (d) the desirability of appointing a Minister for Reconstruction;
- (e) any other proposals considered helpful.

MR. DONEY (Williams - Narrogin): [4.23]: I am in full accord with the object of the motion, albeit I admit I do not find it particularly easy to speak to. To me it is difficult to speak in anything like specific terms for the reason that the conditions we seek to cure are so complex and so altogether speculative, and therefore of course without those concrete factors we like to have before us when we deal with such a matter. I do not say that this motion, if it should be accepted by the House, will supply the best foundation for a plan to meet this State's more urgent need when peace comes, for the reason that, except in a few directions, we cannot know what those needs will be. I only know that essentially a plan must be prepared and that this present moment, so far as we can judge, is the best time to start work upon it. It should be plain that we must plan for peace before peace comes.

If peace catches as unprepared, none of the good and great things for which we are fighting at this moment will come our way. There are those who say, "Why worry about reconstruction at this stage? Let us get on with the war." It is admitted, or should be, that plans for post-war reconstruction are not as immediately necessary as planning for successful war, but surely those plans in their turn have to meet an urgency no less difficult than that of war. Indeed, it may

be regarded as infinitely more difficult. In planning for war, we do know for what we are aiming, but in planning for the needs of that strange new order, which will not suddenly but gradually be created when peace comes, there is a task which, no matter how we strive, cannot be completely performed. Post-war reconstruction implies the building up of a plan to fight and qualify ourselves to meet conditions, of which we now know so little that it may be said in reality we know practically nothing at all.

The position after the war will be the more bewildering, and therefore the more difficult to plan for, because the first of the new conditions of existence can hardly be static. Existing orders of life will successively give way to others; a permanent way of life is likely to be long delayed. It can scarcely be otherwise for there will be startling changes in our social, monetary and governmental methods; in inter-State and oversea alignments of trade, and, of course, in a score of other directions. Many changes will be made, some of a jarring, even of a disruptive kind, but most of them I imagine will be more or less evolutionary. Assuredly, too, there will be transformations in the national sphere, because we can already see them approaching. It may occur as it is stated in the Good Book—not that I am too sure of the rendering of those words, but they run something like this—"The mighty will fall and the poor will be lifted up." I think that in the new world order we will have numerous experiences of that nature. It requires no great effort of imagination to see the once-despised China, a now thoroughly aroused, united and militant China, bulking largely in world affairs, and in a position approaching dominance; that is, if I am any judge at all of the Chinese character, and I have seen a great deal of them at different times during my life. It is equally plain that India, Russia and, of course, Japan, will in the new order be among the great Powers of the world.

Our plan, therefore, must envisage these great nations as affording us better markets for our primary products. At times lately it has looked as though civilisation as represented by British thought might crash but, on account of recent happenings, we have today very strong hopes of carrying it over with us into the new world, plus our present-day conceptions of truth and de-

gency. I say—God be thanked for that—since it gives us ground for expectation that there will be material for a good, solid Christian foundation for the new order. Whilst there is so much in the future that we can only guess at, nevertheless there are a few post-war conditions that we can foresee with a certain degree of accuracy. We know, for instance, that the peoples of all nations must continue to wear clothes and to eat. We know that we shall have to repatriate the members of the several Fighting Forces, as well as the many thousands of men and women in that type of employment ancillary to the actual fighting in the field, and of course, we know that we must inevitably seek out new profitable spheres in which to employ our labour.

These three considerations entitle us to assume that of all the occupations in Australia, those surest of survival in the changeable period to come are the ones connected with the land where the things we eat and wear are produced. In Western Australia, therefore, planning for reconstruction ought not to be the difficult task that it certainly will be in the Eastern States and other countries of the world. The utilisation of our unexploited dairying, potato, fruit and timber country is plainly indicated. Members, particularly those who live in the South and South-West parts of the State, will recall having seen in the north, north-east and north-west hinterlands of Albany the tremendous and many stretches of flats entirely suited for the several cultures to which I have referred. As I see it, our production will be sheep, wool, gold, hides, and so forth, and they will form our commercial front line of the future. I can think of nothing likelier than that, plus the processing which I have already mentioned.

I dealt, on the Address-in-reply, either in 1940 or 1941, with certain aspects of this post-war problem. I recall suggesting then that the C.S.I.R. might with benefit temporarily forgo its more scientific aims, and constitute itself a purely industrial body whose task it would be to seek out new and more profitable fields of endeavour not only for the Fighting and Auxiliary Forces, but for the men and women of Australia generally. I still think, and now make it a recommendation to the Select Committee—if one is formed—that that body, namely, the C.S.I.R. should be approached and used.

