

Legislative Council

Tuesday, the 16th August, 1960

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

QUESTIONS ON NOTICE

SEWERAGE

Commencement South of River

- The Hon. E. M. DAVIES asked the Minister for Mines:
Will he inform the House when it is expected that work on the south of the river sewerage scheme will commence?

The Hon. A. F. GRIFFITH replied:

Investigations are not sufficiently advanced to fix a date.

EDUCATION EXPENDITURE

Percentage from Total Revenue

- The Hon. G. E. JEFFERY asked the Minister for Mines:
(1) For the financial year ended the 30th June, 1960—
(a) what percentage of total revenue was used for education;
(b) what amount per student does this represent?
(2) How do these figures compare with other States of Australia?
- The Hon. A. F. GRIFFITH replied:
- (a) 14 per cent.
(b) Figures not yet available for 1959-60.
 - The latest figures available are only in respect of 1958-59 and 1957-58 respectively.

APPRENTICES

Registrations at State Arbitration Court

- The Hon. G. E. JEFFERY asked the Minister for Mines:

What number of apprentices were registered at the State Arbitration Court at the 30th June, 1953, 1958, 1959, and 1960 in the following engineering trades:—

- boilermaking;
- fitting;
- turning;
- blacksmithing;
- moulding?

The Hon. A. F. GRIFFITH replied:

The number of apprentices for the period the 30th June, 1953 and the 30th June, 1958 cannot be obtained from the State Arbitration Court as the Court's system of recording did not fully break the engineering trades into their various categories.

The figures for the 30th June, 1959 and the 30th June, 1960 are—

	30/6/59	30/6/60
Boilermaking	217	230
Fitting	257	252
Turning	111	97
Blacksmithing	21	22
Moulding	47	40

GASCOYNE RIVER RESOURCES

Examination by Scott & Furphy

- The Hon. H. C. STRICKLAND asked the Minister for Mines:
(1) On what date was the Melbourne firm of Scott & Furphy engaged to examine and report on water resources of the Gascoyne River, Carnarvon?
(2) Are fees payable from that date?
(3) On what basis of payment is the engagement made?

The Hon. A. F. GRIFFITH replied:

- In February last.
- No.
- The basis of fees and charges cannot be fixed until a representative of the company has inspected the localities of subjects to be covered by the report.

VESTHEY'S ORD RIVER LEASES

Source of Funds for Improvements

- The Hon. H. C. STRICKLAND asked the Minister for Mines:

Will he advise whether the money required to meet the Government's estimated costs of £150,000 to be spent on fencing and re-grassing Vestey's beef producing leases along the Ord River Valley is provided from—

- General Revenue Funds;

- (b) General Loan Funds;
- (c) the Commonwealth Government's grant of £5,000,000 for Northern development?

The Hon. A. F. GRIFFITH replied:

The total estimated cost of measures to prevent erosion in the Ord River Valley to reduce silting in the Ord River Dam has not yet been finally determined.

- (a), (b) and (c) The Government proportion of the cost will be provided from General Loan Funds.

WEST KIMBERLEY DEEP-WATER PORT

Investigation by Maunsell & Partners

- 6. The Hon. H. C. STRICKLAND asked the Minister for Mines:

- (1) What are the several costs caused by the engagement of Maunsell & Partners to examine and report on the Government's policy of one deep-water port to serve West Kimberley?
- (2) From which funds are the costs supplied?

The Hon. A. F. GRIFFITH replied:

- (1) (a) General fee of the consulting engineers—£8,000 sterling.
- (b) Out-of-pocket expenses actually and properly incurred, including cost of borings and site investigations—£4,777.
- (2) Pending a decision on the site to be adopted, payments would be made from the Treasurer's Advance.

ADDRESS-IN-REPLY

Fifth Day

Debate resumed from the 10th August.

THE HON. E. M. DAVIES (West) [4.42]: First I desire to take this opportunity to congratulate you, Mr. President, on your election to the very high office you hold in this Parliament. We trust your sojourn in this position will be a happy one. Knowing you as we all do, we are confident that you will be tolerant, and give us the opportunity to express ourselves, because you appreciate that members always try to do their best.

