

Pairs.

Ayes.

Noes.

Mr. W. Hegney	Mr. Nimmo
Mr. Marshall	Mr. Totterdell
Mr. Rodoreda	Dame F. Cardell-Oliver
Mr. Coverley	Mr. Oldfield

Amendment thus negatived.

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

Ayes	.....	20
Noes	.....	19

Majority for 1

Ayes.

Mr. Abbott	Mr. Mann
Mr. Ackland	Mr. Manning
Mr. Brand	Mr. McLarty
Mr. Cornell	Mr. Nalder
Mr. Doney	Mr. Owen
Mr. Grayden	Mr. Thorn
Mr. Griffith	Mr. Watts
Mr. Hearman	Mr. Wild
Mr. Hill	Mr. Yates
Mr. Hutchinson	Mr. Bovell

(Teller.)

Noes.

Mr. Brady	Mr. McCulloch
Mr. Butcher	Mr. Molr
Mr. Graham	Mr. Needham
Mr. Guthrie	Mr. Nulsen
Mr. Hawke	Mr. Sewell
Mr. J. Hegney	Mr. Sleeman
Mr. Hoar	Mr. Styants
Mr. Johnson	Mr. Tonkin
Mr. Lawrence	Mr. Kelly
Mr. May	

(Teller.)

Pairs.

Ayes.

Noes.

Mr. Nimmo	Mr. W. Hegney
Mr. Totterdell	Mr. Marshall
Dame F. Cardell-Oliver	Mr. Rodoreda
Mr. Oldfield	Mr. Coverley

Clause thus passed.

Progress reported.

House adjourned at 3.2 a.m. (Wednesday).

Legislative Council

Wednesday, 13th August, 1952.

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

QUESTIONS.

AGRICULTURE.

(a) As to Carnarvon Research Station.

Hon. C. W. D. BARKER asked the Minister for Agriculture:

(1) Does he intend to locate permanently at the Carnarvon research station a technical officer to follow up the valuable work recently carried out at the station by Dr. Dunne?

(2) When will urgently needed additional living quarters be constructed at the station?

The MINISTER replied:

(1) A graduate in agriculture was appointed to the Carnarvon research station this year. The appointment of additional staff will be considered when the necessity arises and funds are available. Dr. Dunne will continue his association with the planning of the research programme.

(2) This will depend upon the availability of loan funds.

(b) As to Crop Acreages and Allotment of Superphosphate.

Hon. F. R. H. LAVERY asked the Minister for Agriculture:

(1) What was the acreage sown under—

(a) wheat, season 1950-51;

(b) oats, season 1950-51?

(2) What is the acreage for season 1951-52—

(a) wheat;

(b) oats?

(3) What tonnage of superphosphate was allotted for—

(a) season 1950-51;

(b) season 1951-52?

The MINISTER replied:

(1) (a) 3,254,447 acres.

(b) 1,104,998 acres.

(2) (a) 3,200,000 acres (estimated).

(b) 1,300,000 acres (estimated).

(3) (a) 427,101 tons (including mixtures, i.e. potato manure).

(b) 422,825 tons (including mixtures, i.e. potato manure).

RAILWAYS.

As to New Barracks, Merredin.

Hon. G. BENNETTS asked the Minister for Railways:

Will he inform the House when it is anticipated that building operations will commence on the proposed new railway barracks at Merredin?

The MINISTER replied:

The necessity for new barracks at Merredin is recognised by the Railways Commission but due to the curtailment of loan funds by the Commonwealth Government it is impossible to state at the present time when construction can commence.

LOCAL GOVERNMENT.

As to Introduction of Legislation.

Hon. A. L. LOTON asked the Minister for Transport:

(1) Is it the intention of the Government to introduce a local government Bill during the current session of Parliament?

(2) If the answer to (1) is in the negative, can he give the reason for the Bill not being introduced?

The MINISTER replied:

(1) Only if the Bill can be drafted almost immediately, which looks quite unlikely.

(2) Very heavy delay in drafting owing to the intricacies and exceptional size of the Bill.

SUPERPHOSPHATE.

(a) As to Basis of Distribution.

Hon. H. L. ROCHE asked the Minister for Agriculture:

(1) Is he aware that the superphosphate manufacturers and distributors have agreed that the basis for the distribution of super for the next season shall be the actual purchases during 1951-52, regardless of the opinions of the Department of Agriculture and the Farmers' Union?

(2) If the basis has been decided as above, will not the proposed meeting of the Superphosphate Distribution Committee on the 1st September be presented with an accomplished fact, and merely have to deal with the allocation of the quotas as the basis has already been established?

The MINISTER replied:

(1) The final allocation of superphosphate will not be made until after the 1st September, 1952, by which date sufficient information regarding the total requirements of superphosphate by individual farmers will be available to permit of a more accurate assessment of the position.

(2) Answered by (1).

(b) As to Utilising Services of Retired Officer.

Hon. H. L. ROCHE asked the Minister for Agriculture:

(1) Is it a fact that Mr. Horwood of the Department of Agriculture has been retired owing to having reached the retiring age?

(2) As this officer has represented the Department of Agriculture on the superphosphate distribution committee, is he not

fully aware of the difficulties and special interests involved in the matter of super allocation for the ensuing season?

(3) As the distribution of super for the ensuing season may cause considerable difficulty, owing to the arbitrary attitude of the manufacturers of superphosphate, will he give favourable consideration to retaining his services as an adviser on super distribution matters, as the experience and knowledge he has acquired cannot be expected from any other officer at this stage?

The MINISTER replied:

(1) Yes.

(2) Yes.

(3) I am not aware that manufacturers have adopted an arbitrary attitude towards the distribution of superphosphate. Suitable arrangements have been made for a senior officer to continue the work involved in the distribution and emergency road transport of superphosphate.

COMPREHENSIVE WATER SCHEME.

As to Wellington Dam—Narrogin Section.

Hon. A. L. LOTON asked the Minister for Transport:

(1) How many chains of main have been laid in the comprehensive water scheme from Wellington Dam to Narrogin, during the period from the 1st January, 1952, to the 30th June, 1952?

(2) What quantity of steel, if any, is now on hand for this scheme and what length of main will it complete?

(3) What factors, other than the shortage of steel mentioned in a statement by Senator Spooner, Minister for National Development, are holding up the completion of this scheme?

The MINISTER replied:

(1) 140 chains.

(2) 1,270 tons—6½ miles.

(3) Financial limitations are likely to be the controlling factor in the completion of this main. During the latter part of the last financial year the strike of the A.E.U. had a substantial effect on the manufacture of steel pipes due to a period of complete stoppage followed by a period of limited output from the machine capable of manufacturing 30-inch diameter pipes.

ADDRESS-IN-REPLY.

Fourth Day.

Debate resumed from the previous day.

HON. J. M. A. CUNNINGHAM (South-East) [4.40]: First, I would like to express my concern, if I may, at the attitude adopted by members in this House on the question of the Address-in-reply. Towards

the end of the debate members seem quite keen, and often are pretty well on one another's heels in their anxiety to address the House. In the early part of the session, when they could easily make their contribution to the debate, there is a peculiar reluctance on their part to co-operate with the Whips in trying to keep the proceedings running smoothly.

Yesterday we had the instance of several members who were still desirous of speaking almost being deprived of the opportunity of so doing by the Address nearly going by the board. I agree it would probably be a good thing if that happened. I am reluctant to see it occur and would ask members, if possible, to have their notes and material available, and co-operate to the best of their ability by keeping in touch with the Whips and letting them know when they can speak. I do not want any member to think I am being harsh or critical in any way; I am not. It does make it difficult, however, for those of us who have the job to try to keep the work of the House moving.

I would now like to congratulate those new members we see with us this session. It is, of course, cause for both congratulation and, for my own part, regret, in some cases. It must be conceded, however, that a member who succeeds to a seat in this House has had to earn it. We all know that. I sincerely congratulate them and trust they will have a very useful and successful term.

Next I shall refer briefly to what I would call the gentle castigation I received at the hands of an hon. member from the other side of the House with reference to some publicity he found in one of our publications, namely, the "Daily News." He felt, and expressed his view in this House, that possibly I was not being completely fair to the Minister, or that I had means of access to information that was not available to other members. He also felt that I was usurping the rights and prerogatives of the Minister. I want to assure that hon. member that nothing of the sort was the case—if he needs my assurance.

The specific instances he mentioned were the only ones of their kind on which I received publicity. I consider it to be a very worthy piece of news, particularly in relation to my district. Besides, the fullest consideration and appreciation was given to the Minister, from whom the information originated, in the A.B.C. district regional news item dealing with those specific subjects. They were also printed in the local periodical of the district, namely, *Norseman*. Such is always the case with publicity given to the items which I receive.

At this stage, I would like to say a word of appreciation for the co-operation that I at least have received from Ministers of the Crown in matters such as this. As a

usual practice, I do not ask many questions in the House; I found very early that it was not much use and that I was receiving similar treatment of which I have heard many members complain bitterly, namely, that the information and answers they received were inadequate and incomplete and, in some cases not strictly true.

Hon. R. J. Boylen: Do you get it better from the newspaper reports?

Hon. J. M. A. CUNNINGHAM: I do not, and if the hon. member will bide his time I will give him complete information as to how I do my work. I found that questions were a waste of time so far as I was concerned and that I got much more complete and co-operative answers if I approached either the Under Secretary, the head of the department concerned or the Minister, setting out the information I needed, why I needed it, and also the fact that I wished to publish the answer. The hon. member saw one of these items in the "Daily News," which is a State-wide publication and is widely sold in the metropolitan area. Normally, the whole of the Minister's letter in answer to my query would be published.

Hon. R. J. Boylen: Did you know that the items were in the "Daily News" before you saw them?

Hon. J. M. A. CUNNINGHAM: No I did not.

Hon. R. J. Boylen: I did not think so.

Hon. J. M. A. CUNNINGHAM: Those letters are generally the result of considerable inquiry and research on my part. When I make a tour through my district and find some subject on which I require further information—it may be a rumour which I want confirmed—I tell the Minister quite frankly that I have heard such-and-such in my district, and ask if he would give me the fullest advice on it and permit me to publish it. One instance was that I had heard there were going to be considerable improvements on the Esperance-rd. following pressure and chasing up by all the members representing my district. I do not claim the credit entirely; the other members are just as active and voluble in regard to what we think our district needs.

As a result, and generally speaking, all those squeaks get oiled. The instance mentioned by the hon. member was that certain graders were to go on that road which we wanted, and when the job is done we will keep on needing oil until the road is paved; and it will be done. I assure the hon. member concerned that not one of the three possibilities he mentioned was actually true; it was the direct result of a letter to the Minister requesting advice, as my letters always do, particularly if there is a rumour over the air or in the paper, which I want cleared up by the Minister.

Hon. G. Fraser: I was merely dealing with the ethics of not admitting the source of your information.