I am in favour of a Select Committee, and I suggest that at the conclusion of the investigation, it should recommend the appointment of a committee of three public servants, who should have no other work than to deal with the problems set forth in the motion. They should continue that work until peace comes and maybe for some time afterwards, and they should not be hurried. They should report periodically, say fortnightly or monthly, to the Government. There should also be collaboration between the three parties in this House, plus the Independents.

One hesitates to mention it, but I ask the House whether it is not conceivable that the new peace will be vastly more dangerous than is war. In war at least the nation is inspired by one aim, and I suppose by one fear. Speaking by and large, I think the nation's punch is today being delivered in the one place at the one time and with one intention. Today we have a oneness of mind that keeps us sane and united and content to follow one leader. I have no doubt that no mistake is being made as to the identity of that leader. He is Winston Churchill. Since we are all travelling along the one road with the one aim, it follows that internal dissensions, either within the State or the Commonwealth, are unlikely, but it is equally plain that with the advent of peace the cranks and ranters with their panaceas for all ills will endeavour to take charge, and the real danger will then confront us.

Speaking on this subject on a previous occasion, I said the new world is likely to be a free trade world. There can be little doubt on that point provided the world is sensible enough to put into effect the principal requirements of the Atlantic Charter. I would have liked time to deal with that aspect but, as I outlined my views on a previous occasion, I will not delay the House by repeating them. It has to be admitted that not all the necessary phases of post-war activity are set out in the motion, but those that are named are matters that require the close attention of members. What is specially sought by the motion is a greater measure of equality of opportunity, the best possible standard of living for all the people, with opportunity of employment, and the necessary increase in the State's population. I do not think anyone will dispute the importance of those four aims.

The motion refers to the possibilities of land settlement as a means of repatriation. It is inevitable, I think, that we should utilise this, but not to the extent we did last time when we endeavoured to make wheat-farmers of all too many of our soldiers. I imagine that is an error we shall not commit a second time. Another proposal is the reshaping of agricultural policy so as to offer prospects of success to those engaged in rural industry. We can readily agree with that. Yet another proposal is the fostering of secondary industries. Again no one will raise any objection to that. The fourth of the five objectives mentioned is the desirability of appointing a Minister for Reconstruction. I do not know that I would agree with that. The motion also includes an inquiry after any other proposals considered helpful. In respect of that I have already intimated that I consider a committee of three should be appointed to deal with these problems, and that the C.S.I.R. should be requested to use its services for reconstruction purposes instead of devoting itself to the more scientific side of its present endeavours.

MR. BERRY (Irwin-Moore): I do not think anyone will disagree with the motives behind the motion, but I cannot help feeling that it is overloaded. It is proposed that a Select Committee be appointed to inquire into no fewer than five different matters. A Select Committee may sit only while the House is in session, and the House is not likely to be in session very much longer. Yet, within the short space of time left to us, the Select Committee is to inquire into the possibilities of land settlement as a means of repatriation. This in itself is a big job, almost worthy of the time of one Select Committee exclusively. Then the proposed Select Committee is to inquire into the re-shaping of agricultural policy so as to offer prospects of success to those engaged in rural industry. The same remark applies to that objective, and so on right through the list. In other words, the desirability of the motion is not in question, but the overloading of it is such that it is not practicable to deal with it in the time at our disposal. Therefore I move an amendment—

That all the words after "into" in line 2 be struck out and the following words, "the desirability of appointing a Minister for post-

war reconstruction and all problems pertaining thereto" inserted in lieu.

If the motion had been submitted in that form, no-one would have had the slightest objection to it. In fact it is our duty to take action regarding post-war reconstruction. After three very dreary years of war, we are beginning to see a break on the horizon. Though the break has appeared, we have to realise that the sky is by no means clear. Another year or two years may pass before those clouds are dissipated. When they have gone, we shall have our boys returning to us in a state of abnormal, economic chaos created unfortunately by the decisions of the Manpower Office, which has recruited people right and left and stranded industry high and dry. So instead of elaborate and overloaded motions of this sort we should have a simple motion, seeing that the time is now so ripe for the creation of a department controlled by a Minister to go into the problem, irrespective of whether this Parliament sits or not, and deal with it on a practical basis. I would hate to think of the boys coming back to find nothing prepared for them.

Perhaps it is necessary to collect all the information asked for by the original motion. Nevertheless I should feel sorry for the members of the Select Committee, who would become mentally deranged before the information was half collected. This is not a job for a Select Committee. It is a job for a Minister with a department. We have had a lot of "blah" in this Chamber about post-war reconstruction, but have never yet achieved anything practical. Let us have a department which will be responsible for collecting the information, and let the officers of that department deal with the business of creating the new order. When the new order has been created, let them see that there is no debt overshadowing the community in any reconstruction period. If the boys come back to a country that is debt-ridden and interest-ridden, there will be not post-war reconstruction but post-war revolution. It will be the business of a whole-time department to deal with the problem and solve it once and for ever. For that reason I have moved my amendment.