May I also offer my congratulations to those members who have recently been elected and re-elected. Those who have been re-elected to this House must feel a certain pride at having retained the confidence of their electors. To Mr. Syd Thompson, the new member, I would like to say that his entry to this House was marked by his speech on the motion for the adoption of the Address-in-Reply on opening day. I feel sure that members

will agree that he did a very good job; his speech was much appreciated by the older members of this House.

There are one or two points which I wish to raise. The first matter I desire to bring up I have dealt with previously. I refer, of course, to the resumption of certain lands bounded by Beach Street, Queen Victoria Street, and James Street, Fremantle. I think it is generally recognised that the area adjacent to Queen Victoria Street, particularly, is the front door to Fremantle from the metropolitan area.

I have with me a diagram showing the numbers of the lots it is proposed to resume for Harbour Trust purposes. There are about 40 such lots including some Crown land. For the most part, however, they are lots that are occupied either by industry or as residences. Whilst I do not wish to be misunderstood, or have it said that we do not welcome progress; and realising the necessity for the Harbour Trust to have land available to it for the establishment of certain facilities required for the efficient working of the harbour, I think we all regret that the trust itself, and the Crown, generally, should agree to the resumption of this land which may be referred to as the front door to Fremantle.

Over the past I have endeavoured to ascertain from those people who should know, exactly what the improvements in that area are to be. I have been informed that the area is not very great; and, from what I understand, it is not proposed to improve that area from an aesthetic viewpoint. It is to be used mainly for buildings, for car parks, and for other purposes connected with the working of the Fremantle Harbour.

I believe we should at all times endeavour to make presentable this front door to Fremantle. We all know Fremantle is referred to as the Western Gateway; and the entrance to the port should be made, aesthetically, as attractive as possible. I am a little concerned as to the intention of the responsible authorities; and as to what form the improvements are to take in that area. I must emphasise the fact that this is the front door to Fremantle from the metropolitan area, and any buildings that are erected should be of a type that are pleasing and presentable.

However, we are not able to ascertain what is to take place there and, accordingly, I feel I should make this statement in this House to enable the Minister to try to obtain from the authorities information as to what improvements are to be made in that area. We have heard over a long period that it is proposed to resume this land. As a matter of fact, I think notice of this intention was given in the *Government Gazette* on the 30th of November last.

When I look at the map I have in my hand, I notice there is quite a lot of land at the moment used for industrial purposes, some Crown land, and some other land that would be used for private purposes. We feel a bit concerned in Fremantle as to what is taking place, because unless something presentable is built on that land it will create a most unfortunate impression in the minds of people entering Fremantle from the capital city. Fremantle is recognised as the best port in the Commonwealth, and the cleanest port in the world; and every attempt should be made to keep it that way.

If this land is to be used for the purpose for which we believe it is to be used, then we would like to know what improvements are to take place, and whether those improvements will include gardens and lawns which will be acceptable from an aesthetic point of view to the City of Fremantle and its approaches.

There is another question with which I have dealt in this House on many occasions. Nothing, however, seems to have arisen out of the several attempts that have been made to obtain some information on this matter. I refer to the provision of a dock in Fremantle. I noticed quite recently that the Minister for Industrial Development (Mr. Court) now considers that a dock is necessary. It is very nice to know that one of the Ministers of the present Government considers that a dock in Fremantle is necessary, because some of us have been trying to impress this upon people for quite a number of years. As a matter of fact, one cannot understand why the Federal Government does not lend its ear to suggestions that have been made, not only by the people who represent Fremantle, but by people who have come here from overseas and who have considered that Fremantle is one of the important ports in the Commonwealth. It is also the main port of Western Australia and the only one of any size at this end of the continent.

Yet we find that ships for docking have to be taken to the Eastern States. It was amply demonstrated during the war that a dock in Fremantle was necessary; so much so that the Americans brought a floating dock here which had to be towed many thousands of miles. All of the money which is spent on defence seems to be spent on the other side of Australia. During the war the port of Fremantle and the capital city of this State were in total blackout and were recognised to be definitely within the war zone. Both cities could possibly have been bombed by aircraft based in countries occupied by our enemies at that time. Therefore, we feel that this is a most important question. As I said before, whilst I am pleased to know that Mr. Court has now agreed that a dock is necessary, I trust that the

Government will endeavour to use its influence on the Federal Government to have this facility provided in Fremantle.

