

JOINT SITTING Legislative Council and Legislative Assembly

Tuesday, 12th August, 1958.

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FEDERAL SENATE VACANCY.

In accordance with the Standing Orders passed by both Houses of Parliament and approved by Executive Council, the members of the Legislative Council and the Legislative Assembly met in joint sitting in the Legislative Council Chamber to fill the vacancy in the representation of Western Australia in the Senate of the Federal Parliament caused by the death of Senator Harrie Stephen Seward.

The President of the Legislative Council (the Hon. Sir Charles Latham), in accordance with the Standing Orders, took the Chair at 4.57 p.m. He was accompanied by the Speaker of the Legislative Assembly (the Hon. J. Hegney).

Election.

The **PRESIDENT**: This joint sitting has been called for the purpose of electing a senator to the Senate in place of the late Senator H. S. Seward. I am now prepared to receive nominations.

The Hon. A. F. WATTS (Stirling): I propose—

That Thomas Charles Drake-Brockman, farmer, of Yericoin, be elected to fill the vacancy in the Federal Senate due to the death of Senator Harrie Stephen Seward.

I have Mr. Drake-Brockman's assurance that, if elected, he is prepared to act.

The **PREMIER** (The Hon. A. R. G. Hawke—Northam): The members supporting the Government believe in the principle of appointing to a vacancy in the Senate a person of the same party as the person whose death has caused the vacancy. Therefore, I have pleasure in seconding the motion.

The Hon. D. BRAND (Greenough): I wish to add support to the nomination made by the Leader of the Country Party. We, the members of the Liberal Party, support the principle of appointing a man of the same political faith as the member whose death has caused the vacancy in the Senate.

The **PRESIDENT**: Are there any further nominations? Having ascertained that there are no further nominations, I declare Mr. James Charles Drake-Brockman duly elected. That concludes the joint sitting.

The President left the Chair.

Legislative Council

Tuesday, 12th August, 1958.

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

CONDOLENCE.

The Late Hon. Sir Harold Seddon.

THE MINISTER FOR RAILWAYS (The Hon. H. C. Strickland—North): I move—

That this House place on record its sincere appreciation of the services rendered to the State by the late Hon. Sir Harold Seddon, who represented the North-East Province from 1922 to 1954 and was President for seven years, and express its deep sympathy with his widow and the members of his family in the irreparable loss they have sustained by his decease; and that the President be asked to convey the foregoing to his widow and family.

I would like to add my thoughts to this motion. I remember when first coming to this House as a member and being introduced to the late Hon. Sir Harold Seddon, how very helpful he was to me during my first session. Frequently I spoke to Sir Harold in his office prior to the Council's meeting and he gave me some very good advice, particularly on procedure, and he educated me as to what a member might do and might not do in this Chamber. I certainly have a very high appreciation of the help that Sir Harold gave to me.

Sir Harold was born in Manchester, England, and was educated at the Manchester Technical Institute. He was then employed by the Electrical Department of the Great Central Railway of England. When he came to Western Australia he joined the Western Australian Government Railways,

where he was employed until elected to this Chamber. He married in 1932 and there are two sons and two daughters of that marriage. As I have already said, he was well liked and well loved by those who met him and he was indeed a very great help to any person who consulted him in his capacity as President of this Chamber.

THE HON. W. R. HALL (North-East): In speaking to this motion of condolence, I desire to associate myself with the remarks which have been made by the Minister for Railways.

As hon. members are aware, Sir Harold was a member for the North-East Province for a period of 32 years, and was also a President of this Legislative Council for seven or eight years. All of us who came in contact with him realised his qualities, his good fellowship, his honesty of purpose and those things which go to make a person such as he was. He was liked by everybody with whom he came in contact. I might say, Mr. President, that he was always anxious and willing to give me good advice and pass on the knowledge which he had accumulated over the period of 30 years during which he served here. He was a great tower of strength, and the knowledge he gave me when I was elected Chairman of Committees made that position as easy as it has been down the years.

The late Sir Harold was a student of politics. He gave of his best to the State of Western Australia, and practically his whole life was taken up in Parliamentary work, and doing good turns for those whom he represented. It came as a shock to me to learn that Sir Harold had passed on after his years of retirement, and I can say that I have memories which are very dear to me as the result of my association with him over the years. It is with sincere regret that I second this motion of condolence and I offer my sincere sympathy to his widow and family.

THE HON. A. F. GRIFFITH (Suburban): I wish to associate myself with the remarks that have been made by the Minister for Railways and by Mr. Hall. When Sir Harold Seddon was President of this Chamber I had not been here very long and did not know him perhaps as well as many of the more senior members of this Chamber did; but in the period I did know him he was held in respect by everybody, and his passing will be a loss to the State. His parliamentary work, both as a private member and as President of this Council, assisted very greatly the affairs of the State. I join with the Minister in his motion and express my very deep sympathy with Sir Harold's relatives.

THE HON. F. R. H. LAVERY (West): I would like to add to the remarks of the Minister for Railways and previous speakers. Probably no member of this

Chamber knew Sir Harold longer than I did. He taught me in Sunday School when I was eight years of age—52 years ago. From that time onwards I always knew him to be a person of very high Christian ideals, and I feel that a maxim, which he wrote for us on a blackboard at that time, epitomised the rest of his life. That maxim was—

Man looketh at the outward appearance but the Lord looketh on the heart.

I have never forgotten that and I thank the late Sir Harold for having, at that early stage in my career, started me on a Christian way of life. I know his widow very well and have known her, also, since my school days. I join with the Minister and all members present in this Chamber in expressing the sincerest sympathy to Lady Seddon and her family.

THE HON. L. A. LOGAN (Midland): I and those associated with me in this Chamber desire also to associate ourselves with the motion moved by the Minister. Perhaps the greatest work of the late Hon. Sir Harold Seddon was his approach to members newly elected to this House because, on all occasions, irrespective of party, he made sure that every new member was given the help and advice which is so essential when one first takes a seat in this Chamber.

When the late Sir Harold was elected as President of this Chamber we lost—as I think all members who were here at that time will agree—a very able debater from the floor of the House. His seven years of excellent service as President proved the choice to be a wise one and it was a great loss to the House when he was defeated. The State, also, has suffered a loss through his passing. It is our desire to express to his widow and family our deepest condolences.

THE HON. G. BENNETTS (South-East): As a close personal friend of the late Hon. Sir Harold Seddon and Lady Seddon, I wish to associate myself with the sentiments expressed by the Minister in the motion he moved. I knew the late Hon. Sir Harold Seddon when he first came to Kalgoorlie as an employee of the Railway Department, and I was in constant touch with him in railway work for many years. On one occasion, when I was selected as a Labour candidate to oppose him in the North-East Province, I found out how deeply he was respected throughout the length and breadth of his territory, as well as in other parts of the State through which I travelled.