Hon. J. M. A. CUNNINGHAM: I can see the hon. member's point of view, and that is why I am not bitter about it. I would like to say a few words about the development in one specific portion of our area on which we are very keen, and have mentioned many times, namely, Esperance. The late Minister for Agriculture, Hon. G. B. Wood, was very keen on Esperance, and it is to the time he was Minister for Agriculture that I attribute almost entirely the final improvement, development and advancement that was made in that district, after the heart-breaking efforts on the part of the members concerned to have that district recognised.

The results have been absolutely astounding. I would like the present Minister for Agriculture to go down to Esperance not only to see what is being done but to note that the statement made by him many years ago was justified. I would like him to see the development that has taken place; it is only the beginning of what he thought could be achieved and about which he was ridiculed. He then said that he could visualise Esperance land carrying two sheep to the acre in years to come. He was only two-thirds right; that land is carrying three and more sheep to the acre on areas that are only partly developed. The best property there was virgin bush three years ago and today it is carrying two to three sheep to the acre. In the district lambs of 50-lb. weight are being killed.

The Minister for Agriculture: They are too big.

Hon. J. M. A. CUNNINGHAM: That may be so, but they are 50-lb. lambs and not too many of them can be obtained in other parts of the State. If they are too big for the market, the remedy is to kill them sooner. This is one of the possibilities that is being proven in the Esperance district today. Wonderful crops are being grown there, but it is not an area for the production of grain.

Hon. G. Bennetts: It is a pity that the Government does not arrange for members to visit Esperance so they may see for themselves what is being done.

Hon. J. M. A. CUNNINGHAM: Yes; there was such a trip some time ago to another district. Members would be simply astonished if they saw what is being done. Land is still available there and applicants are plenty. The development that has taken place is the result almost entirely of individual effort and the work of private enterprise. A boost was given to the district by the department and the Minister.

The Minister for Agriculture: Or of the old settlers.

Hon. J. M. A. CUNNINGHAM: Not many of them are left.

The Minister for Agriculture: What about Mr. Bow?

Hon. J. M. A. CUNNINGHAM: He is not a settler; he is an institution. Mr. Bow is not actually working the property now but his son is. The time has arrived when we can no longer leave the main road at Gibson's Soak, 18 to 20 miles from Esperance, and drive across the bush. This country is fenced almost completely and, what is more to the point, is being worked.

Crops are being put in, not for grain but mainly for feed. There is not enough sunshine to ripen grain. Often at 10 o'clock in the morning there is still a mist on the ground, so Esperance will not be a grain-producing district. It is primarily suitable for the raising of fat lambs, and it should be useful for beef-raising and dairying. The improvements and developments to which I have referred have been achieved without the same boost, publicity and drive that has been given to many of the districts, such as Rocky Gully, about which we hear so much. I have no wish to decry the work that the Government has done down there, but I could wish that more had been done for the Esperance district. I hope that the Minister will consider its possibilities and take steps in the direction I have suggested.

Another development is the interest that at long last is being displayed in the possibility offered by the Esperance district as a tourist resort. I say without fear of contradiction—and any member who has been down there will agree with me—that there is no beach within 100 miles of Perth that can compare with those in the Esperance district for beauty and facilities for bathing. There is a chain of these beaches extending for 15 or 20 miles along the coast—beautiful sandy beaches. The lakes in the district are an added attraction; if they were anywhere else but in Australia, they would probably be publicised as rain-bow lakes.

It would be an ideal arrangement if those who cater for tourist trips arranged the round journey from Perth down through the big timber, then through Ravensthorpe to Esperance, returning to Perth via the mining districts. It would be a wonderful trip, one that would probably be unsurpassed anywhere else in Australia. Unfortunately there is a stretch of 100 miles of very bad road. It is being repaired now, but it is not suitable for tourist traffic.

However, the railway buses now go as far as Ravensthorpe, but if they went the other 100 miles to Esperance, they would be serving one of the most attractive tourist resorts in the State—one that is completely undeveloped. I was delighted to receive a letter from the officer in charge of the Gov-

ernment Tourist Bureau requesting further information and photographs of Esperance scenes. It is intended to include these in a brochure to be issued in the coming year. This is very encouraging to those people who have battled so hard to get Esperance recognised in this way.

Hon. C. W. D. Barker: It must be nearly as good as Carnarvon.

Hon. J. M. A. CUNNINGHAM: Probably it is far and away better. Now I wish to make brief reference to Bullfinch. This is a name that for years past has been known throughout the world. It died out, but it is again receiving attention in the pages of various dailies almost all over the world. The reasons for this are many. It is probably the last occasion when we shall see a town grow up from the bush within a space of 12 months, not an old-style bush camp but a town excellently laid out and with substantially built homes and all amenities and facilities including a first-class club-house. The mine has grown up in the bush despite the difficulties of obtaining material. The company purchased one of the largest electrical winders with headframes at Wiluna and transported it to Bullfinch and it is now ready for the wheels to turn.

This has been done by a company that is unsurpassed in its endeavours in this field of activity—I refer to the Western Mining Corporation. The company has done a remarkably good job and the mine promises a greater boost to the industry than probably any other mine at present in active operation. So far not a ton of ore has been treated; everything that is being done has been put into development, equipment and buildings.

The company has succeeded in keeping within the original estimate of costs. Fantastic figures have been quoted. I spoke to the superintendent of the mine and he gave an instance of a small crankshaft ranging from 2 in. to 1½ in. in various sections with a small thread on one end. It was ordered from the East and the cost of that shaft, only 4 ft. in length, was £70. Imagine an outlay of £70 for just one tiny little piece of machinery of that sort. The superintendent took the shaft to the man working the lathe and asked him how long it would take to make one like it. The steel was available and its value was £7 or £8. The man worked on the job for 10 or 12 hours and the complete cost of the shaft he produced was £18.

Hon. R. J. Boylen: You would think that private enterprise would have wakened up to that.

Hon. J. M. A. CUNNINGHAM: Private enterprise did wake up; the shaft was returned and other orders were cancelled. Now the company is constructing its own bins, tanks, headframes etc. and saving thousands of pounds. That is why it has

been able to carry on and reach the point of production. It is expected that the wheels will be turning within the next few weeks.

Hon. G. Bennetts: What is the value of the ore?

Hon. J. M. A. CUNNINGHAM: It ranges from a dwt. to ozs.; some portions are very rich. Overall I assure the hon. member it is more than a worth-while proposition. This is only one of the company's holdings in the district, and the plant will treat ore from a long way off, extending to the other side of Southern Cross. That will be done to keep the job going. All this, including homes for the workers, has been achieved without one pound's worth of ore coming out to go towards the cost.

Hon. E. M. Heenan: How many men are working there now?

Hon. J. M. A. CUNNINGHAM: I cannot say. So far there has been practically only the construction crew consisting mainly of steel men and carpenters. The carpenters have recently left and the men coming in today and taking the houses are the key men—the foremen—who say they want six men for this job and a dozen for another, so that the men will come in bit by bit until eventually the job will start.

Hon. G. Fraser: I think legislation was passed in connection with the company.

Hon. J. M. A. CUNNINGHAM: Yes, I was pleased to see such a company get the encouragement it received from the Government.

Hon. G. Fraser: From Parliament, not from the Government.

Hon. J. M. A. CUNNINGHAM: I accept the hon. member's correction.

Hon. H. Hearn: And no Government money.

Hon. J. M. A. CUNNINGHAM: No. I do not think this company would be likely to accept Government money. It prefers to retain complete control of its finances. A further point is that the town has grown very fast, with the result that little bits of trouble have arisen. There are not many close friendships there, and the town has not really settled down. Small delinquencies occurred in connection with the children, and the adults too, because there was not sufficient police protection. The township actually has a greater population than that of Southern Cross where there is a sergeant and two or three constables with a lock-up and quarters. Bullfinch had to make out with one man going there for a few hours at the week-end. Conditions got a little out of hand, and the superintendent of the mine was becoming quite concerned. The welfare association for the district and I made representations to the Minister, and he was amazed to learn that the proposed

plan to establish quarters for a policeman had not been started. He said, "This is half finished as far as I am concerned." But far from it being half finished, I found the plan had been completely scrapped.

Hon. G. Fraser: The Minister did not know much about his department.

Hon. R. J. Boylen: Which department?

Hon. J. M. A. CUNNINGHAM: It was as a result of a breakdown in finances at the Treasury. This proposal, among others, had been shelved, for the time being at least. We were perturbed about that, but to show the calibre of the company, it offered to supply accommodation and board to a single policeman if he were left there full-time. The department, despite its reluctance, accepted the offer, about which we are very pleased. The normal procedure is to establish police quarters, but the Public Works Department will say that a policeman is there for the time being and there is no urgency about it—and that goes on for years. However, the policing of the Bullfinch district is now a matter for satisfaction, temporarily at least.

Hon. G. Fraser: It is a dangerous precedent to establish.

Hon. J. M. A. CUNNINGHAM: It is, but we felt it was better to have a man temporarily there and create a bad precedent, rather than that such a swiftly growing town should remain unpoliced. The company is starting in the right way by providing amenities that many of the older towns do not enjoy. We want every assistance to be rendered, and that is why we requested the department to take this step.

I wish now to refer to a subject mentioned yesterday by Mr. Baxter when he spoke of the possible use of steel-bound laminated wooden pipes or conduit for water supply purposes. As he said, the pipes that were originally put into the Goldfields water scheme many years ago have given yeoman service. They are still in use, but they have their limitations. It is only one step further to the open aqueduct—one of the oldest forms of conducting water from one place to another. In Melbourne there is an open channel carrying water over miles of country by following the contours of the land. Flowing water, such as that, has a purifying action on the water itself.

The Minister for Agriculture: We have it in the hills here.

Hon. J. M. A. CUNNINGHAM: That is so, on a small scale. It is not a suitable method for the Goldfields scheme because the ground is so undulating. There must be long stretches of at least fairly level ground before the open channel can be used. The next best method is a form of low pressure conduit, and that can be supplied by the laminated wooden pipe.

Members must understand that its use are limited. It can only be availed of on the tops of long rolling hills where the pressure is very low; on a long stretch of flat country, or on the down grade of a hill where there is no head of water, but probably the tale end of a syphon. If the district about which the hon. member is so concerned has any stretches of country such as I have described, then without doubt the wooden pipe could well be used.

It is not much good immediately following a pumping station because the head of water is too great. In such place we must have steel pipes of high tensile strength to take the pressure. Between two high points the head of water becomes very great. Bursts in the Goldfields pipe line are found every day by the patrol. These bursts must be repaired. The wooden pipes, in the section where they were originally placed, have stood up to the test and have needed but little maintenance. I would urge the hon. member to go a little further in connection with this matter, because, although what he does might be useless in the long run, he conceivably might do a very laudable piece of work in preventing a hold-up in the development of the area in which he is interested.