On motion by Mr. Seward, debate adjourned.

MOTION—BETTING.*As to Closing S.P. Premises.*

Debate resumed from the 16th September on the following motion (as amended) by Mrs. Cardell-Oliver:—

That in the opinion of this House the Government should take immediate action to close all starting-price betting shops and other dwellings, shops, or places where starting-price betting is conducted, including Tattersall's Club, and all racecourses, proprietary and otherwise.

MR. J. H. SMITH (Nelson) [4.29]: I did not intend to speak to this motion. I believed that the member for Swan would investigate the whole subject and give this Chamber the result of his experience. In my opinion the motion is altogether too drastic to be carried without discussion. It is a matter of surprise to me that some member on the Government bench has not risen to speak either for or against it. We all know the wonderful benefit the Treasury has derived from totalisator taxation. If the motion as amended is carried, and if attention is paid to it, then by a motion carried on private members' day the industry of horse-breeding will simply be put out of existence. Certainly if the "Sport of Kings" is suppressed, it will be worth no-one's while to breed horses, either fast or slow. Racing will be utterly abolished. This Chamber is expected to look after the interests of all sections of the community, and certainly it should not pass a motion like this without discussion. A measure transmitted from another place and sponsored here by the member for West Perth did not do away with S.P. betting, but merely put the responsibility on owners and occupiers. I was surprised to learn, from the following day's paper, that no member had secured the adjournment of the debate so as to permit of all the pros and cons of the matter being debated.

My views are known; my electors have endorsed them. If we are to have betting, the whole thing should be legalised both on the racecourse and off the racecourse. It is just as illegal for me to go on the trotting-ground and make a bet there as it is for me to go into an S.P. shop and make a wager. Is Parliament to stultify itself? This Chamber comprises 50 members. Will they put their tongues in their cheeks and say, "We will allow this motion to pass without discussion"? We know that as the result

of passing the motion racecourses are not going to be closed, but that betting will be allowed to continue there. So it will continue throughout S.P. shops all over Western Australia. The carrying of the motion means the closing-down of racing and all other sports, or it should do so; but we know that it will have no effect of that kind. Why do we not tackle the question in a manly and democratic fashion? Why do we not accept responsibility for our actions and our thoughts? If we believe a thing to be wrong, why do we not declare it to be wrong and act accordingly? I hold it wrong to allow a motion of this description to be passed. The House should throw the motion out.

I acknowledge that there is some excuse for the member for Subiaco, who has consistently introduced, year after year, the same motion relating to S.P. betting. But when her motion is amended and extended to apply to racecourses, Tattersall's Club, and all other places of the kind, it reduces legislation to a farce. I would have voted against the original motion of the hon. member just as I now propose to vote against this motion as amended. I trust members will have the courage of their convictions, although no-one appears anxious to discuss this important problem. The member for Murchison says all the people of Western Australia are embraced in this question. In South Australia the whole business of betting was legalised. There have been betting inquiries all over the Commonwealth. Today we endeavour to suppress betting by not allowing quotations or nominations to appear in the Press, and by forbidding telegrams and telephone messages that deal with betting. I know that the desire is to divert the savings of the people into another channel—a course which I have advocated because I am concerned to win the war. However, the abolition of betting will not do one iota of good. It is useless to drive betting underground, where it may find its way into other channels that are much worse. Let us be sincere! If I had not risen to speak this afternoon—I did not intend to do so—the motion would have gone to the vote and we would have stultified ourselves. Is it not better to have an honest opinion and express it? If members are sincere they will not vote for the motion. If only one other member votes with me I shall nevertheless divide the House. It would be a crying shame to allow a motion of this description to pass.

MR. McDONALD (West Perth): I wish to say a few words on this subject. The motion expresses the opinion of the House that starting-price betting shall be terminated.

Mr. J. H. Smith: Not only starting-price betting, but all betting.

Mr. McDONALD: Starting-price betting is all that the motion refers to. It is the existing law that starting-price betting is punishable. Under the existing law it is illegal, and this motion merely affirms, in effect, that the law shall be carried out. I think the House has no option but to vote for it. An opposing vote would be to the effect that the law should not be carried out. That, as the member for Nelson said, would be stultifying ourselves.

The Premier: Unless we brought down an amendment of the law.

Mr. McDONALD: But in the meantime, until the law is amended, it is the duty of the Government and of Parliament to see that it is obeyed. Until the law is amended, Parliament must acquiesce in any opinion that the law should be enforced. This motion is merely that the law shall be enforced and at present the law aims at penalising starting-price betting. Therefore, I propose, as I must, to support the motion.