As one speaker has already said, the late Sir Harold was especially kind to newly-elected members of this Chamber; and I know this from personal experience, because the first thing he said to me when I

was elected was, "Have you been instructed, George, as to how to go about taking your seat in the House?", and he offered me every assistance at that time. After I had taken my seat in this Chamber he gave me certain advice that was very helpful to me and put me on the right footing in the early days of my parliamentary career. I join in the sentiments expressed in the Minister's motion and offer my respects and deepest sympathy to the widow of the late Hon. Sir Harold Seddon.

THE HON. C. H. SIMPSON (Midland): I cannot let this occasion pass without rising to join my expressions of sympathy to the utterances of those speakers who have preceded me. I had the privilege of being a close personal friend of the late Hon. Sir Harold Seddon and I found that association a very valuable and profitable one. He was a man of considerable charm and great natural dignity, which he exercised to the full in the discharge of his functions as President of this Chamber. On the floor of the House he was a debater of considerable force, not only on matters in general but also, more particularly, on affairs appertaining to the goldmining industry and, perhaps above all, in matters relating to finance, in regard to which he was recognised as an authority.

The late Hon. Sir Harold Seddon gave evidence before the Federal Royal Commission which was inquiring into the possible revision of the Federal Constitution and I have been assured that many of the suggestions he made were carefully noted by that commission with a view to their possible implementation. In conclusion, he was a man who served his State and this Parliament particularly well and I am pleased to associate myself with this vote of sympathy to his widow and relatives.

THE PRESIDENT: I wish to join with members of this Chamber in expressing my feelings in regard to the motion. The late Hon. Sir Harold joined this House about the time I entered the Legislative Assembly and during the years of our association in this Parliament I always found him very helpful. He was a most knowledgeable and unselfish man who was always pleased to give advice or help to any member requiring it.

Question passed; members standing.

FEDERAL SENATE VACANCY.

Message.

The President reported the receipt of a Message from His Excellency the Lieut.-Governor and Administrator transmitting a copy of a despatch from the President of the Senate notifying a vacancy in the Senate representation of Western Australia through the death of Senator H. S. Seward.

THE MINISTER FOR RAILWAYS: I move—

That with reference to the Message from His Excellency the Lieut.-Governor and Administrator, the Hon. the President be requested to confer with Mr. Speaker in order to fix a day and place whereon and whereat the Legislative Council and the Legislative Assembly, sitting and voting together, shall choose a person to hold the place of the senator whose place has become vacant.

Question put and passed.

Sitting suspended from 4.50 to 4.54 p.m.

As to Joint Sitting.

THE PRESIDENT: I have to announce that a joint sitting has been fixed to take place in the Legislative Council Chamber, this day, immediately.

Sitting suspended during the joint sitting of both Houses to elect a Federal Senator (vide report ante) from 4.55 to 5 p.m.

Vacancy Filled.

THE PRESIDENT: I have to report that at a joint sitting of members of the Legislative Council and the Legislative Assembly this afternoon, Thomas Charles Drake-Brockman was duly elected to fill the vacancy in the Federal Senate in place of Senator H. S. Seward.

QUESTIONS ON NOTICE.

WORKERS' COMPENSATION ACT.

Discarding Degree of Silicosis.

1. The Hon. J. G. HISLOP asked the Minister for Railways:

Has the Minister for Health given consideration to the discarding of the degree of silicosis of the lungs—established radiologically as a basis of claim by miners under the Workers' Compensation Act—and substituting "pulmonary disability"?

THE MINISTER replied:

Compensation for silicosis is at present estimated on pulmonary disability. Radiological findings are one of the means used in determining pulmonary disability.

IRON ORE.

Localities, Estimated Tonnage of Deposits, etc.

2. The Hon. R. C. MATTISKE asked the Minister for Railways:

(1) In what localities do known iron ore deposits exist in Western Australia?

(2) What is the estimated tonnage of each deposit—

- (a) above the general ground level;
- (b) below the general ground level?

(3) What is the average content of metallic iron per cent. in each deposit?

(4) Which of the deposits are high grade haematite?

The MINISTER replied:

(1) The schedule below shows the iron deposits which have been examined by the Mines Department geologists.

(2) The estimated tonnages of ore are shown in column 2. These are from surface examination only, except in the cases of Koolan Island, Cockatoo Island and Koolyanobbing, where drilling has been carried out.

(3) The grade—where it is known—is shown in column 3.

(4) Most deposits consist mainly of haematite in the surface zone and grades are as shown in the schedule (column 3).

IRON ORE LOCALITIES AND ORE RESERVE
ESTIMATES—W.A.

Locality	Inferred Tonnage above plain level (long tons, 2,240 lb.)	Average content of metallic iron (per cent.)
Koolan Island	92,000,000	67.2 (main ore body of 87,000,000 tons)
Cockatoo Island	10,600,000 (as at December, 1956)	69
Wilgie Mia (Weld Range)	18,810,000	64.38
Koolyanobbing	60,250,000 (down to water level)	Surface ore (lim- onite and haem- atite): 63.24 Deep ore (800 ft. vertical below outcrop): 50.00
Bungabin Locality	40,015,000	....
Mt. Walton	2,500,000	....
Mt. Hale	1,380,000	67.77
Mt. Gould	14,970,000	66.98
Mt. Stuart	Unknown	38-32 (?)
Tallering Range	3,517,000	64.60
Gabarrintha	200,000	53.77
Mt. Gibson	2,250,000	65
Mt. Caudan	Unknown, Large reserves of deep ore are avail- able	56.36
Mt. Rankin	1,000,000	38 to 45
Ellarine Hills (Mt. Goldsworthy)	10,750,000	64.23
Mt. Mason	450,000	67.12
Mt. Magnet (Warram- boo Hill)	9,000,000	35-65
Mt. Magnet (Jum- bulyer)	12,000,000	36-30
Edjudina Range	Unknown, but in the order of many millions of tons	38-09
Boolyeoo Range	Huge quantities of medium to low-grade ore are available	39-71
Johnston Range	Unknown, but many millions of tons of medium to low- grade ore are available	36-84
Andover	Unknown, Ti- tiferous iron ore occurs in 24 small scat- tered lenses	51.8

TAXES AND CHARGES.

*Increases Since 1953 and Contemplated
Increases.*

3. The Hon. A. F. GRIFFITH asked the Minister for Railways:

(1) Will he read to the House a list of increased taxes and charges of all kinds since 1953?

(2) What are the percentage increases in each case?

(3) Are any further increased taxes or charges contemplated?

The MINISTER replied:

(1) and (2) Information for the years 1953-1956 was furnished previously—See Hansard Vol. 143, page 501.