I noticed that the Premier has made an appeal to the Prime Minister in regard to Perth Airport, and has drawn his attention to the fact that this airport lacks the modern facilities necessary for jet aircraft. It seems rather peculiar to me that Perth Airport is regarded as one of the landing grounds for aircraft from the United Kingdom and other parts of Europe, and yet there does not seem to be any provision for the latest type of aircraft to land there.

In 1962 we will be holding the Empire Games in Perth, and something will have to be done with a view to providing the necessary facilities for the landing of jet planes, otherwise Perth and Fremantle, and indeed the metropolitan area, will be by-passed. This will be to the detriment of our State, bearing in mind that it is our intention to try and focus attention on Western Australia by the holding of the Empire Games. I hope the Premier will do his very best to see that the Federal Government recognises that Western Australia is a part of the Commonwealth of Australia and is entitled to some consideration in this regard.

Turning to the policy of the Government, I think it is regrettable to know that on assuming office one of the first things it did was to replace the workers' representative on the Fremantle Harbour Trust with someone representing another section of the community. Right down the years, all Governments, irrespective of their political complexion, have recognised the right of various sections to have representation on that trust. For the Government to have departed from that principle is not in accordance with past traditions. Now a precedent has been set by the present Government; and if something similar happens in the future when another Government is in office, the present Government will only have itself to blame for the precedent it has set.

This is regrettable because the principle has been recognised for a number of years, and I am at a loss to understand the reason why the Government has departed from it.

Quite recently, I asked the Minister whether he would table the file dealing with a claim for damages in the Supreme Court of Western Australia by certain people. I did so because I wanted to check a report in *The West Australian* of some remarks made by the presiding judge. The reply I received was that certain rules of the court provided that no records of the court shall be taken out of the Central Office without the order of a judge or the master. I would have been prepared to accept that answer had the Minister said that the file could have been made available for my perusal in his office. However, I was told that the file in question

was open to public inspection at the Central Office of the Supreme Court on the payment of the usual search fee of 3s.

I am not complaining about the possibility of my being charged 3s. to peruse the file if I simply wanted to take this action for my own satisfaction, but I asked that the file be tabled in the legislative halls of this State which, I think, everybody will agree is a reasonable request to make. Had the file been confidential—and I understand they are sometimes so far as criminal cases are concerned—I would have been prepared to look at the file in any place acceptable to the Minister. But, having in mind that Parliament is supreme and recognised as one of the highest courts in the land—a person can be brought to the Bar of the House to be tried—I think the reply I received bordered on impudence, and savoured of dictatorship. I regret that I have to make these remarks in this House, but I believe I was entitled to ask for the file to be tabled and that Parliament was entitled to know what was going on, to a certain degree, providing the matter was not confidential.

But in view of the fact that anyone can go to the Supreme Court and search files on the payment of a fee, they cannot be considered to be confidential. Therefore, I am at a loss to know why I received the reply which I did. The purpose of my wanting to see this file was to check on a statement which appeared in *The West Australian* on the 29th June, 1960. The article to which I am referring is headed, "Widow to Get Damages for Road Fatality," and I quote from it as follows:—

The judges ruled that the eldest was self-supporting and dismissed his claim. He said that the mother wanted the children to have as much schooling as possible and she had hoped that the eldest would become a teacher. However, as the father had been an unskilled labourer earning only £14 17s. 3d. a week after tax, economic pressure would probably have made higher education unlikely.

I wish to take strong exception to this. I did not know the law of the land was based on what a person's father earned; I thought the law was based on human values. His Honour said that the damages claimed for the son would have to be considered in the light of the father's earnings as a basic wage earner. I think every member of this House will agree with me that many a person has reached very high office during his lifetime, having started from a lowly position. Some of those who have passed through the legislative halls of this State and of the Commonwealth have been people who started off as basic wage earners.

I take strong exception to the law being interpreted in accordance with the salary a person might earn. In this case, the

father was earning the basic wage, and damages were claimed for his son and assessed on the father's salary. I cannot understand this situation, and I feel somewhat disgusted to think that the question of damages would be decided on the basis of whether a person's father was a basic wage earner or not.

I have not had an opportunity of checking the statement which appeared in *The West Australian* but I felt, on seeing it, I should not let the occasion pass without making some reference to the matter.