Another question that exercises the minds of members representing the hinterland, and one that is on a par with the importance of water, is that of a flat rate for petrol. This is a vexed question. It is not a Government worry, I grant, but it is just as important to the inland districts as water supplies, and I cannot see why the companies which, from time to time go to the Government, or the department concerned, and request permission to increase the price because of rising costs cannot do something to bring about a flat rate.

If they can reduce their figures to such a fine point as to show that a halfpenny or a penny a gallon will give them the boost they need, then I will take a lot of convincing that they could not say that their costs of distribution last year were so much, and they were anticipated to be so much in the ensuing year. That being the case, why can they not say that there shall be a flat rate all over the State at a given figure? I cannot believe that that is not a possibility. Today we buy petrol in Perth for 3s. 4½d. In Kalgoorlie it is 4s. 6d. Is that due to the freight charges? I will not believe it is. Is it just freight and insurance? If so, why should we have to bear the lot in the country? We are on worse roads and operate under tougher conditions. The running of a car in the country is far more costly than in the metropolitan area.

Hon. G. Bennetts: Petrol is 1s. 3d. a gallon dearer at Kalgoorlie than in Perth. The price is 4s. 5½d. per gallon.

Hon. J. M. A. CUNNINGHAM: The worst feature is that at Esperance, 200 miles south of Kalgoorlie, where there is one of the best harbours in the State, petrol is 6d. more than it is at Kalgoorlie—round about 5s. a gallon. That is not right. The port of Esperance, properly developed, could be the point of entry for all petrol and oil supplies for the district going as far west as Southern Cross, and north to Laverton, Leonora and beyond. But such is not the case.

Oil vessels pass within a hundred miles of Esperance and continue on their voyage for another 500 or 600 miles before they unload, and then the petrol has to travel that distance back again. This does not help the development of our inland areas. If a suitable installation were established at Esperance—and this applies not only to Esperance but other points of entry—I believe the heavy traffic on the railways to these districts would be appreciably lessened, and the cost would be less in view of the fact that this is a dangerous cargo travelling through built-up areas and later through the outlying districts.

I hate to see the continually increasing cost for the purchase of fuel. No attempt is made to see whether better distribution could be effected throughout the State to help industry and development in the back country. Another point on this question concerns the new type of automatic pump. The distribution and installation of several of these pumps has been held up by a comparatively trivial regulation administered by the Weights and Measures Branch. The garages are most upset about it because they want these pumps. I believe there is a suspicion that they are open to fraudulent practice. I do not know the principle, but I understand that there is a possible fear that the public could be cheated—

Hon. L. A. Logan: Out of two ounces.

Hon. J. M. A. CUNNINGHAM: Yes, out of two ounces. I have been assured by a number of reputable firms that the present system under which fuel is being sold today is more open to this fraudulent practice than it would be if these new pumps were installed. These are simple things which the average man would not notice, particularly if he were rushing in to get petrol and rushing out again. The average motorist could be cheated out of a quarter of a gallon of petrol. These new pumps are recognised as being the standard equipment throughout the world.

Hon. H. Hearn: They are standard throughout Great Britain.

Hon. J. M. A. CUNNINGHAM: I thank the hon. member. I understand that Queensland is negotiating to get the pumps that were sent here, but which we are not prepared to use. It would be a shame if they were sent out of this State to be installed in another one merely because

the Government has not moved quickly enough in order to satisfy itself that these pumps are suitable. If they are suitable in Great Britain—

Hon. L. C. Diver: They they been in operation for three years in New South Wales.

Hon. J. M. A. CUNNINGHAM: The same type of pump? There are many types, of course.

Hon. L. C. Diver: Yes.

Hon. J. M. A. CUNNINGHAM: That statement by the hon. member further supports what I have outlined. I hope the Minister will mention this matter to his colleagues in Cabinet and emphasise that many of the people in the trade today are perturbed over these pumps. They desire them and there appears to be no justification for holding them back.

Hon. G. Bennetts: They have been stored here for about 12 months, have they not?

Hon. J. M. A. CUNNINGHAM: That is correct. I now wish to refer to building and housing. I am particularly interested in this question and the extent of my interest can be gauged by my association with the proposition that was tried, carried into effect and proved in the Goldfields district. We, like many other members representing country constituencies, have been hammered pretty severely with requests from people who are seeking homes. I know that my colleagues representing the South-East Province and the member representing the Boulder district and others had persons approaching them almost daily with requests for accommodation. They wanted houses partly or even wholly condemned—any sort of accommodation as long as it was a home—and were prepared to buy the houses. So I and another person spent about six months or so chasing ideas and ascertaining what we could do.

We finally evolved a small, compact, unpretentious home which was suitable for the Goldfields district and then approached the Government for information as to what it would cost to build and with a request to give consideration to the proposition. At that time the cheapest house the Housing Commission could build on the Goldfields was valued at £1,250. The average man was not prepared to spend that sum on a home on the Goldfields at that time, and the Government was not prepared to build a house any smaller because it had to abide by certain standards.

As a result of a casual remark made by a miner of long standing, we approached, through the Chamber of Mines, the representatives of the mining industry and asked them if they were prepared to assist in financing the building of homes for miners. Although they are credited with many benevolent acts in the district, they were not prepared to go that far. We

found, in comparison with this miner who had served 20 years on the mine, that a young man who came into the industry and worked for six weeks received the same award rate as the older miner. His past service meant nothing.

The young man, who might possibly leave the industry at short notice, received exactly the same recompense as the man who had given long service. We felt, therefore, that such service was worth something to the mining company so we said to the representatives of the Chamber of Mines, "Would you care to recognise that man's service to the industry by agreeing to act as guarantor to a bank or some other financial institution for the difference between what the miner is prepared to pay as a deposit and the final cost of the home?"

They were interested because no money changed hands and they were to act only as guarantor. They asked us what the cost of the house was to be and we told them that it would be £600. They said that we could not to do it, so we proceeded to call for applications and received 10 replies. We then called for tenders from the local builders and finally built the house for under £600. It was a timber-framed and asbestos house.

Hon. C. W. D. Barker: Did that include material and labour and other building supplies?

Hon. J. M. A. CUNNINGHAM: Yes, that was the actual contract price up to the time the new owner walked in. The scheme was based on the self-help principle. For example, we did not build in a brick copper as we considered that the man could build one for himself. That knocked off £50 from the purchase price. We did not paint the house because the owner could save another £70 by doing that himself. We did not build a fence because that also could be erected by the owner. Therefore, as he built up his house he also built up an interest in it. The first 10 homes have been completed and are occupied, and some have been paid off already.

Hon. C. W. D. Barker: What laundry facilities were provided?

Hon. J. M. A. CUNNINGHAM: That back portion, that was the verandah, was used as a—

The Minister for Agriculture: Wash-house.

Hon. J. M. A. CUNNINGHAM: No, it was a sort of vestibule. It was a portion of the verandah measuring 3 ft. x 8 ft. which was intended to be used for the time being as a wash-house. We felt that the owners would soon build their own wash-houses and, today, all homes are complete with them.

We have applicants for another twelve homes and contracts have been called for. We have achieved our objective. We have supplied houses for the men who need them and we have built up their interest in them because they have had to add something to them. By paying a deposit on the home, the owner has an equity in it and he has had his long service in the industry recognised by the Chamber of Mines acting as guarantor. The management know that such men are a good risk and they have told us, "You can send as much of that business along to us as you like."

The Minister for Agriculture: The guarantor is all right, I suppose.

Hon. J. M. A. CUNNINGHAM: On the other hand, the Chamber of Mines has said, "Not one man has let us down. We consider the plan a success and we are prepared to co-operate to the fullest extent." The scheme has been proved a success on the Goldfields where building values are lower because the employees are engaged in a wasting industry, but if it can be proved a success there, I cannot see why some of the large firms in the metropolitan area cannot do the same. They would then have some assurance of keeping their men in their employ.

If that scheme were followed in Perth it would do away with that insidious belief held by so many people who say, "Let the Government give us a home." I was liaison officer between the Goldfields building committee and the State Housing Commission and I told the officer I interviewed about our problems, say, regarding flooring. He said "How much do you want?" and I said, "Six or seven squares of flooring." He replied, "All right, I will do my best to make the materials available." But only once was I called upon that to do that.

The contractor had to find his own materials and he found them. Everyone has benefited from the scheme and I would like to see a similar one tried in the metropolitan area. A firm such as I.S.I.S. for instance, needing housing could set the example by making a commencement with such a scheme for the purpose of attracting employees and retaining those already employed.

Hon. L. Craig: Would your type of house be accepted by the local authorities around the metropolitan area?

Hon. J. M. A. CUNNINGHAM: No, I do not think it would, but the greater security that exists in the metropolitan area should be sufficient for large firms to contribute towards the building of a house and be agreeable to acting as guarantor for a sum greater than that accepted on the Goldfields. A similar type of home, conforming to the necessary regulations, could be built in Perth for, say, £2,000. If I were an employee of, say, I.S.I.S., I would be prepared to put

up my deposit for a £2,000 house if the firm was prepared to act as guarantor for the difference between the deposit and the cost of the home. The Goldfields scheme required the owner to pay one-third of the cost as a deposit, and no further security or collateral.

Hon. L. Craig: He could have borrowed money from financial institutions themselves on that basis.

Hon. J. M. A. CUNNINGHAM: He could have done so, but he put up his own money. In any case, those people could not borrow a similar sum today. A man who has been employed in a sound, substantial industry for a period of from seven to 10 years should prove to be a good risk for a firm prepared to stand as guarantor for him. I cannot see why such an establishment should not be prepared to say, "We will finance you in the building of your home from the start if you put up a small deposit in order to retain an equity in the building."

The plan I have outlined is not perfect, but I consider that something along similar lines could be evolved to meet the conditions pertaining to the metropolitan area. I would be pleased to see such a scheme commenced and tried with a small group of houses. What would the building of three houses mean to some of the big business firms in the metropolitan area? Such a move would assist greatly to alleviate the housing shortage, for the working man finds it difficult to find £200 or £300 to finance the building of a home.

Another problem that is causing concern to motorists, not only in the Goldfields districts, but also in the country districts throughout the State, is the fact that they are being penalised by the carelessness of motorists in the metropolitan area and surrounding districts. We pay the same premium as that applicable in the metropolitan area with regard to the insurance that is compulsory when a license is taken out. We are penalised in that respect by the high rates demanded because of the attitude adopted in the metropolitan area by the average motorist. I witnessed a specific instance that illustrates what I mean. A friend of mine had parked his new Chevrolet at the foot of the Horseshoe Bridge. He left it in the parking area there in order to keep it off the street while he was proceeding about his business.

Subsequently, he and I walked back to the car only to see another man back his car from the other side of the lot right into my friend's Chevrolet, damaging the front door. The man just leaned out and looked casually at the other vehicle and, without getting out to see what damage had been done either to his car or to the Chevrolet, proceeded to drive off. The owner of the damaged car jumped in front of the man and made him pull up. He asked for his name and

told him that he had smashed into his car and damaged it. The man replied, "Why worry about that? The insurance company will pay for it."