Increases since that date are now tabulated:—

State Shipping Service—Intra-state basic freight rate increased 50s. per ton on 14/2/57 (approx. 60%), and intra-state passenger fares 25%. Darwin fares increased 12½% on 14/2/57; Darwin freight rate increased 12s. 6d. per ton on basic rate on 19/10/56, and reduced 20s. per ton on 1/11/57.

Crown Law Department—Bills of Sale Act fees increased 100% on 10/12/57; Police Court fees 100% on 9/5/57; Local Court fees 100% on 8/7/57; Titles Office fees 75% on 15/10/56; Liquor Tax about 40% on 1/1/57.

Lands and Surveys—Survey fees increased 60% in November, 1957.

Government Printer—In February, 1957, Government Gazette subscriptions increased from £1 10s. to £4 per annum (267%) and advertising rates raised from 5s. to 15s. for eight lines and from 6d. to 1s. 6d. for each additional line (300%). Agricultural Journal price increased from £12 12s. to £15 per annum (18%) in January, 1957.

Public Health—Fees for septic tank plans increased 100% on 22/2/57.

Medical Department—Theatre charges increased by approximately 50% on 1/8/57.

State Hotels—House charges for State Hotels were increased 16% on 1/7/57 (except Cave House). Bar charges are reviewed periodically to keep at a competitive level.

Education Department—Technical school fees raised by approximately 125% at the beginning of 1958.

Mines Department—On 1/7/58 regulations were introduced imposing royalty charges on a wide range of minerals previously exempt from royalty.

Harbour and Light—Pilotage dues increased 60% on 12/4/57, and Swan River maps from 6s. to 7s. 6d. (25%).

Police—Firearms licences increased approximately 200%, and Weights and Measures fees about 40% in April, 1957. On 1/1/58 a new examination fee of 10s. was introduced for testing for drivers' licences.

Agriculture—Grade herd recording fees were varied from 1/3/57, the overall effect being approximately 30% increase. Butter grading charge increased from ½d. to ¾d. per box (12½%) and cheese grading from 1½d. to 1¾d. (25%) per 40 lb., from 1/1/57.

Forests—On 28/8/57, general fees were increased approximately 200%.

Railways—On 1/11/56 inter-system fares were increased by 20%, and to standardise with other systems, certain concessions for athletic, education, and scientific bodies were introduced. On 1/5/57

inter-system freights were raised by varying amounts averaging about 12½ per cent.

Treasury—On 22/12/56, turnover tax was raised from 1½% on all holdings to the following scale:

On Course—1½% on 1st £50,000 of each bookmaker; 1½% on all over £50,000 of each bookmaker.

Off Course—2% on all holdings, which was about 50% increase. At the same time the scale of bookmakers license fees was revised, resulting in an overall decrease of 60%. Probate duty scales were amended on 1/2/57 and the new scale was designed to yield about 10% additional revenue. New scales of land tax were introduced from 1/7/56, increasing this head of taxation by about 100%. Stamp duty on cheques was increased from 2d. to 3d. (50%) on 1/2/58.

COUNTRY WATER SUPPLY, SEWERAGE AND DRAINAGE

Particulars	Increase	Dates from	Particulars	Increase	Dates from
Water Supply Rates.					
Kalgoorlie, Boulder, Bullfinch, Southern Cross, Coolgardie	From 1s. 9d. To 2s.	3d.—14%	July, 1957		
Boyup Brook	2s. 6d.	3s.	6d.—20%	July, 1957	
Katanning	2s. 4d.	2s. 8d.	4d.—14%	July, 1957	
Serpentine	1s. 3d.	2s.	9d.—60%	July, 1957	
Waroona	1s. 6d.	2s.	6d.—66½%	July, 1957	
Collie	2s. 3d.	2s. 6d.	3d.—11%	July, 1957	
Mundaring	1s.	1s. 6d.	6d.—50%	Jan., 1957	
Northam	10d.	1s. 3d.	5d.—50%	Jan., 1957	
York	1s. 6d.	2s.	6d.—66½%	Jan., 1957	
Central (Northam)	1s. 6d.	2s.	6d.—66½%	Jan., 1957	
Westonia	1s. 6d.	2s.	6d.—66½%	Jan., 1957	
Kalamunda	2s. 9d.	3s.	3d.—9%	Jan., 1957	
Carnarvon	2s. 7d.	3s.	5d.—16%	Jan., 1957	
Cue	2s. 9d.	3s.	3d.—9%	Jan., 1957	
Derby	1s. 9d.	2s. 6d.	9d.—42%	Jan., 1957	
Geraldton	2s. 6d.	3s.	6d.—20%	Jan., 1957	
Leonora	2s. 9d.	3s.	3d.—9%	Jan., 1957	
Meekatharra	2s. 9d.	3s.	3d.—9%	Jan., 1957	
Mt. Magnet	2s. 9d.	3s.	3d.—9%	Jan., 1957	
Onslow	2s. 9d.	3s.	3d.—9%	Jan., 1957	
Pingelly	.....	.....	.....	.....
Pt. Hedland	2s. 9d.	3s.	3d.—9%	Jan., 1957	
Wittenoom	2s. 9d.	3s.	3d.—9%	Jan., 1957	
Yarloop	2s. 9d.	3s.	3d.—9%	Jan., 1957	
Denham	.....	.....	.....	.....
Manjimup	2s. 9d.	3s.	3d.—9%	Oct., 1956	
Albany	2s. 9d.	3s.	3d.—9%	Nov., 1956	
Boddington	2s. 9d.	3s.	3d.—9%	Nov., 1956	
Dalwallinu	2s. 9d.	3s.	3d.—9%	Nov., 1956	
Kojonup	2s. 9d.	3s.	3d.—9%	Nov., 1956	
Moora	2s. 9d.	3s.	3d.—9%	Nov., 1956	
Morawa	2s. 9d.	3s.	3d.—9%	Nov., 1956	
Mingenew	2s. 9d.	3s.	3d.—9%	Nov., 1956	
Irrigation Rates.					
Harvey	22s. 6d.	25s.	2s. 6d.—11%	Sept., 1956	
Collie	22s. 6d.	25s.	2s. 6d.—11%	Sept., 1956	
Waroona	22s. 6d.	25s.	2s. 6d.—11%	Sept., 1956	
			25s. to 28s. 9d.	3s. 9d.—15%	Sept., 1957
			25s. to 28s. 9d.	3s. 9d.—15%	Sept., 1957
			25s. to 28s. 9d.	3s. 9d.—15%	Sept., 1957
			2s. 3d. to 3s.	9d.—33½%	Jan., 1958
			1s. 6d. to 3s.	1s. 6d.—100%	Jan., 1958
			2s. 8d. to 3s.	4d.—12½%	July, 1958
			2s. to 2s. 6d.	6d.—25%	July, 1958
			2s. 6d. to 3s.	6d.—20%	July, 1958
			1s. 6d. to 1s. 9d.	3d.—16½%	Jan., 1958
			1s. 3d. to 1s. 6d.	3d.—20%	Jan., 1958

COUNTRY WATER SUPPLY, SEWERAGE AND DRAINAGE—continued.