There is another question on which I desire information. *The West Australian* reported a plan for the improvement of the South Perth foreshore. I think everybody will be pleased to know that a local authority is doing something, in conjunction with others, which will prove to be of benefit to Perth and the metropolitan area generally.

It was reported that Perth Waters Pty. Ltd. had said that agreements in principle had been reached between the South Perth City Council, the State Government, and the company. I therefore presume that the State Government has something to do with the improvements that are going to take place on the foreshores around South Perth.

I wish to ask the Minister if he will ascertain, and inform the House later, whether the heritage of the people is being protected. I am not one to say that I do not wish to see improvements taking place, but I believe the foreshores of our rivers and oceans are the heritage of the people, and I do not want to see them alienated. Unless there is a statement to the contrary, I feel sure there are ways and means of overcoming this possibility. If it is proposed to alienate certain foreshores of the river as a result of the improvements to take place, I feel it would affect the heritage of the people; and I consider that the foreshores should be left as the property of the people.

I am not sure whether this possibility will arise but I would like to ask the Minister—in view of the fact that the Government is a party to this agreement—if he will ascertain and inform the House whether it is, in fact, proposed to alienate any of the foreshores in connection with the pending improvements to be effected at South Perth.

The Hon. A. F. Griffith: A fair amount of alienation took place on the side of the river where the Kwinana Freeway has been built.

The Hon. E. M. DAVIES: I do not know whether it did or did not; but I understand that quite a lot of ill-feeling still exists. I am conscious of the fact that certain improvements have to be made, but I would like to know whether the foreshore will be alienated, or whether it will remain Crown property or the property of the

local authority. I do not think it is right that the foreshores of our rivers or oceans should be alienated for any purpose at all other than perhaps to lease them for the purpose for which I understand foreshores are to be used.

I am not making any charge; I merely wish to make this point: I compliment the South Perth City Council, the Government, and also the company for having attempted to do something to improve the foreshore.

THE HON. R. C. MATTISKE (Metropolitan) [5.8]: I would like to add my congratulations to you, Mr. President, on attaining the high office you now hold in this Parliament. I also wish to congratulate Mr. Syd Thompson on his election to this Chamber, and to welcome Mr. Baxter home again; and I congratulate those members who, like myself, had to face the electors in April last.

There is one matter on which I would like to speak this afternoon. It refers to a very short, but extremely important, statement in the Governor's Speech when he said:

Crayfish export earnings rose by 1.5 million dollars to 6.5 million dollars.

The crayfishing industry in Western Australia is one of very great importance. It is one that is comparatively in its infancy. It commenced in approximately 1947; therefore, it is a relatively young industry. Nevertheless, it has made such rapid strides in recent years that we now export to America no less than 6.5 million dollars worth per year.

In addition to the obvious advantage of earning money from America, there is of course the other big advantage in that this industry is providing a considerable amount of employment in a great diversity of industries. We need only think of those who build and maintain the boats; those who operate them; those concerned with the stores which are consumed on them; those dealing in the equipment which has to be manufactured for use thereon; those concerned with the transport of the crayfish, and those connected with the manufacture of refrigeration equipment and other equipment necessary for maintaining the processing works.

It all adds up to a considerable amount of employment in the State and, therefore, I think the industry is worthy of some very close attention at the present time. This attention is necessary because, being an infant industry, there are many things which must be done immediately if we are to preserve it as an important industry. We all know that in this State we are in the fortunate position of having jarrah forests which do not occur in any other part of the world. We also realise that without proper control over the cutting of that timber, and a proper

system of reforestation, that asset would be lost to the State in the very near future.

It is so with the crayfishing industry. Here, through the peculiar conditions which exist, we are fortunate in having a very large quantity of crayfish. But unless we take proper steps to conserve those crayfish, they may be seriously depleted in a very short space of time.

I understand, on good authority, that the principal exporters of crayfish to America at the present time are Cuba, South Africa and Australia—in that order. With the present strained political relationships between Cuba and America, there is every reason to expect that the Americans, next season, will be looking to South Africa and Australia for greater quantities. At the present time we export crayfish to only a few American States on the east and west coasts of America; but keen interest is being shown in the mid-west and central States, and exporters from Western Australia earnestly hope that in the near future they will be able to increase considerably their exports to America.