My friend said, "That does not suit me. I want your name and address." The other man said, "That is none of your business," and he refused to give his name and address. However, my friend took a note of the man's car number and told him the matter would not stop there. Subsequently he took action against the man and the individual had to pay for the damage. The average man will not bother to go to that trouble. That sort of thing is going on all the time. I am prepared to wager that if one were to go down the street and look at 50 cars parked alongside the footpath one would find that half of them were damaged in some manner. Perhaps a door would be smashed or a bumper bent.

That sort of happening is not seen in the country districts where people have to drive over bad roads. Despite that, they are required to pay the same premiums as are demanded from metropolitan motorists. We contend we have to pay such a premium simply because of the attitude adopted by so many in the metropolitan area when they say, "Oh, the insurance companies will pay." It is not giving the country motorists a fair go at all. I noticed in this morning's issue of "The West Australian" an article dealing with insurance companies and their risks, indicating the growing alarm felt about the rising costs of claims, which tendency was attributed to all sorts of causes. It was also pointed out that the companies were setting up differential scales for various makes. From this I noticed, for instance, that a Humber Snipe will not be penalised compared with other makes of cars also in the £2,000 range.

Why that is so I do not know. I forget some of the categories that were set out in the article, but some of them appeared to be rather strange. However, one can not help but note the difference between country and metropolitan vehicles, and I am prepared to wager that 50 times more damage is to be seen on metropolitan vehicles than an inspection of a similar number of country cars would disclose. My statistics, crude as they may be, could possibly be wrong and there may be some explanation for it all. I can say with definiteness that compared with city vehicles, the average country car is not damaged to anything like the same extent because of careless driving.

Hon. N. E. Baxter: They are not damaged until they are brought to the city.

Hon. J. M. A. CUNNINGHAM: I do not seem to hit the city without hitting strife.

Hon. L. Craig: Keep away from the pubs.

Hon. J. M. A. CUNNINGHAM: I do; it is not that. Joking aside, I can assure the House that the country people are very concerned about the situation and a move by interested bodies is being fostered with a view to some inquiry being directed to it and something being done to rectify matters. Country people should not be penalised by the imposition of high premiums if they are not responsible for high claims.

Hon. G. Bennetts: Poor old insurance companies!

Hon. J. M. A. CUNNINGHAM: I would like some shares in them. Personally I would be prepared to take action to deal with the alarming state of affairs in the motoring industry.

HON. J. G. HISLOP (Metropolitan) [5.35]: Once more I have been fortunate enough to have been returned to this House for an additional period of six years, and I desire to express my thanks to those who felt justified in allowing me to be returned unopposed to membership of this Chamber. I take this opportunity of congratulating those members who were likewise returned with me and also those who are new to the House. I wish them well. The fact, however, that one has been returned for a further period of six years places upon one's shoulders an added sense of responsibility.

There are certain factors in our life today that must give one cause for deep consideration and possibly arouse a desire at this time to ventilate some ideas upon those matters with an effort to make suggestions for the rectification of at least some of them. No one can say today that he is really happy about our form of government and can regard the conduct of government as the most desirable, or can say that it is in any sense approaching a degree of perfection.

As a people we seem to have grown to a very large extent apart from government, and we hear the average man in the street referring today to government money as though it were something towards which he has no need to contribute and for which he is in no sense responsible. That is a very alarming condition in a growing nation such as ours. I believe it is, in the main, due to the fact that if we look at our legislation we find that it is mostly of a restrictive character. That applies not only to the Commonwealth but to the States generally.

It might almost be said that we seem to be getting back to the pre-war conditions of the German republic under which, wherever one walked one saw displayed the word "Verboten". If some alteration is to take place in our national outlook, I think it will be best achieved by removing from the statute books of

both the Commonwealth and the States those Acts that are restrictive to trade and calculated to affect the moral fibre of the Australian people.

I am certain that there is a growing feeling outside the walls of Parliament for the removal of such institutions as boards and so on that exert their powers purely in a restrictive manner. I believe the Prime Minister of Australia could do a great deal for people of this country if he scrutinised the legislation that has been passed particularly since the last war and appointed a commission of inquiry into the subject, with a promise to remove from the statute book all legislation that was regarded as damaging to the social economy, both financial and moral. I honestly believe that is the only way we shall revert to the status of a people imbued with the idea of succeeding as a nation rather than that we should continue to concentrate on the achievement of material welfare in an individual sense.

Unless something of that description is brought about as regards the Australian nation, I am afraid we cannot, as a people, look forward to attaining any great measure of success. Having been abroad—it seems a long time back now—and having listened with interest to those who have more recently returned from world travel, I can say definitely that we as a nation—I am not blaming any one section—have not the outlook on work and achievement that the people of many other countries of the world possess. Nor do we as Australians work with the zest that the people of many other countries do.

We have grown in some measure to rather discount the man who succeeds, whereas so many other countries themselves succeed by applauding success achieved. In time we have grown to regard success with suspicion, wondering just how it had been gained. In this world success in the main will come only through effort. This is the frame of mind in which I view the Address-in-reply debate. At the present juncture I regard the whole matter very seriously and feel that something real must be done to produce some better results from our national outlook.

I am not at all happy that, even in our own State of Western Australia, our method of government is all it should be. I am not in any way quarrelling with any particular Government. I have known Administrations here from both the Government and the Opposition standpoint, and I say that in the eleven years I have been a member of the Chamber I have seen two-thirds of its membership pass from the House. Throughout that period I have watched this tendency growing continuously. I do not think there was any stage in the whole period that it did not appear.

Government of the people has become big business, and is becoming bigger than ever. It looks as though it will play an ever increasing part not only in the life of the people but in their very economy. I wonder if some of the methods found suitable during the last century are still suitable today. I believe there is a growing desire on the part of Governments for power, which must be curbed unless such added power is absolutely necessary. I do not know whether everyone in this House feels as I do, but there are many occasions when I feel the utter futility of being a member of this Parliament. When an individual enters this Parliament, he does so filled with ideas of what can be achieved and what he can do. But, unless that individual assumes office, it appears that he can do less by being a member of Parliament than by being an ordinary citizen of the State. There seems to have grown up an idea that Parliament itself, despite whether the members are in Opposition or on the Government side, is something through which the Government must press its legislation.

I have been amazed at how little actual work a member of Parliament is called upon to do in the government of his country, apart from sharing in the debates in this Chamber. For most of the year, he is a hewer of wood and a drawer of water and a doer of good things for his constituents. The actual work of government which he does is absolutely negligible. On many occasions, individuals have said to me, "I suppose you know all about what is going on?" Little do they realise that probably, and especially if it happens to be in my own sphere, I would be the last person to know. That must apply to quite a number of us.

In order to emphasise some of the points I want to make, I will have to give the House some instances of what has happened to me personally in these years. I am not feeling any hurt at what has happened to me; but I would like to emphasise that there are times when it appears that any request or investigation by a member of Parliament or of this House is something that must be dispensed with as quickly as possible. I have heard members in this Chamber refer frequently to the evasive quality of answers to questions, and I have been saddened in the last year or so by the evasiveness of replies, even to letters I have forwarded, which letters I regarded as being in the State's interests, and which I felt it my duty to write.

At times, there has been in the replies I have received an element which savoured to me of frank untruth. I have been shocked to realise that this sort of practice can go on. We heard only a day or two ago a member of this Chamber state that he had received a lie in reply to a question that he asked. I can recall that about

two years ago, on the Address-in-reply, I drew attention to the fact that Heirisson Island was completely unsuitable for the purpose for which it had been donated to the National Fitness Council. In reply, I was assured that I was talking without knowledge and that I need have no fears. But within the last few weeks I note that every word I said about Heirisson Island has been submitted to the Government by one of its officers.

Hon. N. E. Baxter: It takes them that long to wake up to a situation.

Hon. J. G. HISLOP: If statements made in this House are to be disregarded entirely by any Government, what use is it for any of us to appear in this Chamber? During the same speech, I think I asked whether the Causeway was designed really to meet the needs of traffic and whether some sort of clover method, some network of roads, was not necessary, and I was assured it was not. Within the last few weeks we have read a statement that a clover method of road distribution will eventually be necessary at the other end of the Causeway.

During last session, when there was a difficulty with regard to hospital beds, I made a suggestion which was accepted by most people with a knowledge of the subject as being very sound. I suggested that the Mount Hospital should be increased in size by the completion of its plan or additions to the building, which would make the hospital efficient, and beds could be supplied which could be used temporarily by the Royal Perth Hospital while the second half of that building was being erected, and at the end of the period control of its premises could be returned to the Mount Hospital. No consideration was given to that suggestion until months later I again wrote on the subject. I have since learned that that suggestion, which was cursorily dismissed as being impossible, was never even heard of at Cabinet when hospital beds were an urgent necessity.

If members are to go to the trouble of giving thought to the needs of their State and bringing suggestions to this House, only to have them totally disregarded, what is the necessity for us to be here at all? I believe that the methods that were of use some years ago are now outmoded, and that some different form of government of the State is necessary. There is ample reason to ask why a member of Parliament, who is the elected representative of the people, should not take a more active part in at least advising departments or Ministers on various problems. I consider that members of this House could do a considerable amount of work if they were appointed to committees under the Standing Orders. I submit that a much more intense form of government by committee advice should be added to this Parliament to bring the people nearer

to Parliament and Parliament, and certainly the Government, nearer to the people.

I believe that committees appointed in this way could make inquiries for departments that are not being made now. That would probably overcome many of the difficulties in which departments find themselves today, especially as departments and Ministers in general seem to feel reluctant to accept advice outside departments from the fear that somebody might gain something from those inquiries or discussions. This sort of thing exists not only in this State. In the last few weeks we have read of the restiveness of members on the Government side in the Federal Parliament who feel that they are not being consulted sufficiently on the policy which the Government is embodying in legislation.

Hon. G. Bennetts: I see, by the paper, that the same has happened here.

Hon. J. G. HISLOP: The same sort of unrest exists in England under Churchill's Government, and existed under the previous Labour Government. So there is no question of the matter arising under one particular Government only. This is just a growing tendency on the part of Governments. When some years ago the present Government came into office in Western Australia, I offered my services freely and willingly, as a person who had spent his life in the medical services of this State, and I was astonished to find that no advice could be accepted from me because I was not an officer of the department. It amazed me that a person who was elected to Parliament could not give advice and could not expect to have advice accepted because he was not an officer of a department.

I was further astonished during the critical days in this State when we were affected by the ravages of poliomyelitis. As a physician, I took the trouble of making a suggestion which I thought sound and which, if it had been adopted, would have been of great advantage. I was astonished to find that the suggestion could not come from me, but it was hoped I could convince the Commissioner of Public Health and he could then give the necessary advice.