Particulars			Increase	Dates from	Particulars	Increase	Dates from
Irrigation Watering Charges.							
Harvey	From	To					
Collie	3s. 9d.	5s.	1s. 3d.—33½%	Sept., 1956	5s. to 5s. 9d.	9d.—15%	Sept., 1957
Warroona							
Sewerage Charges.							
Albany	2s.	2s. 6d.	6d.—25%	Nov., 1956	2s. 6d. to 3s.	6d.—20%	Nov., 1957
Geraldton	1s. 3d.	1s. 4d.	1d.—7%	Jan., 1958			
Northam	1s. 6d.	1s. 3d.	3d.—16½% (Dec.)	Jan., 1953			
Country Lands Rates.							
Bakers Hill to Northam	2d. to 3d. per acre	1d.—50%	Jan., 1957	All Districts increased to 5d. per acre	2d.—66½%	Jan., 1958	
Northam to Southern Cross	3d. to 4d. per acre	1d.—33½%	Jan., 1957		1d.—25%	Jan., 1958	
All Other	4½d. to 5d. per acre	½d.—11%	Jan., 1957		Nil	Jan., 1958	
Rebates and Price of Excess for Country Lands were also increased as under.							
Bakers Hill to Northam	2s. to 4s. per 1,000 gals.	....	....	All Districts now charged 4s. per 1,000 gals.	2s.—100%	July, 1958	
Northam to Southern Cross	2s. 6d. to 4s. per 1,000 gals.	....	....		1s. 6d.—60%	July, 1958	

Drainage Rates

Particulars	1st September, 1956			1st September, 1957		
	General Benefit P.A.	Cut Off Per Acre	Outlet	General Benefit P.A.	Cut Off Per Acre	Outlet
			Min. Max.			Min. Max.
Busselton, Collie, Harvey, Pinjarra, Serpentine, Mundijong, Warroona	3½d. to 4½d.	5d. to 6d.	1½d. to 3s. 1½d.	4½d. to 6d.	No Increase	2½d. to 3s. 9d.
Wilson	20% to 3d.	20% to 4d.	20% to 2s. 9d.	33½% to 3-8d.	7% to 4-8d.	33½% to 1-8d. to 3s. 6d.
Wungong	3-6d. to 20% to 1d.	4-8d. to 3d.	1-8d. to 3s. 0d.	5d. to 33½% to 1-2d.	6d. to 25% to 2-4d.	2½d. to 3s. 3d.
	1-2d. to 20%	2-4d. to 20%	1-2d. to 2s. 2-4d.	3d. to 133½%	3d. to 33½%	1-2d. to 2s. 2-4d.
						2d. to 2s. 5d.
						66½% to 10%

Outlet rates are on a sliding scale with a Minimum and a Maximum governed by the proximity of the land to the outlet.

Stirling Drainage Rates

	Increase in £		Increase in £
Grading "A" From 3½d. in £ to 4½d.	½d. to 20%	September, 1956, 4½d. to 5½d.	1d. to 11%
Grading "B" From 2½d. in £ to 3d.	½d. to 20%	September, 1956, 3d. to 3½d.	½d. to 16½%
Grading "C" From 1½d. in £ to 2½d.	½d. to 20%	September, 1956, 2½d. to 2½d.	½d. to 20%
Grading "D" From 1½d. in £ to 1½d.	½d. to 20%	September, 1956, 1½d. to 2d.	½d. to 33½%

I would also like to draw the attention of the members to pages 433 and 434 of Hansard Volume 143 which details increases made by the McLarty-Watts Government.

(3) This matter will be considered in the course of budget discussions.

CONVALESCENT HOSPITALS.

Classification as A Class (Medical).

4. The Hon. J. G. HISLOP asked the Minister for Railways:

Will the Minister for Health consider classifying as A class (medical) certain convalescent hospitals adequately staffed with trained nurses but not containing a surgical theatre and now classed as C class?

The MINISTER replied:

It is considered that the present system of classification is adequate for the purpose.

LEAVE OF ABSENCE.

On motion by the Hon. J. Murray, leave of absence for six consecutive sittings granted to the Hon. J. M. A. Cunningham (South-East) on the ground of ill health.

CHAIRMAN OF COMMITTEES.

Election of the Hon. W. R. Hall.

The MINISTER FOR RAILWAYS: I move—

That the Hon. W. R. Hall be elected as Chairman of Committees.

Question put and passed.

ADDRESS-IN-REPLY.

Second Day.

Debate resumed from the 7th August.

THE HON. A. F. GRIFFITH (Suburban) [5.16]: I support the motion for the adoption of the Address-in-reply and in doing so I wish to refer to the passing of Mr. Rodoreda, Mr. Ackland and Senator Seward. I express my very sincere regret, and extend my sympathy to the relatives of those gentlemen. I want also to offer my congratulations to those hon. members who were returned to this Chamber at the last Legislative Council elections.

In this category I particularly mention our newest hon. member, Mr. Abbey, to whom I extend a welcome. It is unfortunate that any hon. member, from a personal point of view, should lose his seat, and I cannot be anything else but sorry when that happens, and I am sorry that Mr. Baxter lost his seat here. However, the electors of the Central Province decided that Mr. Abbey should be their hon. member, and I feel sure that he will carry out his parliamentary duties with credit to himself, to the electorate which he represents and also to the people of Western Australia.

Naturally I am pleased at being re-elected to this Chamber, and I desire to thank the electors of the Suburban Province for showing their confidence in me by returning me to this House for another period of six years. I also wish to thank my colleagues for the confidence they

have placed in me in making me leader of the L.C.L. in this Chamber, and I hope that I can do justice to the situation in which I find myself.

I offer to the Minister for Railways the hand of co-operation, and I say to him that, bearing in mind of course the policy and the political beliefs which I hold, mine will be a spirit of co-operation in the handling of the business of the House. I am sorry that the illness of the Chief Secretary, the Hon. Gilbert Fraser, precludes him, for the time being anyway, from attending the sittings of this Chamber and I would wish that his recovery to good health might be speedy.

All of us here have, I am sure, a very soft spot for the Chief Secretary. He is a political opponent who believes in hitting hard when it is necessary to hit, but we all of us recognise him as an extremely fair-minded man, and we will miss him again this session as we did last session. I wish the Minister for Railways well in the job that he has to undertake. He has to give hon. members in this Chamber information concerning not only his own portfolios but those held by Ministers in another House. It is with that knowledge in mind that I propose—and I am sure others will do this also—to co-operate with him as much as possible in his task.