The Premier: The motion is unnecessary.

Question put and a division taken with the following result:—

Ayes	..	..	..	13
Noes	..	..	..	23
				—
Majority against	..	..	..	10
				—

AYES.

Mrs. Cardell-Oliver	Mr. Patrick
Mr. Hill	Mr. Sampson
Mr. Hughes	Mr. Shearn
Mr. Keenan	Mr. Thorn
Mr. McDonald	Mr. Willmott
Mr. McLarty	Mr. Doney
Mr. North	

(Teller.)

NOES.

Mr. Berry	Mr. Nulsen
Mr. Coverley	Mr. Pantin
Mr. Cross	Mr. Seward
Mr. Fox	Mr. J. H. Smith
Mr. Hawke	Mr. Tonkin
Mr. J. Hegney	Mr. Triat
Mr. W. Hegney	Mr. Warner
Mr. Kelly	Mr. Willcock
Mr. Leahy	Mr. Wise
Mr. Marshall	Mr. Withers
Mr. Millington	Mr. Wilson
Mr. Needham	

(Teller.)

Question thus negatived.

BILL—CRIMINAL CODE ACT AMENDMENT.

Second Reading—Defeated.

Debate resumed from the 16th September.

THE MINISTER FOR THE NORTH-WEST [5.2]: The introduction of this measure occupied some considerable time, but I have no intention of taking up the time of members in replying to all that was said in favour of the repeal of various sections of the Criminal Code. Most of the arguments put forward were not sound. Out of those statements we have been promised an inquiry. Of the sections we are asked to repeal, one deals with bawdy houses and another with gaming-houses, but no suggestion either to amend the sections or to give extra powers to the police was made. Therefore, it seems to me to be quite unnecessary to repeal the sections, which give the police power to investigate and prosecute. The repeal of the sections would, in my opinion, do more harm than good. If they were repealed, the way would be left open to any member of the public who so desired to open a gaming-house or a two-up school, or to open a bawdy house, and he could do so with impunity.

Mr. Hughes: Why should not everybody have the same right?

The Premier: This is only sarcasm. You do not want the Bill passed.

Mr. Hughes: I would rather this Bill became an Act than allow existing conditions to continue.

The MINISTER FOR THE NORTH-WEST: I do not object to the member for East Perth holding his opinion, but I am appealing to the commonsense of members of this Chamber, other than the member for East Perth. I am satisfied that the members of this House realise exactly what I say—that if these clauses are repealed it becomes open for anybody to start a lottery, bawdy-house, gaming-house, or any other type of house. I am not going to waste the time of members trying to convince them that the Criminal Code should remain as at present. Another clause in the Bill seeks to make a charge of adultery with women, whose husbands are in the Forces, one of rape. I am rather surprised to think that the hon. member should submit such a proposal with any idea of its being accepted. Rape is an offence committed without consent. I am not convinced that a man who

is enticed and commits adultery, without knowledge as to whether or not the woman is married to a person serving with the Forces, should be charged with rape. There is no sound argument for such a procedure. We have been told there are some gay young Lochinvars who sweep young married women off their feet. I do not believe that happens in many cases. If it does—

Mr. Sampson: Was Lochinvar a bad lad?

The MINISTER FOR THE NORTH-WEST: I am not going to support the contention that a man should have a charge of rape preferred against him if he happens to make friends with some woman at a dance, and has no idea whether she is married or whether her husband is serving overseas. Further, I am satisfied that a woman would not want to be associated with giving evidence on such a charge. Rape is an offence for which there is a severe penalty. A man can be imprisoned for seven years for it, and to convert a charge of adultery with a married woman whose husband is serving overseas to one of rape would be wrong. I hope the Bill will not be passed.

MR. HUGHES (East Perth—in reply): I agree with the Minister that this is not the best remedy for the problem we have before us, but I think it would be much better than the existing state of affairs, because it would place everybody on the same footing. These particular sections of the Criminal Code make the keeping of certain houses an offence. At present some people are allowed to keep these houses without being prosecuted, while other people who transgress these sections of the law are prosecuted with the utmost rigour, and wiped out. The sound way is to enforce the law, whatever it is, and if the law is harsh or obsolete, the proper procedure is for Parliament to repeal or amend it to bring it into conformity with current ideas. We should not agree to a continuance of the present system under which a small branch of the executive power, that is, the police force, is exercising over-riding powers and saying, "It does not matter what Parliament puts on the statute-book, we will enforce it only if it suits us." That is usurping the functions of this Parliament.

Then there is a second departure which is worse again, wherein that branch of the executive enforces the law only against certain people and leaves other people immune.