For my part, I am only saddened by this; I am not at all hurt. I realise that we are in changing times; but I believe that, as the times are changing, we must change our methods accordingly. When Government business has grown to the extent it has, I think there is a place for almost every member of both Houses to assist in the business of the country. I have made a number of inquiries in the various States into methods of government, and I believe the most suitable form is that which prevails in South Australia. That, to a large extent, is due to the committees which have been appointed by

Parliament there. I propose to mention some of the committees that have been formed in that State.

Hon. G. Bennetts: The Ministers do not seem to be listening to your advice.

Hon. J. G. HISLOP: They can read it. One of the most interesting committees I discovered was a joint committee of both Houses on subordinate legislation. This, to my way of thinking, is an essential committee in modern government. If members will look at the Table of the House, they will see that already, although we have been here only a fortnight, piles of regulations have been laid thereon which have been passed since last we met. That certainly is not government by Parliament. All those regulations would be submitted to the joint committee in South Australia, to which I have referred. That joint committee on subordinate legislation is authorised by the Constitution Act, 1934-1951, Section 55 (1) (g), and its function is to examine and report to the Legislative Council and House of Assembly upon all regulations, rules, bylaws and orders—not being orders made in judicial proceedings—made pursuant to any Act of Parliament. The committee consists of six members of Parliament—three from each House—appointed by the Houses in accordance with the Joint Standing Orders.

The present committee includes two Opposition members, one from each House. The remuneration of the chairman is £100 per annum and that of the members £50 per annum. The summary of the general report tabled on the 24th of July, 1951, is as follows:—

Summary of General Report tabled 24th July, 1951.

Papers considered from 1st July, 1950-30th June, 1951—170, made up as follows:

Regulations under Acts	92
Proclamations under Acts	11
Bylaws of Corporations	38
Bylaws of District Councils	20
Bylaws of Trusts, etc.	4
	62
Rules of Supreme Court 3	
Rules of Local Court 2	
	5
	170

Evidence was taken on three papers and one inspection was made by the Committee.

A bylaw made by a corporation was recommended for disallowance and Parliament gave effect to the recommendation.

Conferences between interested parties and the Joint Committee have succeeded in reconciling the parties without any report having been made to Parliament.

There have been several instances where bylaws have been amended in this way.

I submit that it is not possible for any one member of Parliament, as an individual, to make himself cognisant with the mass of regulations, but if a committee of of this sort could deal with them we would find that the House, as a body, could be made much more aware of the purport of the regulations.

For the information of members, I will read out the relevant Joint Standing Orders. They are.

19. "regulation" means regulation, rule, by-law, order or proclamation which under any Act is required to be laid before Parliament and which is subject to disallowance by the resolution of either House or both Houses of Parliament.

20. There shall be a joint committee to be called "The Joint Committee on Subordinate Legislation."

The committee shall consist of three members of each House. A quorum of the committee shall consist of two members from each House.

21. The members to serve on the committee shall be nominated in each House by the member moving the motion for their appointment; but if any member in either House so demands, the members of the committee for that House shall be elected by ballot.

22. Notwithstanding any Standing Order of either House, the members of the committee shall be appointed by each House forthwith after every general election of the House of Assembly: Provided that the members of the first committee to be appointed may be appointed as soon as may be after this Joint Standing Order is approved by the Governor.

23. The Committee shall hold office until the next dissolution or expiration of the House of Assembly after its appointment.

24. The committee shall appoint a chairman.

The chairman shall be entitled to vote on every question, but when the votes are equal, the question shall pass in the negative.

25. It shall be the duty of the committee to consider all regulations.

If the regulations are made whilst Parliament is in session, the committee shall consider the regulations before the end of the period during which any motion for disallowance of those regulations may be moved in either House.

If the regulations are made whilst Parliament is not in session, the committee shall consider the regulations as soon as conveniently may be after the making thereof.

26. The committee shall with respect to any regulations consider—

(a) whether the regulations are in accordance with the general objects of the Act, pursuant to which they are made;

(b) whether the regulations unduly trespass on rights previously established by law;

(c) whether the regulations unduly make rights dependent upon administrative and not upon judicial decisions; and

(d) whether the regulations contain matter which, in the opinion of the committee, should properly be dealt with in an Act of Parliament.

27. If the committee is of the opinion that any regulations ought to be disallowed—

(a) it shall report that opinion, and the grounds thereof to both Houses before the end of the period during which any motion for disallowance of those regulations may be moved in either House; and

(b) if Parliament is not in session, it may report its opinion and the grounds thereof to the authority by which the regulations were made.

If the committee is of opinion that any other matter relating to any regulations should be brought to the notice of Parliament, it may report that opinion and matter to both Houses.

28. A report of the committee shall be presented to each House in writing by a member of the committee nominated for that purpose by the committee.

29. The Under Secretary shall forthwith upon any regulations being made, or in the case of bylaws made by a municipal council or district council, forthwith upon their being certified by the Crown Solicitor or a Judge, forward sufficient copies thereof to the Clerk of the Parliaments for the use of the members of the committee.

30. The committee shall have power to act and to send for persons, papers, and records, whether Parliament is in session or not.

31. The procedure of the committee shall, except where herein otherwise ordered, be regulated by the Standing Orders of the Legislative Council relating to select committees.

Hon. J. A. Dimmitt: For how long has that committee been in existence?

Hon. J. G. HISLOP: The Standing Orders were agreed to by the Legislative Council on the 19th July, 1938, and by the House of Assembly on the 28th July, 1938. They were approved by the Governor on the 11th August, 1938.

Hon. H. S. W. Parker: What happens if the committee disagrees with a regulation when the House is not sitting?

Hon. J. G. HISLOP: They can meet in conference with the department concerned—

The Minister for Transport: Does the department concerned submit the regulations to the members of the committee?

Hon. J. G. HISLOP: That is provided for in Standing Order No. 29, which I have read to the House, and consequently they see the regulations very soon after they are promulgated. I made inquiries as to how the committee worked in practice and found that it was approved of on all sides and was regarded as being a very good safeguard of parliamentary functions. These committees are regarded even by the Public Service as constituting a salutary control over the too frequent making of regulations or the promulgation of regulations that do not strictly conform to the Act concerned. There seemed to be no great difficulty as to the functioning of the committees.

Hon. G. Fraser: It would certainly make them think before issuing regulations.

Hon. J. G. HISLOP: I went to the office of the head of a certain department and he asked to be excused while somebody brought in some papers. He inquired, "Have you this sort of thing in your State?" I asked what it was and he then described this committee. A paper that he was signing was being sent to the committee and I noticed that under each regulation was a set of reasons why the regulation had been promulgated.

Hon. A. L. Loton: That procedure would certainly give us some knowledge of them.

Hon. J. G. HISLOP: Apparently when a regulation is suggested the head of the department calls together all those who will be concerned with it and they meet and decide on a set of reasons, which is appended to the regulation for forwarding to the committee. I believe that system, if adopted here, would largely restore some of the power of Parliament, which we all feel has been slowly drifting out of our hands over the years. I earnestly commend this suggestion to the Government. No private member could bring the matter forward because the members of the committee receive payment for the extra work involved.

Another committee that I think would be of considerable use in this Parliament is a parliamentary standing committee on public works—a move that Mr. Thomson's father pleaded for over the years. In

South Australia no public works costing more than £30,000 can be proceeded with before being the subject of investigation by that committee. That does not bind the Government not to go ahead with the work in question but means that it has to stand up to the criticism of Parliament if it proceeds with the work without or against the advice of that committee. The committee does a considerable amount of work and the only criticism I heard offered concerning it was that £30,000, which may have been a large sum when the legislation was introduced, is now too low a figure.

The result apparently is that the committee may be investigating works that are too small in extent and it is thought that the figure should be raised to £50,000 or £60,000 to meet today's conditions. I am convinced that we would never have had the spectacle last year in regard to the new public works buildings had we had such a committee in this Parliament. The sort of thing that happened last year does not do Parliament any good and I dislike seeing it brought into ridicule in the eyes of the people. We, as members of this House, should do all we can to maintain the prestige of Parliament. We could do a lot in that direction by measures of this sort.

The members of that committee in South Australia do a lot of work. On it there are two members of the Legislative Council and five members of the House of Assembly, the remuneration of the chairman being £400 per annum and that of members £250 per annum, plus travelling allowances. The only criticism I heard of it was in regard to investigating works of too small a nature. It was said that by the time the investigation is completed prices have probably risen, but if prices begin to fall they will probably gain on the swings what is lost on the roundabouts.

The next is the parliamentary committee on land settlement which was authorised by the Land Settlement Act, 1944, to inquire into and report to the Government upon any project for land settlement or any question relating to the settlement, development or working of any land, which is referred to it by the Governor. That committee consists of seven members appointed by the Governor, as in the case of the one previously mentioned. On it there are two members of the Legislative Council and five of the House of Assembly. The present remuneration of the chairman is £250 per annum and that of members £200 per annum, plus travelling allowances. The President of the Industrial Court reviewed allowances of members when he reported to the Government on the question of members' salaries, and as a result the chairman was reduced by £150 per annum and members by £50 per annum, due to the reassessment of the position in 1950-51.

A still further committee is the industries development committee which was authorised by the Industries Development Act, 1941-1951. That is probably a new committee and rather suggests to me that the South Australian Parliament feels that the committees previously appointed have been of considerable use. They are obviously maintaining the committee principle. This committee is to investigate and report upon such applications for guarantees, grants or loans under the Act as are referred to it by the Treasurer. The committee consists of two members of the Legislative Council—including one Opposition member—and two members of the House of Assembly—including one Opposition member—together with one other person appointed by the Governor. The present remuneration of the chairman is £250 per annum and that of members £200 per annum.

Sitting suspended from 6.15 to 7.30 p.m.

Hon. J. G. HISLOP: I have no desire to labour the question of the appointment of committees, but there are one or two to which I would draw the attention of members. There are a number of committees in South Australia that advise Ministers and upon which no member of Parliament sits. However, I would draw the attention of members to one committee—the State traffic committee—the chairman of which is a member of the House of Assembly. In order that the Government may be fully conversant with this question I intend to present to the Minister, at the conclusion of my speech, a summary showing the constitution of these committees.

At the end of my speech I will crave your permission, Mr. President, to lay upon the Table of the House a progress report of the parliamentary standing committee on public works so that members can see for themselves the thorough manner in which that committee does its work. This progress report on the Western Districts hospital, published in 1947 and 1948, is an example of the reports presented and gives an idea of how a committee should do its work in investigating the spending of public money. I hope I have said enough to make members realise that this is one method by which the utter futility which so many of us experience from time to time could be dissipated. I trust that the Government will give earnest consideration to the appointment of committees of this type.