On the other hand, however, they realise that so far as the Americans are concerned, there is the possibility of import restrictions, or of restrictions regarding the price at which the crayfish may be imported. Therefore, in order to prepare for any eventuality, Western Australian exporters are already looking to other parts of the world for markets, and present indications are extremely hopeful. Favourable inquiries have been received from the United Kingdom, from the Continent, and even from Asian countries.

As a consequence, I feel we have an industry with a very bright future ahead of it, and we do need to give great care at this stage towards ensuring that the supply of crayfish will not diminish. In exporting the crayfish there are two important factors which have had to be taken into consideration; namely, the processing of the tails and the packaging. Processing is done by the most modern methods and under very strict health regulations, with the result that the quality of the tails is absolutely first class. The time taken for processing—from when the crayfish is still in its live state until it is processed and reduced in temperature to that necessary for transportation—is only two hours.

Therefore it is obvious that the time during which any spoiling of the tail may take place is very limited. So far as packaging is concerned, our exporters have investigated this aspect very thoroughly. They realise that in different parts of America various packaging requirements are expected, and the exporters have gone to great trouble to ensure that the tails are

packaged in such a way that they are attractive to the different types of customers they are supplying. Some American interests have certainly endeavoured to obtain the crayfish in large quantities in order to repackage them in America, but fortunately their endeavours have not gained any ground, and the result is that our exporters are able to package them in their final state in Western Australia, and they reach the consumer in America in exactly the same form as they leave here.

If this industry is to expand—and it certainly is capable of great expansion because of the markets that are offering—there are certain factors we must take carefully into account. These concern the crayfish population. I understand that last year there were approximately 13,000,000 sized crayfish taken from Western Australian waters and, in addition, there were some millions of undersized crayfish that were caught illegally.

The Hon. L. A. Logan: Unfortunately.

The Hon. R. C. MATTISKE: Yes, unfortunately. That is a considerable number of crayfish to leave the waters of Western Australia. Nevertheless, with the increasing production over recent years, there does not appear, at the moment, to be any diminution in the supplies of crayfish. The real effect cannot be truly assessed at present because, unfortunately, we do not have sufficient knowledge of the breeding and migration habits of the crayfish.

Those scientists who have conducted a certain amount of research into this industry have not sufficient knowledge—and they freely admit it—to enable them to predict, with any degree of accuracy, what the real effect of the present rate of crayfish production will be in the future. I believe the female crayfish has eggs on the tail in December. It carries those eggs during the months of January and February and eventually releases them late in February or March. When the eggs are released they pass through the larval stage and form into small crayfish. I believe that at the appropriate time of the year, it is quite an interesting sight, on certain reefs at Rottnest to see small crayfish swimming among the reefs. People often take the opportunity to watch their movements at night with the aid of a strong light. The eyes of the small crayfish reflect the light which give the reefs the appearance of being covered with millions of glow-worms.

From that stage the small crayfish fight their way through life until eventually they reach the stage when they can come out of their hiding places and start their way in the cold, cruel sea.

The Hon. J. M. A. Cunningham: What is the mortality rate during the immature years?

The Hon. R. C. MATTISKE: The mortality rate among crayfish is greater in the early stages owing to the depredations of certain small fish. As they start to grow, other fish, and octopus, take over and devour them; and even when they reach maturity they are still subject to attacks by snapper, groper, sharks, etc. Therefore, they undoubtedly pass through some interesting stages during their life.

The growth of the crayfish is discontinuous. That is, it grows to a certain stage in its existing shell which is then shed, and it gradually fills out until its new shell becomes too small for occupation, and so it carries on this moulting system throughout its life. It is estimated that a mature crayfish has approximately 12 moults up to that stage, and thereafter the female crayfish has two moults every year.

The average rate of growth is not known with any degree of accuracy, but I am reliably informed that it is in the vicinity of one-third of an inch per annum. This has been ascertained by scientists by the tagging of crayfish. Each year they catch a certain number of crayfish, tag them and release them. Subsequently, when the crayfish are caught, the records are checked and from the comparatively meagre amount of information the scientists are able to obtain they have been able to deduce that the crayfish grow one-third of an inch every year. It is hard to tell the age of a crayfish as compared with other forms of life. For instance, we can tell the age of the human being by the condition of the teeth, the condition of the skin and other outward signs. By this means the age of a person can be assessed fairly accurately. Of course, there is the simple method of getting this information by obtaining one's birth certificate.