We have the deplorable spectacle of laws providing severe penalties for certain offences being rigidly enforced against some people and not enforced against others. I suggest that that is what we want to remedy. We should say either that the law as it stands is going to apply to everybody, or that it is going to be repealed. If it is all right for certain people who are influential and wealthy to run common gaming-houses, it should be all right for everybody. It will not affect lotteries, because prohibitions are contained in the Lotteries Control Act. So far as the lotteries section is concerned, it is redundant because of the subsequent passing of the Lotteries (Control) Act. I hope the House will decide against a continuance of the present system, and that rather than allow the present system to go on, reinforced now by a declaration of this House against the enforcement of the law, for it is now quite clear that the police force has received an instruction this afternoon from this House not to enforce the law—

Mr. SPEAKER: The hon. member may not discuss an instruction to the police force under this Bill.

Mr. HUGHES: While I agree that this is not a remedy, it will create a better position than the one existing today because, if we take these sections out of the Code, there is nothing to stop us tomorrow from going into the whole position and bringing down fresh legislation. If these sections were taken out, we would not abolish starting-price betting; and I do not think we would increase it, but I think we would abolish things that are worse than starting-price betting. The actual betting is not the trouble, but the associated evils, such as the destruction of the morale of the police force, the destruction of respect for the judiciary, and of respect for the administration of the law—concomitant evils that are really worse than the root evil itself.

Question put and negatived.

Bill defeated.

MOTION—GRASSHOPPER MENACE.

To Inquire by Select Committee.

Debate resumed from the 11th November on the following motion by Mr. Berry:—

That a Select Committee be appointed to inquire into and report upon—

(a) The incidence and spread of the grasshopper menace in this State.

- (b) Practical methods to be adopted for the control and/or eradication of this pest.
- (c) The rendering of financial compensation by the Government to every farmer suffering loss which can be ascribed to the ravages and destruction occasioned by this pest.
- (d) The need to create a special fund and to appoint special scientific officers wholly for research with a view to discovering a parasite or parasites inimical and destructive to the grasshopper now devastating our crops in spreading areas of this State.
- (e) And all other matters pertaining and relevant to the foregoing.

THE MINISTER FOR AGRICULTURE

[5.15]: I am very conscious that this is private members' day, and it was with reluctance that I asked the House to agree to the adjournment of a former item. In this case, although it seems that private members themselves are not anxious to go on with their business, a few comments are warranted, and the mover and seconder of the motion are entitled to some remarks from me on the subject. Before dealing with the statements of the member for Irwin-Moore and the member for Yilgarn-Coolgardie, I would like to say that there is sitting at the present moment in Perth a committee of inquiry and investigation which I had set up to examine the many aspects, as well as others, dealt with in this motion. My reasons for so doing were that for many years I have been greatly concerned at the incidence of the grasshopper pest—not about its spread westwards into the agricultural areas or the wetter agricultural districts, so much as about the threat it constitutes to the successful occupation of the drier or outer areas of the State.

For many years the member for Mt. Marshall has interested himself in the methods of controlling this pest, and has frequently conferred with officers of the department in the endeavour to find a better solution to the problem. Much information concerning this subject is in possession of State and Commonwealth officers, and in the hands of the C.S.I.R., and it is difficult to impart it to the House or give it to the public unless one is concentrating on one or even half-a-dozen subjects instead of a multitude of them.

(Mr. J. Hegney took the Chair.)

Mr. Warner: There is a lot of information on a file on the Table.

The MINISTER FOR AGRICULTURE: That is so. It contains the reports and insistence of the Government Entomologist on certain methods, which are recognised as being the only proven methods of control of this and similar pests. To refer again to the committee now investigating the matter, I invited two farmers from the affected districts, one from Nungarin and one from Koorda, to sit with the officers of the appropriate departments so as to inquire thoroughly into all matters, including land settlement problems and even land valuation aspects and the responsibilities of individuals and Governments, and to make recommendations according to what their inquiries disclosed. That body is at present investigating the matter. Upon that committee are two practical men in Mr. Herbert of Nungarin and Mr. Aitken of Koorda. They have been in that district for many years and have themselves been seriously affected in different seasons from the ravages of this pest.

Mr. Warner: One of them is chairman of the road board.