Before I deal with some of the points arising out of His Excellency's Speech, which was delivered to us last Thursday, I would like to mention one or two little matters concerning my district. Firstly I would like to mention the marshalling yards at Welshpool. Once again, in all sincerity, I appeal to the Minister for Railways to let the people in the Welshpool area know what is going to happen. I know that he has tried very hard. He introduced a Bill last year to establish marshalling yards at Welshpool, but the people out there are still in a state of uncertainty.

Through the Minister for Works, a colleague of the Minister for Railways, notice of intention to resume a section of the land has been given, but it appears to me from my knowledge of the proposition, that the Government proposes to annex or resume this land in four sections. I may be wrong about this but that seems to be the indication, and the first section of the resumption has now gone so far that these people have received notice of intention to resume. That was some weeks ago, and I am not sure whether the time within which to lodge objections, in accordance with the Act, has yet expired. In any case, if the Minister would get these people into his office and tell them just how he proposes to proceed with the resumption, I feel sure he would take away from himself quite a deal of the criticism which is now being levelled at the Government because these people do not know where they stand.

I do not want to labour this point, but I do ask the Minister whether he would be good enough to talk with me privately about this matter, and later perhaps I could get some representatives of the people in this House to see him and have a talk with him when he might lay down what the Government proposes to do. The Minister will find that the people are in a co-operative state of mind. They want value for their land, of course, but they do want to be told where they are heading and what their destinies are to be.

Drainage continues to be a great problem in the district I represent. This very wet winter has proved arduous to quite a number of people who live in my electorate. We have seen, in the Press, pictures of people who have been obliged to leave their homes because of floods. I urge the Government to get on to this question of the metropolitan drainage scheme as quickly as possible.

I wish now to make some mention of the traffic lights which the Government has installed in various places throughout the metropolitan area. Whilst I know and appreciate that traffic lights are, to a large extent, necessary because of our traffic problems, I venture to suggest that in Perth they are being overdone.

The Hon. A. R. Jones: Hear, hear!

The HON. A. F. GRIFFITH: I live in one of the northern suburbs, and I frequently travel along William-st. when coming into the city. When one arrives at Newcastle-st., one strikes the first set of traffic lights. Between there and the intersection of Murray-st. and William-st., one has to pass three more lots of traffic lights where formerly there were none. The result is that in the morning, in the peak period, because of the amount of traffic which is flowing over this road, a bad traffic jam occurs on the bridge; and I believe it is occurring because there are too many traffic lights.

That may sound a strange thing to say, but formerly when I have used that same road when coming into Perth I have not found the same amount of hold-up as I do now. Some of these streets, I consider, are too close together for the use of traffic lights. We find that because of these traffic lights and the extent of the traffic on the road, traffic blocks occur where formerly the traffic sorted itself out in a much speedier manner.

I want now to refer to the speech made by the Hon. F. J. S. Wise. I congratulate him and I wish that on opening day he had had more time than was available to him so that he could have enumerated more definitely some of the problems which he has found in the province he represents, and some of the problems which we all know exist in the Commonwealth and State financial relationships. Mr. Wise spoke on two subjects. He divided

his remarks into the North-West as one subject, and Commonwealth-State relationships as another.

The problem of the North is one which must concern us all because we know that if we do not populate the North and do something about it, one of these days we will find ourselves lifted right out of our lethargic state, and that some other nation is populating that area for us; but it will not be done on a peaceful basis but by invasion. There are nations in the world who could come into that country and their people could probably live off the land as it is now without, perhaps, losing very much of their standard of living, or the standard to which they are accustomed in their own countries.

So I think it is a real problem that we have to stand up to. The Hon. Mr. Wise said that we have not got far in the last ten years, which is perfectly true, but I would say to him that we have not got far in the last 80 years. Whilst it might be convenient for him to direct criticism at the present Federal Government, because it has been there for ten years and has not done much for the North—

The Hon. F. J. S. Wise: You will notice, if you read my speech, that I mentioned 80 years.

The Hon. A. F. GRIFFITH: The hon. member did, and he also said that we had not got far in the past 10 years. I again say that whilst that possibly is true, the position is not one which has eventuated over the last 12 months, or the past 12 years; the story goes back a long way.

I spent a period of four or five years in the North during the last war, and with my limited knowledge of that area, I am of the opinion that agriculture alone is not the solution to the North-West problem. The land lends itself to the use of large acreages; but we must have closer settlement. I think Mr. Wise would agree that one of the most urgent requirements is for improvements to be made to the deep-water port at Derby in order to assist the beef industry in that area.

I think Mr. Wise also said that the discovery of oil would be of great benefit to the North; of course it would, and the further discovery of minerals there would be of considerable benefit. But we must try to have closer settlement in that area so that more people will go there. The Prime Minister was blamed for his attitude to the North and for the treatment that he meted out to the people there in his last Budget. I agree that the consideration the North received in the Budget was not very great; but the Prime Minister's visit to the North took place only a short time before the Budget Speech was delivered, and surely one could not expect the Prime Minister to return from a

trip of that nature, sit down at his desk so soon afterwards and write out a blank cheque for anybody!

During his Speech, the Commonwealth Treasurer said that was not the last word on the North, but that further consideration would be given to the problems of the people in that area. Criticism should not be levelled in one direction only; it should be levelled at Governments which, over a long period, have tried in a limited way to do things for the North. The Commonwealth grant of £2,500,000 over a period of five years will be of great assistance. I would also say to Mr. Wise, with respect, that when Mr. J. B. Chifley was Prime Minister of Australia he appointed a committee to investigate the position, and a report, known as the Dundas report, was presented to him. I have not seen a copy of that report and I do not know of anyone who has.

The Minister for Railways: You have not missed anything.

The Hon. A. F. GRIFFITH: Obviously the Minister has seen it. I have not seen it but inquiries I have made reveal that the late Mr. Chifley permitted the then Premier of the State, now Sir Ross McLarty, to hand this report to the then Leader of the Opposition—it was Mr. Wise at the time. I think those facts are correct. Therefore, Mr. Wise has seen the report but it was never made public. Whether the Dundas report was unsavoury or not I do not know; but apparently Mr. Chifley thought it should not be made public, and for that reason it has not been.

In his speech, Mr. Wise drew attention to three matters in connection with the North-West and spoke particularly in regard to education. He said that a high level inquiry should be made into the education facilities in the North. I say to Mr. Wise that that is a State matter; it has nothing to do with Commonwealth-State financial relationships. It is fundamentally a State matter, and I would be interested to hear him tell us more about the inquiry that he would like to have in this regard, and to urge him, if he needs any urging—and I do not think he does—to try to get an inquiry started to see whether these facilities can be improved.