The age of a tree can be ascertained by counting the number of annular rings. It is possible to tell the age of fish with some degree of accuracy by counting the number of rings in the scale or the number of rings in the earbone. However, scientists have no definite means of telling the age of crayfish. They can give only an approximation. The estimate of the age of an average size crayfish—one which measures 2½ ins. from the rear of the horns to the end of the carapace, or body—is seven years. That has been accepted as being fairly accurate. Likewise, it is estimated that the average age of the crayfish caught for export is about 12 years.

The Hon. F. J. S. Wise: Adolescents almost, are they not?

The Hon. R. C. MATTISKE: There are different types of crayfish. There are white crayfish and red crayfish. By red crayfish, I do not mean those that are cooked. The white crayfish, as they are commonly known, start running early in December, or possibly towards the end of

November. They come out in great quantities, but then seem to disappear almost overnight. Where they go is still a mystery.

The Hon. L. A. Logan: They are really immature crayfish.

The Hon. R. C. MATTISKE: There are two schools of thought on that matter. One school maintains that the white crayfish is white merely because it is just coming out of its moult. It is emerging from its hiding place and starting to seek food. When it is seeking food it is so hungry that it is an easy prey for the pots of the crayfishermen. The crayfish in their search for food wander further afield and eventually they turn red. They are not mature sexually.

Then there is the other school of thought which maintains that the white crayfish is a definite type which migrates to some unknown place. Certain operators maintain that they have caught large white crayfish in deep waters and that those crayfish had eggs.

Therefore, it is a matter that requires further research before any school of thought can be positively accepted. If the second school of thought is correct; namely, that it is the type of crayfish that comes in great quantity early in the season and then vanishes, there is urgent need to trace the movement of the white crayfish. They definitely appear overnight and just as definitely disappear overnight.

At the commencement of this last crayfishing season a rather unique suggestion was put forward by one operator. Unfortunately, the Government was not able to put his suggestion into operation to test it. However, I think it is one well worthy of consideration. This man read in the Press that, in England, by the use of radio-active substances, blockages in underground drainage systems can be traced. By the same means they can trace the movements of shoals of herring and other fish. This operator maintains that if similar radio-active substances could be placed among a large school of white crayfish, their ultimate destination could be traced with the use of a geiger counter. I realise that the suggestion could be fraught with many difficulties, but, nevertheless, it is worthy of serious consideration.

There is great difficulty experienced in arriving at the true balance between the breeding and the marketing of crayfish. At present, it is illegal to catch crayfish in spawn, but unfortunately they are caught in this condition; and they are caught to a considerable extent. Those unscrupulous operators who catch crayfish in spawn, cut them, brush them, and sell them commercially. They realise that they are liable to the imposition of a fairly stiff penalty, but apparently they are prepared to take that risk. At this juncture I can

only suggest that there is need for a much heavier penalty to be imposed on those who catch crayfish in spawn.

Apart from the catching of crayfish in spawn, there is a further problem of when not to take a crayfish. If the female has eggs in the tail during the months of December, January, and February, she certainly has eggs inside her body prior to that. The months of December and January are particularly good for crayfishing. We then reach the question of whether it would be better to restrict crayfishing operations during a certain period of the year to give the crayfish sufficient time to breed, or whether we should permit the catching of a few breeding crayfish because they are breeding in such quantities that this would not affect the over-all supply.

That is a problem the scientists must investigate in the very near future. It is obvious that if a female crayfish is caught whilst it is in the process of breeding, it must have a serious effect on the crayfish population.

Another great problem associated with the industry is the taking of under-sized crayfish. In the early stages of the crayfishing industry in this State this did not have any real effect, because the operations were comparatively small. There were not very many fishermen engaged in the industry, and those who were operating had a very keen appreciation of the need to conserve future stocks of crayfish. For that reason they rejected any crayfish which were doubtful in size. Unfortunately, as in the case of any other apparently attractive industry, many persons have engaged in crayfishing in recent years, and they have not the scruples which the earlier fishermen had.