I desire to pass to another subject altogether, but one of great importance to Western Australia. I have taken considerable interest in this question since being a member of the Honorary Royal Commission on the Town Planning and Development Bill and I have with me an excellent journal published by the Department of Supply and Development of the

Commonwealth Government. It is known as the "Regional Development Journal" and it contains three addresses by people most vitally interested in the Congress of the Town and Country Planning Institute of Australia. This journal was published in November of last year and it contains addresses by Professor Holford, Mr. Rud-duck and Professor Winston. As a member of the Honorary Royal Commission, I was constantly looking for something which would assist in the town planning of what could be called our satellite or new towns, such as Kwinana and Belmont where a large number of homes are being built.

Evidence was produced to show that the local authorities would find it impossible to build roads and to take over the responsibility of the huge influx of population. I could not see the method by which it could be carried out but in this lecture by Professor Holford—and I earnestly draw the attention of the Government to it—he shows how this work is tackled. I will quote just a small paragraph which states—

I wish to speak now on small towns. In regard to this subject we have a considerable body of experience, of mistakes and achievements. In four and a half years 12 new towns have begun in England and Wales and two in Scotland. The details are to be found in the progress report Town and Country Planning 1943-51, by the Minister of Local Government and Planning. Progress has not been spectacular; indeed it is only this year that visual results have begun to arouse public interest. The people are beginning to see value for their money.

He goes on to say—

The first thing I stress is the success of the New Town Corporation as a device for speeding up development without interfering with the traditional pattern of local government. We add to the existing authorities a new agency, the New Town Corporation, which for a period only, so long as it is developing the town, is in charge of development. It brings in new money, new initiative, new methods. It has the responsibility of getting the scheme going quickly. It has an enormous advantage over the slower processes of local government, which, because it is subject to the whims and fancies as well as the genuine requirements of its electorate, must take a longer time to achieve the same results. So I think that in the three kinds of new towns in Britain, the New Town Corporation is the most effective method of dealing with the problem.

Since reading this address I have made other inquiries and I find that this new town corporation is assisted on the question of planning and, as chairman, there is

always a person of renown within the community. All the various avenues interested in the question are represented on the corporation. This is the sort of move that would overcome the difficulties with Kwinana. Mr. Fraser mentioned certain aspects of it in the House last week.

There can be no question that the heads of various departments, capable as they may be, have no fundamental knowledge of town planning and therefore something of this nature—I take it that a competent town planner would be a member—would solve the whole problem that faces such places as Belmont and is now facing Kwinana. I commend to the attention of the authorities this article by Professor Holford in which he gives details of the town planning corporation and the methods of its work. One other subject to which I wish to refer concerns the supply of wholemilk to our country areas. I do not say that I am in favour of Sir Earle Page's scheme of supplying free milk to children.

Hon. G. Bennetts: The only ones who get it are in the metropolitan area.

Hon. J. G. HISLOP: If the scheme is to be accepted the milk must be distributed to all country children.

Hon. G. Bennetts: Hear, hear!

Hon. J. G. HISLOP: The only way that I can see to do it is to adopt some of the methods demonstrated here recently by Mr. E. A. Hughes. I was privileged to spend a train journey with Mr. Hughes and also to see his demonstration at Maylands the other day at which the Minister for Health and a number of other officials were present. The story of Hughes's work is that he has dehydrated the butter-fat and has allowed this dehydrated fat to be kept for a period of years and, on mixing with the milk solids and with the appropriate amount of salt and water, and then putting the whole through a homogeniser, he can produce a milk which has the keeping qualities—in fact, increased keeping qualities—of ordinary milk.

That means that the milk can be supplied almost anywhere in the back parts of Western Australia. I refer to the subject because it is the solution to the wholemilk problem and the distribution of milk to our country areas. The preparation can be brought up to the standard of ordinary milk by the addition of ascorbic acid, vitamin "C", some of which is in wholemilk but most of which is lost by the time the milk is consumed.

The question of the supply of milk to country districts is one of keeping and one of transporting whereas, by the use of Hughes's method, it can be sent up in small packages which would make a considerable quantity of milk. It has been tested by a number of authorities in

Canberra and they are quite happy about it. South Australia has carried out a number of tests upon it and I have seen the production of that milk here.

There is only one drawback to it; to me the milk appears to have a sweetish, fattish odour of which one would get tired. But I believe that this man has a real answer to the supply of wholemilk in our outer areas. So I ask the Government to plead with Sir Earle Page to remove from Mr. Hughes the responsibility of any further investigations and to ask the C.S.I.R.O. to undertake the work of rendering this milk as nearly to the taste of wholemilk as is possible.

Hon. C. H. Henning: Have you any idea of the cost per gallon of treatment?

Hon. J. G. HISLOP: The cost is almost identical, within 1d. a gallon to ordinary wholemilk. Mr. Hughes may not like me making the statement I did about the C.S.I.R.O., but I believe that although his homogenisers are extremely clever, is it possible that the taste remains in the homogenisation—or it may be that the amount of fat put into the milk can be lessened and the taste made more similar to that of ordinary milk than it is at present. I am certain that the man has the answer to a lot of problems associated with the milk industry.

The control of milk is restricted. One has to apply for a quota; and if one does not do certain things, one does not obtain a quota. If one does not produce milk at certain times, one does not get a quota. But my belief is that in Australia we should produce everything we can and then find a use for it. The duty of the board should be not to restrict but to find a use for all the milk that can be produced and, as one man who conducts one of the biggest businesses in this city said to me, "Let us get over our selfish attitude and if we can produce more than we can use, let us give it to somebody who can use it." That seems to be the difference in the economy of Australia and that of America. America says, "Let us produce all we can and then give vast quantities of our production away." I would rather see the same sort of interest here, than have these restrictive regulations.

If the distribution of milk by Hughes's method could be adopted we would find a much greater consumption of milk throughout Australia. If we have too much there are neighbours who can take it from us especially if the man on the land is permitted to produce as much as he likes and sell it at the wholemilk price. There I believe is the answer. It will get rid of restrictive conditions and open the way for a much greater production of wholemilk; it would give to the outback children an article of food which in the main they are missing now.

Hon. G. Bennetts: We certainly want something done for the outback.

Hon. J. G. HISLOP: I quite agree, and I think the milk produced by Hughes will give something which has all the elements a food should have and to which vitamins can be added so that it would be similar to that which is supplied in the metropolitan area.

Hon. G. Bennetts: There has not been one tin of powdered milk in Bullfinch for a fortnight.

Hon. J. G. HISLOP: One of the interesting features is that in transporting milk we transport 96 per cent. of water.

Hon. L. A. Logan: I think it is 87 per cent.

Hon. J. G. HISLOP: I think it is more than that; anyhow, it is a very high percentage. It would save transit cost owing to the water contained in the milk, and provided an authority such as the C.S.I.R.O. could be satisfied, we would have the answer to the distribution of milk. Another matter which I would like the Department of Agriculture to investigate is the question of whether it is necessary at the present moment, and at times when milk is short, to use butterfat in the preparation of icecream. I understand that in a large number of the States of America copha is used instead of butterfat, the latter being kept for butter production. After all, icecream, though it is taken as a pleasant food, is not really a food and it would be no worse for the substitution of a vegetable fat.

Hon. L. Craig: First class margarine is as good as butter.

Hon. J. G. HISLOP: With methods like that I think we could really get down to the problem of milk as an industry. I would suggest that active steps be taken through our Government to ask Sir Earle Page to relieve this man of the cost which must amount to a considerable sum of money. His method is very clever indeed and we should ask the Commonwealth to take over the task of finding whether it is not the answer, which I believe it is, for the distribution of milk to the children of our outback. Right throughout the State there must be children who are deprived of milk. Although I do not think milk is really an essential food, I do believe it is the best method of obtaining calcium, and calcium is an essential component of milk of which the diet of many of our children must be lacking.

Hon. L. Craig: Calcium and protein are retained in the skimmed milk.

Hon. G. Bennetts: What about the fatty content?

Hon. J. G. HISLOP: We do not require a large amount of fat. I think the C.S.I.R.O. should go into the question as to whether the same amount of fat cannot be retained in this milk food. I support the motion.

HON. F. R. H. LAVERY (West) [7.49]: Mr. President and, shall I say, fellow members, as you know, in your time you each have had the experience I am now going through—my first speech to this House. Having been honoured by being elected to this Chamber, and having joined the company of honoured men here, I would like to say both to you, Sir, and to them that at all times my outlook will not be parochial; my outlook will not only be confined to West Province—to which, of course, I owe first allegiance—but to the State as a whole and then to the Commonwealth.

I was born in this State in a town which sometimes I jokingly have said has made this State, namely, Coolgardie. Mr. Bennetts might not agree with me. I had the honour of being educated in Southern Cross and you, Sir, have known me personally since I was quite a small child. My experiences of labour—I mean work—have been many and varied. At Bullfinch, about which we heard so much tonight, I had the honour at the age of 12 of being the first telegraph messenger boy. When school opened, I had to give up my pony and my job and go back to my studies.

After this I drifted into the mines and I have had reasonable experience both in Bullfinch and Westonia. I commenced work in a transport job almost immediately, and from there I went to the timber country of the South-West where I was a faller. After this I entered an industry those engaged in which are the hardest worked in the State, namely, the farmers—and I am certainly not looking for bouquets when I say that. I returned to Fremantle and ever since then I have been employed in the transport business.

The reason I mention these facts is that there shall be no misunderstanding in the House that though there will be many subjects on which my knowledge is very limited, there will be others about which I know a great deal. I claim that so far as the mining industry is concerned, its members can expect my fullest support; I know what they are talking about. During my years of voluntary work for the people in the district in which I live, I have come to realise that there are certain social standards that rise and certain social standards that fall.

Due to the war, housing has emerged as the No. 1 priority not only in the West Province, but in the metropolitan area. I have no doubt that you, Sir, too, have often wondered what will be the outcome of the housing position. My opinion is that prior to the war people set out to try to get themselves a home and in doing so they made certain sacrifices. They went to all kinds of outback places where they could buy cheap blocks of land and build tin sheds. As times improved they came to the cities.

Following the depression years when so many people lived in understandard homes, there came the war. After the war housing emerged as the No.1 priority. I know there are members in this House and people outside who will say that the Government is now looked upon as the landlord for homes. I think that is a true assumption brought about by the fact that 900,000 people were involved and were drawn into all the services in Australia during that time.

Enormous numbers of workers were taken from the timber industry, and timber was no longer produced during the war years. But when hostilities ended there was a shortage of material and unfortunately the control of output brought into being the control of almost everything we ate, wore, slept in and lived in. I think that is a pretty solid statement. Those were the avenues which the regulations, by which we were bound, covered. From that period has emerged the time when the State Governments and the Commonwealth Government have had to control materials connected with building, thus making it impossible for those who might have had the initiative to build to do so owing to regulations.