He also made mention of the land laws. This, too, is a State matter and the State Government is quite entitled to do something about it. I would be interested to hear Mr. Wise, at some future date, tell us what he envisages by his remark that some revision of the land laws should be made. There is nothing to stop the State Government from making such a revision.

The Minister for Railways: Maybe only the Legislative Council.

The Hon. A. F. GRIFFITH: Of course, that is easily said.

The Minister for Railways: It is a fact.

The Hon. A. F. GRIFFITH: Surely the Minister does not expect us to believe that; after all, we do not know what legislation is about until it is introduced into this Chamber. Therefore, is the Minister in a position to say that we will not pass it when we do not know what it is about? Has Mr. Wise had any discussions with the Premier on this matter? I feel sure that he has. But what is the Premier's attitude and what is the Government's attitude to his suggestions?

He went on to say that some subsidy for road transport in the North would be desirable. I would like to hear the Premier's views on that statement because, when introducing the State Transport Coordination Act Amendment Act, the Minister for Transport, Mr. Graham, said that the Government intended to remove the subsidy on road transport on the basis of one-seventh of the subsidy each year for seven years. This is the second year that that has been in operation and I would like to know the Premier's attitude to Mr. Wise's comments. I hasten to add, of course, that some subsidy for road transport would be of assistance to people in that area. I can remember, when I was a member of another place, and the question of subsidies for road transport was being discussed, the heavens were brought down on the head of the Treasurer at that time because of the assistance being given to primary producers, particularly as regards the subsidy paid on the transport of super, such subsidy having reached a high figure at that particular time.

Air travel has been of great assistance in bringing the North closer to the South; but one of the most important features in this regard is road transport. The North cannot be brought closer to the South by the State ships alone. The State ships perform an excellent service, but the profit and loss account of the department does not stand up to much investigation. Of course we must expect the State Shipping Service to show a loss because of the great service the people in that vast area receive from it. However, I think the best way to bring the North closer to the South is to provide better roads. As a party we are committed to more road-building in the North as part of our policy.

I should now like to refer to some of the comments made by Mr. Wise in connection with Commonwealth-State financial arrangements. I wholeheartedly agree with him that all matters relating to Commonwealth-State finance should be divorced from politics. Why should the Premier of any State, when he returns from Canberra with his bag half full, be able to call the Commonwealth Government of the day, whatever its political colour may be, for everything that he can lay his tongue to, because that Government has not given him what he asked

for? But I ask Mr. Wise, "How can we do it?" The present Premier of Western Australia has been a great exponent of the game of political football.

The Hon. F. J. S. Wise: I would rather say that he is an ardent State-righter.

The Hon. A. F. GRIFFITH: No matter what terms are used, the hon. member cannot deny that, because the Prime Minister was obliged, for what he thought were economic reasons, to bring down a certain type of Budget in 1956, which to say the least was unsavoury to us all—

The Hon. R. F. Hutchison: I'll say it was!

The Hon. A. F. GRIFFITH: —the Premier of this State must have gone home on the night of the delivery of that Budget speech and rocked himself to sleep with mirthful glee—

The Minister for Railways: While you fellows were scratching your heads.

The Hon. A. F. GRIFFITH: —because the Commonwealth Government had delivered itself into his hands.

The Minister for Railways: Wouldn't you have smiled?

The Hon. G. E. Jeffery: Probably the hon. member had nightmares.

The Hon. A. F. GRIFFITH: Politically the hon. member is probably quite right.

The Hon. W. F. Willesee: Surely the State Premier did not kick that football?

The Hon. A. F. GRIFFITH: He did not kick it but he was there to pick it up on the bounce. I would remind hon. members of the large advertisements that appeared in "The West Australian" entitled, "Taxus Raiders Raid Again."

The Hon. F. J. S. Wise: You would not be an innocent abroad in the same circumstances, would you?

The Hon. A. F. GRIFFITH: At the moment I am talking of what the Premier thought of it. A similar thing happened to the question I asked regarding increased taxes and charges. The Minister drew my attention to what the McLarty-Watts Government had done. I did not ask for that information!

The Minister for Railways: I thought you might want to use it.

The Hon. A. F. GRIFFITH: I only hope that in the future the Government will be just as anxious to provide us with all the information we ask for, plus some that we do not request. But the fact remains that that particular Commonwealth Budget, which was brought down in 1956, was certainly an election godsend to the Labour Government in this State.

The Hon. R. F. Hutchison: In fact, it was a disgraceful Budget.

The Hon. A. F. GRIFFITH: I repeat that the Premier must have been extremely happy when he saw what sort of a Budget it was, because there is no doubt it helped him to win the last State election.

But let us return to the serious part of it. I agree with Mr. Wise that the most desirable thing would be for all Commonwealth-State financial relationships to be taken completely away from politics. But I say to him again, "How can it be done?"

The Hon. F. J. S. Wise: I will tell you when I reply to this debate.

The Hon. A. F. GRIFFITH: I urge Mr. Wise to introduce the motion that he fore-shadowed on opening day. I say to him, "Please introduce such a motion." I think you will find, Mr. President, that the members of my party will be 100 per cent. behind that idea. Of course, we know that the Loan Council is made up of representatives of the States and of the Commonwealth. Money is allocated to the States according to a certain formula, and it is the present Prime Minister who has gone outside that formula by giving the claimant States more money than that provided for under the formula. So far as I am aware, over this period of time there has been no attempt by any Premier to change this formula.

The Hon. F. J. S. Wise: There is nothing altruistic about that.

The Hon. A. F. GRIFFITH: I am not suggesting that there is. I pointed out that each State had a representative, and until very recently the Labour Premiers were in the majority; but to the best of my knowledge no attempt has been made by them to alter that formula. Both the formula and the provisions remain the same.

One would have thought there would have been some suggestion—if there were a desire to divorce this matter from politics—to say, "We ought to have another look and see if a different arrangement cannot be made." I think it would be highly desirable if some other arrangement could be made, but with respect I would say that the suggestion made by Mr. Wise is not a new one; it has been made by the Leader of my party in the Legislative Assembly on a number of occasions. He has often said that we should divorce Commonwealth-State relationships from politics. Indeed, one so humble as myself made such a suggestion only last year. I said I thought it was a great pity that under present conditions any Premier should be able to go to Canberra wanting, say, £15,000,000, asking for £30,000,000 and coming back with what he expected, and then subscribing articles of condemnation to the Press against the Federal Government of the day, pointing out that that Government had not given him what he wanted.

The Minister for Railways: Have you ever heard Mr. Bolte?