The MINISTER FOR AGRICULTURE: Yes! In examining the statements made by members when speaking to this motion, I would like to clarify the contention of the member for Irwin-Moore that the westward movement of this pest indicates a threat to the agricultural industries of the State, as a whole, unless something is done and done quickly. It has been repeatedly stressed that no progressive encroachment westward was to be feared. The natural habitat of this particular type of grasshopper in plague form in this State is in the light rainfall areas of the wheatbelt, and climatic circumstances as well as agricultural practices in the wetter districts would prevent the establishment of this pest in the areas nearer the coast. A series of outbreaks did occur in districts much nearer to the coast in 1937. Pithara and Moora were mentioned by the member for Irwin-Moore, but there has been a decrease rather than an increase in the importance of the pest in those regions since 1937. That was a year particularly suitable for the breeding of the grasshopper in the areas nearer to the coast. It was implied that there is a likelihood of the pest becoming a menace to the whole of the State. That is not so. Although there are pests which appear in plague form even in the

metropolitan area at times, they are not of the variety constituting the menace in the Mt. Marshall district, particularly.

It was contended by the member for Irwin-Moore that this is a man-made problem. So it is, to the extent that the grasshopper has become a menace consequent upon the extensive clearing that has taken place in an endeavour to establish a farming community in areas as far east as Southern Cross, and in districts where a light rainfall and other circumstances encourage these pests. Because of that no effort has been spared by the scientists to evolve methods of practical as well as biological control. Some very good results have been achieved by the methods adopted in this State, such as ploughing up the egg beds where the eggs have been deposited. Unfortunately, in the dry areas where small timber belts have been left, we find that the grasshopper has extended its egg laying into the hard ground where timber has died. It is not merely an accepted fact but a well-known one that any railway embankment, or the sides of roads which cannot be cultivated, are attractive places for the grasshopper to deposit its eggs. Much of the menace has developed because of the hardened roadsides through hundreds of miles of the outer wheatbelt of this State. One member mentioned the possibility of compensation. He drew attention to the fact that compensation had been paid in connection with an outbreak of swine fever. The two matters are hardly comparable. It was considered advisable to pay compensation, for example, to orchardists for loss from such diseases as codlin moth, black-spot and others, which are incidental to the industry, but purely periodical. They are not constant in their incidence and not State-wide. They belong, in epidemic form, to a particular industry and may be guarded against.

We must remember this, that this particular type of grasshopper in plague form in this State has not been introduced; it belongs here. It is widespread throughout the whole of Australia, and particularly in the desert regions is it very prevalent at all times. This proposition is entirely different. At the same time I think I have mentioned to the House on previous occasions that in 1935 consideration was given to legislation for grasshopper control. The imposition of a levy on all farm lands in the State was proposed to build up a fund to permit not

merely of all practical measures being taken but also of the widest possible scope for laboratory tests being made for the eradication of the pest. Mention was made of the desirability of biological control. There is more in this than meets the eye. We were told that a world-wide search should be made for some parasite or parasitical growth to destroy the pest. Where in the past Australia has been subject to biological control by the use of parasites, in all cases where success has been achieved, the pest or disease was of foreign origin and, to get the parasite, investigation and scientific inquiry have to be made in the country of the origin of the pest. There is no exception to that rule. In cases of anything indigenous to a country, where its incidence threatens any industry, stock or person, it is necessary to seek within that country parasitical control by some natural predatory enemy of the pest. That is so in this case.

It is interesting to note, although the House has been advised of the fact by me in previous discussions, that at least two parasites have been located by our own entomologist attached to the Department of Agriculture, but unfortunately it has been very difficult to encourage the breeding of the parasites in an artificial way in such numbers as would threaten the grasshopper in its natural habitat. It appears there is a very active parasite in parts of the Mt. Marshall district north of Mukinbudin. A year or two ago I was with the entomologist in a badly infested region and saw the parasite at work, and watched the effect of it in the egg-pods of the grasshopper. Members who have not seen the spots where grasshoppers lay their eggs in millions do not perhaps know what they look like.

Mr. Marshall: Are they anything like emu eggs?

The MINISTER FOR AGRICULTURE: Not quite as big, and if emus were prolific the problem would not be solved. On the roadside one may see what appears to be the covered end of a lead pencil. It looks like a small tube, brownish in colour and having a cap. Where wind erosion has occurred, one can see where the grasshoppers have thickly deposited their eggs in these little tubes. One may scrape the top off and find the eggs intact in the tube.

Mr. Marshall: Who makes the tubes?

The MINISTER FOR AGRICULTURE: The grasshoppers, and they lay their eggs in the tube. That is the reason why grass-

hoppers cannot be effective in plague form in sandy soil because, when they make the tube, the sand falls in. So the grasshoppers select a hard spot. To the pest in the Mt. Marshall district, the entomologists have given considerable attention—not merely our own entomologists but those attached to the C.S.I.R. Mr. Andrewartha is at present in this State. He is working with our own scientists and at the University on parasitic control and methods generally to combat the pest.