To elaborate a little: The soldier had a reasonably long period in the army, and while he was there his wife looked after the finances and in most cases they were able to save about £700 or £800. Everybody wanted to build a home but, due to the fact that certain commodities were not available without a permit and accordingly more had to be spent on them, £250 out of the £700 was spent in chasing materials. Despite the fact that the basic wage has doubled since 1945-46, the cost of building materials has gone up so high that it is now almost impossible for a working man—and that class predominate in the State—to purchase or build a home of his own, because he has not the necessary finance.

I do not wish to weary the House on this matter, but I am trying to point out that, in my opinion, people now look to the Government to supply homes. I refer to those people who are not blessed with a great amount of this world's wealth. What concerns me and, I am sure, other members, more than anything else is the rate at which industry is growing in the district in which we live. It has grown beyond all belief; more than we ever dreamed of five years ago.

In its wisdom, the Fremantle City Council made available a large tract of land east of Carrington-st. for factories and businesses of a merchandising type. One of the conditions laid down was that people who were allotted this land at a small cost had to go into production within a certain period, I think it was 12 months. Shortly, Mr. Watts, the Minister concerned, will be touring that district

to see what has been done. I think the Fremantle City Council is to be commended for its foresight in making this area available to the manufacturers of this State. That, together with Kwinana—I dare say members are tired of hearing that name—has become such a large industrial area that housing must be made available right through to Rockingham.

The high cost of homes is worrying the Housing Commission, just as it is worrying people in the area in which I live as well as those in other parts of the State. From a question asked in another place, it was ascertained that the expandable type of cottage for evictees—by the way they were promised some time ago that they would not be left in the street but that promise has not been fulfilled—was as follows:—

M2	....	608 sq. ft.—£1,335
M3	....	624 sq. ft.—£1,388
17B	....	780 sq. ft.—£1,800

Reference was made by Mr. Cunningham this afternoon to small cottages costing £600. All I can say is that if anyone wanted a home of less than 780 sq. ft., it would have to be very small indeed. Another question was asked about the Austrian prefab homes being built at Willagee Park. This is an area that should become one of the most beautiful parts of the metropolitan area. The answer showed that the landed cost of the component parts for a complete unit was £1,316 and the cost of erecting was £2,593, or a total of £3,809 for a house of 9½ squares. I ask: Is it any wonder that people are up in arms about the housing position? What working man could afford to buy a home at a cost of £3,809, the rental for which is £3 2s.

Hon. L. Craig: How would you suggest that the cost could be reduced?

Hon. F. R. H. LAVERY: The Minister should be able to tell us where the difference comes in between £1,316 and £3,809. I have it on reasonably good authority that a difference of between £700 and £800 has been overcharged somewhere. I am just as concerned as is Mr. Craig about the finances of the State, but somewhere along the line money is going down the drain.

Hon. L. Craig: I am satisfied it is.

Hon. F. R. H. LAVERY: I understand that we are the custodians of the people and of their finances, though after listening to Dr. Hislop this afternoon, I am not sure that we are. I am certainly of opinion that, at some time in the near future, we shall have to hold an inquiry into the cost of housing as it affects not only the West Province, but also other parts of the State.

I have quoted those figures because, without them, further remarks that I have to make would be meaningless. I should like the Minister to tell us what directions

have been issued to the Housing Commission as to accommodating two-unit families. The term "two-unit family" could mean a young couple of 19 or 20 who had just married, a middle-aged couple who had no children, or an elderly couple, perhaps 60 or 70 years of age, who had reared a large family and whose children had left home. I know of a couple who have lived for 24 years in the one home at Fremantle and were satisfied to pay rent for it. They reared eight children, five of whom saw service in the recent war.

The old folk were left on their own and they have been evicted under the provisions of the rental legislation passed recently. Where are we going to house these two-unit families? Though I have occupied my seat for only a few weeks, I have been made most welcome by officers of the Housing Commission. Everything they have been able to do to assist me and set me on the right track has been done. I mention this to make it clear that the criticism I am about to offer is not directed at them.

We were told that every evictee was going to be housed. Quite a number of two-unit families are not going to be housed, and the Commission says that all such people can do is to get a room at a hotel. I ask members: What chance would there be of their getting a room at a hotel?

Hon. L. Craig: Do not you think that the sons have some obligation to their parents?

Hon. F. R. H. LAVERY: Yes, but in this modern world, once the children leave home, they often find themselves beset with encumbrances and many of them are not in the position to get homes for themselves. In assisting people in my province during the last few years, my experience has satisfied me that the housing position is worse today than it was three and a half years ago. That statement cannot be contradicted.

There are two further points on housing that I should like to mention. The homes built at the Naval Base, Willagee Park and Belmont are unlined. A number of the people who have thus been accommodated have made a good job of these small places, but they are up against the problem of providing reasonable comfort for themselves. The rain finds its way through the seams at the corners where the asbestos has opened up and no provision is made for a bathroom. When I am told that a shower is an ablutions facility, I must agree that it would suffice for adults. But there are mothers living in these places that have three or four small children and, as the shower recess is only about 3 ft. by 2 ft. 6 ins., how can a mother bath children in such a small space? I hope the Minister will inform his colleagues of the dire necessity for granting help in that direction.

In the Opinion column of the "Daily News" of the 11th August the following appeared:—

Protection for someone—but who?

A rather ridiculous piece of legislation is that relating to fair rents. I'm paying double what I should but find that if I apply for a refund the landlady can give me seven days to quit. This legislation gives odd protection.—Fiver-a-Week, Victoria Park.

Quite a lot of the opinions expressed in that column, on analysis, are rather amusing, but this writer has stated a positive fact. I could quote instances of people who are being charged fabulous rents for their homes and are afraid to say anything, because they would be asked to leave and they would have nowhere else to go. The rents legislation is satisfactory up to a point, but it does not protect the worker. The average worker is not a pimp and therefore he continues to suffer the inconvenience. So much for housing.

I now wish to speak on transport. The chord railway proposed from Welshpool to Kwinana will traverse a large area of undeveloped country at the moment, which has lately been taken up by a number of people who are prepared to produce food there. I refer to the country from Bibra Lake through Jandakot and Coogee down to Kwinana. No one knows just where the railway will be, but it is hoped that a siding will be put in to suit these people who at present have no roads because the Fremantle Road Board claims it has no funds to construct them. It will be appealing to the Government for assistance to build those roads.

With regard to passenger transport, I might be given credit for being a little one-eyed because I was for so long connected with it. In my opinion, it is an item of vital interest and annoyance to the Minister. Everything points to the almost complete use of motors for passenger transport in the future. A few years ago people paid reasonable fares and travelled in reasonably-built buses, but over roads in shocking condition.

The position was then bad enough, but today the people are paying much more. Take, for instance, the Metro. buses. The return fare from Perth to Fremantle was 1s. 6d., but today it is 3s., which is a 100 per cent. rise, and there are no return tickets. I merely use the Metros as an example, but I include all bus services, both Government and private, in my criticism. People are paying a first-class fare but in many cases are getting only a second-class ride because the regulations, which have been brought in to suit the exigencies of the employers' business—a word I once heard in the Arbitration Court caused a strike—allow innumerable passengers to be carried so that they are standing or falling over each other.

Another point is that the Minister may remember an appeal that was made by the Road Transport Union some time ago to subsidise the building of suitable roads for passenger-carrying vehicles. I refer here particularly to the Beechboro-rd. As an official of my union, I inspected the road and found that when a bus travelled along it there was only a matter of 3½ feet of road remaining on the side for other vehicles to pass. In addition, at each side of the road there were drains half filled with water. A bus-driver operating on such roads has an added responsibility that he should not have to carry.

Nearer home, in the Spearwood area—from Hamilton Hill to Rockingham—even though one section of the road is reasonably good, from the Naval Base hotel back to Fremantle it is not wide enough to carry two passenger buses when they are passing each other. Buses do pass, of course, but, for the safety of passengers, the road should be wider. I suggest to the Minister that a portion of the 6 per cent. of the gross receipts which the Transport Board requires from the bus companies should be appropriated for the purpose.

Many members may not know that 6 per cent. of the gross receipts of the bus companies goes to the Transport Board, except in the case of two companies, one of which pays 4 per cent. because of its inability to make its business pay, and the other contributes less than that. The total amount collected by the board is in the vicinity of three-quarters of a million pounds since the board came into existence.

Hon. L. C. Diver: Are they all diesel buses?

Hon. F. R. H. LAVERY: I do not know. Some part of the 6 per cent. should be spent on the roads over which it is earned. Here I am referring to Government as well as private buses, because they are just as entitled to run on a properly constructed road for passenger carrying. I would be failing in my duty to bus-drivers if I did not make this appeal to the Minister.

The Minister for Transport: About two-thirds of the collections are returned to the Main Roads Department and road boards for that purpose.

Hon. F. R. H. LAVERY: They will not admit it when we ask them.

The Minister for Transport: It is in the report which is tabled.

Hon. F. R. H. LAVERY: I have another item in connection with the Jandakot area, and it deals with the State Electricity Commission. The Commission is now running a power line through Jandakot to Armadale, but none of the people in the area has electricity. I hope the appropriate Minister will take note of the appeal I am making, so that these people will be supplied with electricity at the

earliest possible moment. They have been there for from 25 to 30 years and have had to use windmills, with the result that they have not been able to develop their properties properly. They are within five or six miles of Fremantle.

Another item I wish to speak on is education. I shall briefly describe the position of the schools in the West Province at the moment. Many of them have big classes, and only a few have small classes. The figures I shall quote are not official, but they are as accurate as I can get. At the Bicton school 516 children are on the roll. There is a headteacher, and 11 other teachers in addition to one who comes in for some hours each day to take a special backward class. There are nine classes with over 50 children. One class is provided for on an enclosed back verandah, and one or two classes consist of 64 children. How can a teacher be expected to teach 64 children at a time? All he can do is to put something on the blackboard and hope for the best. This school is assured of 94 new infants next year, with possibly 24 or 25 older children. Against that, about 35 children will be leaving at the end of the year for the central high school at Fremantle. Where the teachers are going to put the extra children next year has got the headmaster beaten.

The same story applies at Palmyra. One class is on a semi-enclosed verandah. Approximately 60 new children will be coming next year. It is impossible to use the staff room as a classroom because it does not comply with the health regulations. Mr. Davies made a valiant effort when the Hilton Park school was being built a few years ago. He told the department then that it would be absolutely inadequate. The figures will show that Mr. Davies was not wrong. Already two pre-fab rooms have been added to the school. The teachers' amenities room, which is very small, is used for a class of 20 children. The teachers have never had the use of their amenities room since it was built. There is a possibility of 46 new children coming into that school next year, but there is absolutely nowhere to put them.

The Richmond and Plympton schools and the Fremantle technical school are managing at the moment. The White Gum Valley school—I was secretary of the parents and citizens' association there for many years, and we battled to get 240 children in order to keep the required number of teachers there—now has an enrolment of 536 children. The main building consists of six classrooms and one hatroom, and a pre-fabricated room which has just been finished at enormous cost. There are also a hall and two rooms, with a total of 11 classes. Four classes each consists of more than 40 children and seven classes each of more than 50.