The Hon. A. F. GRIFFITH: I have not only heard him, but I have read what he has had to say. But, as the Minister knows, he would tell a different story because Mr. Bolte finds himself in a position quite different from that in which Western Australia is placed. If we look at the speeches delivered in this House over the last six years by the Governor or the Lieut.-Governor, we will see that most of them contain statements to the effect that the economic conditions of the State remain sound. There is a speech contained in this copy of Hansard which I have before me, in terms similar to those I have mentioned; and I propose to read it to the House.

The PRESIDENT: Would the hon. member kindly quote the volume of Hansard?

The Hon. A. F. GRIFFITH: Yes, Mr. President. The first extract to which I wish to refer is contained in Hansard for the year 1955, and it reads "The economic condition of the State continues to be sound."

In Hansard for 1956, we find His Excellency the Lieut.-Governor saying, "However, fundamentally our position is sound." In 1957, His Excellency said, "The economic condition of the State is sound and encouraging." The speech delivered last week by the Lieut.-Governor is no different from the others, and I will quote the following passage:—

The economy of the State continues in a healthy condition and solid progress is being made despite lower overseas prices for some of our most important products.

The Minister for Railways: That is a result of good Government.

The Hon. A. F. GRIFFITH: The story has been the same over the period of time to which I have referred. I feel this could bear some examination, and I ask hon. members to see what is being done. Before I go on to that point, however, I want to say that Mr. Wise mentioned that Western Australia had contributed, from all sources of taxation, a sum of £53,000,000 to the Commonwealth and in return under the Reimbursements Tax Act, this State had received a mere £15,000,000.

To the people in the gallery on Opening Day, and to the unwary, it would perhaps appear that, after contributing £53,000,000, all that Western Australia got back was £15,000,000. But we know that is not so. I am not suggesting that the hon. member intended to lead people to believe that to be the case, for when one considers all the payments that the Commonwealth Government makes to the State the story is, of course, quite different. I appreciate the fact that the figures from the last Budget are not available.

The Hon. F. J. S. Wise: It is a fair comparison to say that we got £15,000,000 from £160,000,000.

The Hon. A. F. GRIFFITH: I do not deny that; it is quite true. But I venture to suggest that that is not a comparison at all, because when everything is taken into account and the details of population, capital turnover and other aspects which help to make up that amount of money are considered, and when we see what Western Australia gets in return, it is a different story altogether. For instance, there are such things as social service payments, war pensions and the monies we receive from the Commonwealth Grants Commission.

The Hon. G. E. Jeffery: And the maintenance of the fleet at Fremantle.

The PRESIDENT: I hope the hon. member will be permitted to complete his speech.

The Hon. A. F. GRIFFITH: I am sure that Mr. Jeffery is not serious. All these factors to which I have referred—and they are too many to enumerate individually—are laid down in the Commonwealth Year Book indicating the basis on which the Commonwealth subscribes to Western Australia. They tell quite a different story, and I propose to have a look at the figures when they are available.

I would now like to return to the point when the Minister interjected and said "That is a result of good government." I want to see whether that is a factual statement.

The Hon. F. D. Willmott: He was not being serious either!

The Hon. A. F. GRIFFITH: There is not the same feeling of security in Western Australia today as there was some time ago. We have sent a trade mission overseas. Mr. Tonkin, the Deputy Premier, with a number of other people, is seeing what he can do to bring other industries to Western Australia. We read in the papers from time to time, and from day to day, the results of the deliberations and interviews given by him here, there and everywhere, and I wish him the very best of luck; I trust he has the good fortune to bring back to Western Australia, industries that will assist us in every way.

But the Deputy Premier has said that so far as British interests are concerned, the sky is the limit. He has said, "Come to Western Australia and we will give you all the concessions which you request. You only have to reach for the sky." I am wondering what he has been saying to the American interests with whom he has discussed these matters after having talked with the British people. I wonder if it is proposed to give the same consideration to those people in Western Australia who have established industries here, and who are finding the way hard.

The Hon. G. Bennetts: We will have to get it in the goldmining industry soon.

The Hon. A. F. GRIFFITH: It will be a very good thing, too, and I hope the hon. member will keep the Government up to that. He should ask it for all the considerations that the Deputy Premier is promising these people overseas.

The Hon. F. R. H. Lavery. The same as Kwinana.

The Hon. A. F. GRIFFITH: To interrupt my theme for a moment, if these industries do come here, I feel sure that Kwinana will be one of the main factors that will enable them to establish themselves in this State.

We find that His Excellency's Speech mentions the ilmenite works at Capel. I think it is Western Titanium that runs the ilmenite treatment plant. Here we find a company which is using power supplied by the State Electricity Commission for 24 hours a day. What consideration is the Government giving that company? What happened when the Western Titanium Company suggested to the S.E.C. that since it was one of the Commission's largest consumers of power it should be given some concession in respect to charges? I am informed that Western Titanium is at present operating on the ordinary D rate—the same as you, Mr. President, and I, have in our respective homes. When the household load is removed at night this company continues to pay the same amount it does by day.

If the Deputy Premier of this State can go overseas and say that the Government will give industries there all the concessions possible, surely he should be able to give similar concessions to people who are already established here! These people are also obliged to pay wharfage fees. I am not sure, but I think that Western Titanium sent its representatives to interview the Minister for Railways, and the Minister could not see his way clear to offer them any concessions at all.

The Minister for Railways: Not in the face of their balance-sheet.

The Hon. A. F. GRIFFITH: That is typical of the Government's thinking.

The Hon. F. J. S. Wise: Would not that be a form of socialism?

The Hon. A. F. GRIFFITH: The Minister thinks in terms of a company's balance-sheet; and the Government wants to tax that company into the ground because it can afford to pay.

The Minister for Railways: That is right.

The Hon. A. F. GRIFFITH: This company is also obliged to pay royalties though I understand it has, in that respect, asked for some concession when it stores its commodity before selling. I am informed that it is obliged to pay its royalty as soon as the mineral is dug out of the ground.

This is a different story from that which the Deputy Premier is telling overseas. If the people from overseas invest their capital in Western Australia and find that instead of receiving concessions the opposite is the case, they will soon change their tune. On the other hand, if they are to be given concessions which the people already established here do not possess, then that, of course, would be most unfair.

The Minister for Railways: What was your attitude towards the oil refinery Bill?

The Hon. A. F. GRIFFITH: I do not know what the Minister means.

The Minister for Railways: Did you support or oppose it?

The Hon. A. F. GRIFFITH: I supported it, of course.

The Hon. R. F. Hutchison: You would not be advocating socialism, would you?

The Hon. F. D. Willmott: You should not bother with that.