In 1938 a special investigation was conducted by the C.S.I.R. into laboratory control and, taking advantage of a visit of overseas scientists, I agreed that our men should attend and do their utmost to acquaint themselves with the technique employed in other countries, and bring themselves up-to-date in any method that might lead to the handling and restricting of the operations of the pest in this State. That was a very intensive study for our men. Reports have been made available to them since and a continuous laboratory investigation has proceeded in conjunction with the C.S.I.R. One member mentioned that we should get a world-wide picture of this problem. I assure members and re-assure them that there is no publication and no institute in any affected country in the world that is not in constant correspondence with our officers, if not directly, then through the C.S.I.R.

Regarding a more scientific approach to the problem, which was referred to by the member for Yilgarn-Coolgardie, this subject is receiving the constant attention of specialists, not of men who are dealing with entomological problems generally, but of men who have made this particular pest a life study. We have had the benefit of the experience of one of the best men who was so acknowledged by overseas as well as local authorities, the late Mr. Newman, one of the best men in this field that Australia has ever had. I fully realise that the hon. member can see in some places in the outer wheatbelt conditions that are very disturbing, not only to the casual visitor but also to the people living there. This gives rise to the question whether the best or anything approaching the best has been done. In regard to ploughing contracts made by the Agricultural Bank, financed through the Department of Agriculture, that matter was handed over to the Bank for it, within its

judgment, at its instigation and by its direction, to arrange for ploughing in as wholesale a way as possible to break up areas, in summer or winter, where effective control could be taken.

It is hardly necessary for me to remind members that individual farmers have been hard-pressed to secure labour for normal needs and it has been almost, if not quite, impossible for them to extend their operations either to assist neighbouring farmers who are engaged on war service or to take road board contracts, although encouragement was given and although, as the tabled reports show, there has been continuous insistence by the Agricultural Bank to encourage anybody or everybody who was available to combat the pest. We know exactly where the grasshoppers are laying their eggs and we give all possible encouragement to farmers in the neighbourhood to prepare for destroying the pest before it emerges and, if not then, after emergence, while in the hopper stage and before it flies. If we consider the experience of the member for Greenough last year and two years ago, it will be readily seen what organised effort can do for the control of the pest.

At Carnamah and Mingenew a remarkable effort was made. This year if one travels between Perth and Mullewa, one sees no grasshoppers in plague form until one reaches Mullewa. North of Mullewa the grasshopper is found seriously affecting all crops. But where there has been organised effort on the part of farmers, with road boards and Government departments co-operating, the beneficial effect is strongly marked. It is not idle to say that two or three years ago the grasshopper threatened the farmer's very existence. Now, what has happened in regard to poisoning after the emergence of the grasshopper? Every year, at three different periods, the entomologist visits each road board where infestation is known to exist; and he advises road boards and invites farmers to make application for means to cope with the pest, including free poison. In the last six years not one request of the kind has been refused. We do know that when we granted allowances for free petrol and free mixing, we were taken down in some instances; but I made it clear that nothing was refused if farmers were willing to co-operate towards combating the pest. I admit that notwithstanding the change which has been so well

described by members, the destructive effect of the pest is well in evidence.

While the grasshoppers are not so bad as they were in 1937, there is considerable room for improvement of the position. I desire to explain to members that as the motion is framed, and in view of the committee sitting at this moment, I hope to be in a position not merely to declare what the future of that country is to be, but what is best in the interests of those who elect to remain and in the interests of the whole State, with regard to whether there should be a policy of abandonment or a policy of defeating the pest, if such defeat is possible under the climatic conditions obtaining. I do not wish to treat the motion as something that should be regarded as hostile. I have every feeling of sincere respect for the manner in which the mover and his seconder approached the subject; but I would like to point out also that if they insist on the appointment of a Select Committee, it can merely result in an investigation along the lines of established training and inquiry from officials, obtaining the same answers as I have given here. Although such a committee might obtain expressions of opinion from people who have been severely dealt with by the pest, it cannot get any further than, and perhaps not as far as, those who are concentrating their efforts in an official as well as in a public way at the present time.

Question put and negatived.

[The Speaker resumed the Chair.]

MOTION—TRAFFIC.

As to St. George's-terrace Bus Stand.

Debate resumed from the 11th November on the following motion by Mr. Marshall:—

That in the opinion of this House, all bus services operating from the City of Perth in an easterly direction, the city terminus being the south side of St. George's-terrace from Barrack-street eastward to Government House, should have their terminal changed to the north side of the Terrace exactly opposite the present terminus.

MR. CROSS (Canning) [5.40]: I am not really worried as to whether the motion is carried or not.

Mr. Thorn: It would not make any difference if you were!

Mr. CROSS: I know it would not make much difference to the hon. member interjecting.

Mr. Thorn: I do not claim that it would.