One new play-shed has been built there, but no staff amenities are provided. There is no projection room or library. The gem of the lot is that the sanitary arrangements are the same today as when there were only six classes in the school. These conveniences were built about 1938. The number of the children has doubled since. One of the hatrooms is very small, and I believe there are between 35 and 40 children in it. Who wants to see children in a hatroom where all the wet coats and hats, which have been dragged along the streets by the children, are hanging? The school has no playing field, although I believe steps are being taken in this connection now. There is an area of about five acres opposite, but it is privately owned.

At the Beaconsfield school two halls are being used, as the school is completely filled. It will be impossible next year to take one more child. The Hamilton Hill school is in much the same position. I do not know about North Fremantle. The South Terrace school has one room vacant which is to be used for the training of a special class of backward children.

The question of milk deliveries in Fremantle has always caused a fair amount of concern. The Fremantle council has been active at all times to see that milk is delivered under hygienic conditions. The reason I bring this matter forward is on account of the blasphemy that was poured on to the milk carters by the Press two or three years ago when the carters were instructed not to deliver milk on Christmas morning. The Press reports stated that they were not thinking of young children or anybody else, and they were looked upon as strikers because, under the conditions of their award, they were required to work on seven days a week. However, when the court awarded such workers payment of time and a half for working on a Sunday the employers began to take action.

Two pamphlets were left at my home, bearing neither date nor signature, and this is what the first one contained—

Winter Milk Deliveries.

Dear Madam,

In wintertime, with its boisterous cold, wet mornings, a milkman's job becomes one which very few people envy. This winter we are thinking of taking a very big step in an endeavour to improve our working conditions.

It has now been proved on a number of occasions with our modern method of milk treatment and distribution that "today's milk will keep perfectly fresh for tomorrow."

With this in mind we ask you for your opinion on a proposed 6-day week in wintertime only. It would

be our intention to deliver your double order every Saturday and no delivery Sunday mornings from 8th June to 4th October, 1952.

They go on to say, "We realise that this means a lot to you" and "you will be advised of the outcome of this pamphlet and as there will be an enormous number of answers, please sign your name and address on all replies." Three days afterwards we received this one with our milk—

Dear Madam,

It was with a degree of uncertainty and "tongue-in-cheek" attitude—

I'll say it was! Continuing—

—that we left you a pamphlet regarding winter deliveries the other morning.

When the answers came back the response was magnificent—it exceeded all expectations, there being over 99 per cent. of the customers in favour of 6-day-a-week delivery. Owing to unforeseen circumstances we are unable, however, to implement this double issue until the 8th June, instead of 18th May, as previously notified.

They apparently became a little mixed with their dates because it was the 8th June in their first pamphlet. Continuing—

Some clients very thoughtfully considered 30th November too close to summer, and we have decided to resume Sunday delivery on the 4th October.

Again there is a little explanation needed because the 4th October was not mentioned in the first pamphlet. Continuing—

As you have placed so much confidence in us and co-operated so fully you can rest assured we will do everything possible to make this scheme a success.

They then give some explanation as to how careful they are and say that if the customers are inconvenienced they are to notify them. The pamphlet continues—

It has been incorrectly published that only three milkmen are involved in this scheme. Actually there are more than twenty; and 12,050 pamphlets were distributed and there were less than 50 who opposed the scheme. With such a high percentage as this in favour, you can see we really mean it when we say "Thanks a lot."

If 12,050 pamphlets were issued by them on Sunday and 12,000 were returned in time to print the second pamphlet on Tuesday, they can do better than anyone else that I know of. One of the A.L.P. branches was perturbed over this matter and the Fremantle District Council of the A.L.P. decided to make some inquiries. They wrote to the Milk Board, the Department of Public Health, the Dairymen's Industrial Union of Employers and to the Transport Union. The reply from the Milk Board reads as follows:—

With reference to your letter of the 12th June regarding the delivery of milk on 6 days per week only, I advise you that it would not be practicable to introduce this innovation throughout the industry. Apart from any other consideration there is not storage and other facilities to enable the the reform to be introduced uniformly.

Concerning the standard of milk, I advise you that the quality may deteriorate although the degree of deterioration would depend on the treatment of milk at the plants and the length of time during which the milk was held in the plants both before and after treatment.

Yours faithfully,

(Sgd.) W. E. STANNARD,
Chairman.

We are not interested in whether it is a five-day or a six-day week delivery. We are interested in the milk itself being supplied to the general public. Here is the reply that was received from the Department of Public Health, dated the 25th June, 1952, and it covers the point I am trying to make—

With reference to your letter of the 12th June concerning milk deliveries six days per week: In answering your question it is necessary first to consider the normal passage of milk from the cow to the consumer. The amount of wholemilk required for daily consumption is budgeted for and dairy farmers have been given a daily quota to meet this need. Dairy farmers who are not in this quota system sell their milk for processing in factories or as butterfat. This latter type of dairy farmer is not required to maintain the same standards for cattle and dairy installations as the dairy farmer who sells wholemilk. As the cow insists on spreading her supply of milk equally over the seven days a week it is therefore obvious that to obtain a double supply on one day the dairymen must build up a pool of milk by delaying all supplies one day throughout the week.

We are therefore concerned not with a delayed milk supply on one day but on every day of the week.

At present from cow to consumer the milk is delayed approximately 36 hours. As the population and demand increases this delay must also increase as we have to obtain supplies from farther afield. On to the present 36-hour delay must be added 24-hours for the six day delivery scheme.

Pasteurisation and cooling increase the keeping time of milk but only freezing will preserve it for any length of time. Freezing is impracticable in the 6-day scheme. It is import-

ant, then, for preserving the milk to pasteurise it as soon as possible, but under the 6-day scheme the pasteurisation is delayed 24 hours. The milk therefore is not only one day older on delivery but is also one day older when it is pasteurised and therefore the chances of souring are increased.

As the milk is pasteurised before distribution organisms are destroyed and therefore no danger of infection should arise. The only disadvantage to the consumer is that he is receiving milk which will go sour and become unpalatable sooner than previously and the speed with which it goes sour will depend on the treatment he gives it after delivery.

Whatever advantage accrues to the vendor it is evident that nothing is gained by the consumer.

Yours faithfully,

(Sgd.) LINLEY HENZELL,
Commissioner of Public Health.

This is the reply, under date the 25th June, 1952, from the Retail Dairymen's Industrial Union of Employers—

Re—Six Day Milk Deliveries.

Your letter concerning the matter of six day deliveries is acknowledged.

We are shortly holding a general meeting of members to discuss this problem and hear the opinions of those members who have experimented with this scheme.

We will be glad to pass on the information which will arise from this meeting to your Council.

W. R. CROOKS,
Secretary.

The letter, dated the 15th July, 1952, from the Transport Workers' Union of Australia reads as follows—

Re Milk Deliveries—Six Day Week.

In reply to your letter of the 12th June last, relating to the above, I have to advise that this union considers a six-day week for milk carters both practicable and desirable.

In answer to your third question—"Is it harmful?"—I have to advise that the union is not in a position to give information as to whether or not it is harmful from the standpoint of the general public, but a seven-day week, from the milk carters' standpoint, is harmful, and he should be reduced not only to a six-day week, but to a five-day week.

Trusting this information will be of some use to your Council.

Yours fraternally,

O. E. Nilsson,
Secretary.

Members can understand that. The point is that we have had imposed on the public a six-day week milk delivery without any consideration being given to it by any organised authority. What protection are we to have to prevent this six-day week being practised through the year?

Hon. L. Craig: The milk would not keep in the summer time, I am afraid.

Hon. F. R. H. LAVERY: People in the metropolitan area alone, who do not possess refrigerators, must be protected. I am not interested in those that have refrigerators because they could probably manage. I support Dr. Henzell's remarks as to the delivery of milk. I am quite satisfied, after hearing that opinion by a first class medical man, that members will not support a six-day week milk delivery.

A few days ago Mr. Barker raised the question of the aborigines. I am interested in this problem because I have been a country lad and have seen how the aborigines have been treated in the past. I am therefore hopeful that the work of Mr. Middleton and his officers will receive every support by the Government. Both my sons are school teachers and one was teaching in an area where there were several aborigine children. Being a small school the greater percentage of the pupils were aborigines. Their examination results at the end of the year compared favourably with those of the white pupils.

I make an appeal for all the assistance possible to be given to the promotion of education among our native population, particularly in that area extending from south of Geraldton to the Great Southern. Ninety-eight per cent. of the aborigines in that area are half-castes or have white blood in their veins. They have the same blood group and blood count as we have, and yet they are treated like the dogs we tie to our wood heaps. Anything that can be done for the betterment of aborigines will be supported by me. The Rev. Mr. Churchill who educates aborigine children in that area told me that he can manage the aborigine children in a school where they can get reasonable education, but between the ages of 14 and 15 and 18 and 19 he has no place in which to educate them or assist them in finding employment.

That is the whole crux of the problem. Whether we like it or not, we must realise that these people will eventually have to be absorbed into the white community. The provision of housing for some of the aborigines is the first step. We can then observe how they will react and I am sure that, if given reasonable opportunity, they will eventually conform to our standards. I refer, of course, to hygiene and so forth. If we could provide just one proper home for a native family, we would make a start in the right direction. It would naturally be an experiment and it might take five or even ten years to prove how

the natives would react to it, but it would at least be a beneficial step to take. There was an instance in the Gnowangerup-Ongerup area where people offered to build a home for a native family, but the Gnowangerup Road Board said it was not to be done. I do not complain about that, because it was within the province of the board to do so.

I hope and trust that when we deal with rules, regulations and enactments we will see to it that we conserve the vital interests of one section of the community, the members of which cannot help themselves—our native population. We must remember, as I remarked before, that their blood group is similar to our own. In one country town I saw a notice on the door of the Country Womens' Association's room reading, "People of aboriginal origin must not enter here". Fancy that being posted up in a country that we boast of as being democratic, occupied by those who regard themselves as democratic people! To treat human beings of the same blood group as our own in that way is not fair.

I thank members for the hearing they have accorded me. I hope I have not transgressed beyond the bounds allowed a new member in his maiden speech. I trust that I, in common with my other colleagues new to this Chamber, Mr. Diver and Mr. Barker, will be accepted by hon. members on face value and that we will, in dealing with affairs affecting the Government of this country, remember the interests of other people besides our own.

On motion by Hon. C. H. Henning, debate adjourned.

ADJOURNMENT—SPECIAL.

THE MINISTER FOR TRANSPORT
(Hon. C. H. Simpson—Midland): I move—

That the House at its rising adjourn till Tuesday, the 19th August.

Question put and passed.

House adjourned at 8.47. p.m.