The Hon. A. F. GRIFFITH: I want to read to the House an extract from a paper which is called "Industrial News," dated the 1st August, 1958. This paper indicates what is going on in Western Australia at the present time and the article is headed "Resentment is Growing Against Government Intrusion in Business." It reads as follows:—

This Federation draws the attention of West Australians to the State Government's over-use of its Public Works Department, engineering and trading concerns against private competitive enterprise.

The Government is stepping in and doing works that should be done by industry.

This practice, in addition to Government policy amounting to compulsory unionism, has led to growing concern among businesses in recent months.

In late June, the Public Works Department was undertaking no less than 42 building and construction projects in this State which normally should be done by competitive tender among concerns in industry. Almost none of these undertakings was open for tender.

The Hon. R. F. Hutchison: What is wrong with that?

The Hon. A. F. GRIFFITH:—

As much as the Government can manage, supplies of materials for its projects are being drawn from its own production and trading concerns.

The total value of these projects cannot be estimated and has not been made known by the Government, but it would run into figures that would lift the building and construction industry, the engineering industry and building-supplies firms out of their present doldrums for some considerable time.

It is not only these enterprises and their shareholders who are being set back by the Government's practice. Employees are suffering, and this has largely been responsible for the growth of unemployment in W.A. This growth must continue if the Government continues that way.

The policy is a matter of concern for workers no less than it concerns the companies themselves. The jobs of thousands of workers are threatened.

Protests that have been made from time to time have met with scant reception. The State Labour Government has its sights set by policy toward complete socialisation, and is shooting for that target. Its transfer of enterprise away from industry into Government control is planned and deliberate.

The Minister for Railways: Sounds like an election pamphlet.

The Hon. A. F. GRIFFITH:—

Private industry contends that they would have been done cheaper.

The June list of Works Department undertakings included many major projects.

These projects mostly are not being opened for public tender among competitive building and construction enterprises, but are being handed over to the Works Department without any attempt to find whether they could have been done cheaper had a dozen firms submitted prices.

The Government cannot compete with competitive enterprise for economy of operations. That is why private industry can rarely get details of costs of Government enterprises.

The Hon. R. F. Hutchison: There is a terrible lot of camouflage in that argument.

The Hon. A. F. GRIFFITH:—

Builders, contractors, engineers and supply firms feel they have a right to tender for Government work, and they want the opportunity.

Figures at times disclosed by the Government when pressed have shown that its policy is expensive and wasteful. In private enterprise, competition keeps costs down to an economic level. The Government's way is no competition and no incentive to hold costs down. They can run riot. That way W.A.'s problems of production and employment will never be solved.

A little later on, and perhaps on a more suitable occasion, I propose to give the House some details with regard to this type of thing, because there is an uneasiness in Western Australia at the present time. There is an increase of unemployment and, unfortunately, we do not find the same atmosphere in Western Australia as we do in some of the other States.

The Hon. R. F. Hutchison: Thank goodness!

The Hon. A. F. GRIFFITH: When one goes to Victoria or to South Australia one feels there is a spirit of well-being, of people desiring to be busy and desiring to get on with the job. However, here we find that the Government is entering into as many commercial pursuits as it can. As this article says, the Government is taking away from private enterprise as much as it possibly can and is doing the work itself without calling tenders. That, to my mind, will not lead to progress in Western Australia; and if it were possible I would urge the Government to return to a basis of free enterprise in order to give free enterprise a go in this State in the interests of the people and in the interests of the worker.

The Minister for Railways: I think you are dreaming.

The Hon. A. F. GRIFFITH: I am not dreaming at all as the Minister suggests. It is convenient to say that. There are engineering firms in this State at the present time with little or no work to do, but is that the case with the State Engineering Works?

The Hon. R. F. Hutchison: It is not the Government's fault, though.

The Hon. A. F. GRIFFITH: That is the situation in Western Australia at the present time and I very much fear that if it is allowed to progress it is going to be worse than now.

In conclusion I would say this: It is suggested in the Lieut.-Governor's speech that the coming of the Empire Games to Perth in 1962 will give Western Australia a lift. I hope that is true. It would be extremely strange for one to say that the coming of the Empire Games to Perth in 1962 is not a worthwhile project and is not welcomed by everybody.

The Hon. H. L. Roche: You had better speak for yourself.

The Hon. A. F. GRIFFITH: At this moment I am, as Mr. Roche knows, I would say this: The Olympic Games in Melbourne cost some £2,500,000.

The Hon. F. R. H. Lavery: Well spent.

The Hon. A. F. GRIFFITH: If it is going to cost Western Australia money, where is it to come from? In connection with all the enterprise that is to take place concerning the Empire Games, especially the building of houses, the building industry will get a lift, if the Government gives private enterprise a bit more than it is giving it at the present time.

The Hon. G. Bennetts: What is going to happen in the remote areas?

The Minister for Railways: Some are private plunder.

The PRESIDENT: Order!

The Hon. A. F. GRIFFITH: Isolation is one of the chief factors from which Western Australia suffers. I think that the East, by some means, has to be brought closer to the West. It is expensive for a person to travel East to West, or vice versa, by train, aircraft or ship, and I am going to suggest—in the same well-meant terms as used by Mr. Wise in regard to the committee he envisages—that inquiries on a top-level basis be made in order to see whether Western Australia, South Australia and the Commonwealth can combine and provide a sealed road East to West, thereby bringing more people to this State from the East. I believe that if it were easier to get to Western Australia more people would come here.

The Hon. G. C. MacKinnon: What is wrong with a toll road?

The Hon. A. F. GRIFFITH: Suggestions have been made from time to time about toll roads. I believe that in America they are not paying and are not as successful as was hoped. However, so far as Western Australia is concerned, we have, at times, literally poured millions into the drain in State enterprises, and I think it is time some of the money went into a proposition of this nature. From a defence point of view, with the modern methods we now have of waging war, it would not mean much, but it would mean a great deal to Western Australia if this State were more closely connected to the rest of the continent by an all-weather road.

Mr. President, I leave the matter at that for the time being but, before I sit down, I would like once again to ask the Government to take stock of the situation so far as the economic standing of Western Australia is concerned at the present time, because, if the Government pursues its policy of doing as much public work as it can, rather than let it out to private enterprise, employment in Western Australia will suffer as a result.

I am quite sure it must be the concern of us all—no matter which side of politics we happen to be on—that Western Australia should have a growing rate of unemployment; and we must not allow it to get any worse. I would say to the Government that it should give private enterprise more of a go, because this State of ours was not built on the basis of socialised industry but on the pioneering spirit of free enterprise which was prepared to risk its capital for a return.

On motion by the Hon. C. R. Abbey, debate adjourned.

House adjourned at 6.12 p.m.

Legislative Assembly

Tuesday, 12th August, 1958.

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