Mr. CROSS: When recently a somewhat similar motion was moved by the member for Middle Swan, it seemed to be thought that I merely—

Mr. SPEAKER: Order! The hon. member is not in order in discussing something that occurred on another question.

Mr. CROSS: I know that, Sir. In point of fact, since the buses were moved from the north side to the south side of the Terrace, there have been many changes. Not nearly the same volume of traffic comes along the Terrace now. I noticed that the City Council made complaints because of the Government's intention to put the new bus service on the north side. If there is a real showdown, the City Council, although claiming to inherit some power from the days when "Doggy" White was its inspector, will find that the claim will not prevail. Further, there were no buses to fix stands for at that time. I repeat, if there were a showdown, it would be made plain that the City Council has no power to deal with the Government at all. As to the claim that the half-right turn into the north side of Barrack-street is dangerous, members should ask themselves whether it is more dangerous to take a half right-hand turn at Barrack-street, where all the traffic slows down to five or six miles per hour, or to go through the double line of traffic at the Causeway, as is the case when using the Barrack-street to Riverside-drive route.

Mr. J. Hegney: That is a very specious argument.

Mr. CROSS: I come along that road every day, and sometimes more than once in a day, and on numerous occasions I have seen bad collisions only narrowly averted, because of buses coming out of Riverside-drive on to the Causeway and travelling at the rate of about 30 miles an hour while passing through the two lines of traffic. I venture the opinion that unless action is taken to force the buses to come out of the Causeway at a slower rate, a bad smash is bound to occur.

Mr. Marshall: Do not forget the trams coming towards the buses on the wrong side too!

Mr. CROSS: I know all about that. If I had my way, there would be no trams running there at all, but trolley buses would be running. Trams are utterly out of date. The position is that if the Government ran their service from the other side, the south

side service would be put so far back along the Terrace that intending passengers would pretty well want another bus service to take them down to the stand of the south side service. When people get near to the rest of the bus lines, they do not encroach on Government House. They are not permitted to stand outside Government House at all. So they would be forced down to Victoria-avenue. That is the position.

I believe the time is definitely approaching when private bus lines, if they continue, will have to do as such lines do in the main cities of the world—get their own bus stations, and not on the streets but on privately-owned land. I venture the opinion that after the war, with the increase of traffic—assuming we continue to crowd bus lines alongside the footpaths—there will be no room for any other vehicles to park at all. That will be a difficult problem, particularly in the narrow streets of Perth. I do not think it would matter much at the present time if another line of buses was shifted from the south side to the north side of the Terrace, and then some of the buses could be allowed to go by one route and some by another. The traffic down the Terrace is not now more than about one-sixth of what it was before the war. Actually, the real danger is at the junction of the Causeway, where—as I mentioned a moment or two ago—the buses come out from Riverside-drive and must cross two lines of traffic to get on to their correct side of the road. It should be made compulsory for those buses to proceed at a pace of not more than ten miles per hour when coming out of Riverside-drive.

Mr. J. Hegney: No accidents have occurred there in seven years.

Mr. CROSS: I nearly had an accident there. There have been plenty of near misses. As I said, I shall not be surprised if a big smash occurs there.

Mr. J. Hegney: You are a near miss at any time.

Mr. CROSS: I have not heard the hon. member quoted as an authority anywhere on anything, so his opinion does not count.

Mr. J. Hegney: You are an authority on everything!

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

Mr. CROSS: Whether the motion is carried or not in my opinion does not matter. The best way out of the difficulty, as I

suggested, is to allow some traffic to run on the north side and some on the south side. That would enable passengers to alight nearer to Barrack-street than they would if all the buses pulled up on one side. If they all pull up on the south side, then some passengers have to alight as far away as Victoria-avenue. Another line or two could be brought to the north side in order to convenience the passengers. I am not worried whether the motion is carried. Incidentally, I think I shall oppose it.

On motion by Mr. McDonald, debate adjourned.

House adjourned at 5.48 p.m.

Legislative Council.

Thursday, 19th November, 1942.

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The PRESIDENT took the Chair at 2.15 p.m., and read prayers.

BILL—LOTTERIES (CONTROL) ACT AMENDMENT.

Introduced by the Chief Secretary and read a first time.

BILL—MARKETING OF EGGS ACT AMENDMENT.

Read a third time and transmitted to the Assembly.

BILL—LOCAL AUTHORITIES (RESERVE FUNDS).

Report of Committee adopted.

MOTION—COMMONWEALTH AND STATE RELATIONSHIPS.

As to Referendum Proposals.

Debate resumed from the previous day on the following motion by Hon. A. Thomson:—

1, That this House strenuously opposes the alteration of the Federal Constitution as pro-