Undersized crayfish are being taken in considerable quantities at present. There are cases well known, where people are trafficking in them. They deal in under-sized crayfish; they process them; they strip the meat from the tails and sell the crayfish meat to restaurants and other places. It is very difficult for inspectors, in respect of trafficking in that form, to catch up with the wrongdoers.

With the great interest that is being taken in boating, particularly in powered boating in recent years, the number of amateur fishermen going out and laying pots is increasing considerably. Many of them quite unknowingly commit offences. I venture to say that many persons who set their own pots with the object of catching a few crayfish for their own consumption, do not realise that they are committing a breach when they set more than two pots. I further suggest that in certain periods when it is illegal to set pots within one mile from shore, many amateur fishermen set pots within that distance, and that hardly any of these

amateur crayfishermen reject an undersized crayfish. Therefore we have a further channel through which undersized crayfish can be taken in considerably increasing quantities. The temptation is great to many people to take undersized crayfish.

On a crayfish boat the temptation for the operator to take undersized crays is not so great, because he is aware that once the crayfish leave the boat, they go straight into the processing works, and there an inspector measures them in order to pick out any that are undersized. He is therefore very anxious to ensure that any crayfish which are doubtful in size should go over the side of the boat.

Unfortunately, a number of crayfish boats are operated on a profit-sharing basis, under which the employees participate in the profits of the catch. These persons, not being responsible for any undersized crayfish, are tempted to take the risk and include in their catch crayfish which are doubtful in size.

Apart from this temptation, undersized crayfish can be included in the bags which are sent to the processing works—not intentionally, but as a result of the difficulties of operations at sea. I made it my business to go out on a crayfish boat in order to see precisely what happened under ordinary working conditions. My eyes were well and truly opened. The speed at which crayfishermen work is phenomenal and the conditions under which they operate are very severe indeed. In my view, they are entitled to anything they can get from the industry.

Normally the boats leave shore at 7.30 a.m. and travel distances from one to 30 miles to the crayfishing ground. In a day, the operators can pull up to 150 crayfish pots. Normally these pots are laid along a reef; and as a rule, about 60 yards apart. The method of operation is to pull one pot aboard the boat, empty the crayfish and anything else in the pot—this may include seaweed, octopus, etc.—re-bait the pot if it is not damaged, and dump it on the edge of the reef again. If a pot should be damaged, it is pulled aboard for repairs. The boat then proceeds to take up the next pot, and so the process continues.

This work is usually done by the skipper, who controls the boat from the stern, and by one of the hands, who assists in pulling up the pots and rebaiting them. Another assistant takes all the crayfish from the box, which is usually placed at the centre of the boat, grades them, and bags the size crayfish. He is skilled to the extent that he can normally pick out the undersized crayfish, and these are thrown over the side of the boat immediately.

It is imperative for any undersized crayfish to go over the side as quickly as possible, because at certain times of

the year they will shed their legs, particularly when they are handled. Once they have shed their legs, they become easy prey for the fish as they lose their ability to defend themselves by crawling under rocks. In order to preserve the undersized crayfish which are caught, it is imperative to return them to the water immediately.

The obviously sized crayfish are thrown straight into a bag by the operator on the boat. The doubtful ones are measured. This is where one of the major difficulties regarding undersized crayfish occurs. I do not know whether members of this Chamber are familiar with the method of measuring crayfish. I thought it would be interesting to bring one with me in order to demonstrate how the measurement is taken.

Here I have a crayfish which is barely sized. The operator who obtained it for me from the works ran the rule over it. He said he would grade it as being undersized, but it had been passed by an inspector as being a sized crayfish.

I want to demonstrate the different methods of measuring crayfish, in order to point out the difficulties under which operators have to work. The measure which is normally used by the inspectors is a common flexible steel ruler—usually the type with the white background and black markings. It is necessary to measure the crayfish by ascertaining the distance between the base of the horn and the end of the body. A sized crayfish must measure 2½ in., and there is a tolerance of only 1/64th of an inch.

To use this type of ruler, both hands are required; the crayfish is held in the left hand, and the right hand is used to steady the ruler and measure the crayfish. It is not easy to carry out this operation. I have seen operators and crayfish dealers arguing over the size of a crayfish, and spending half a minute in trying to get an accurate measurement.

Obviously, this method of measuring is quite impracticable on a boat at sea, because the crayfish are alive and they jump and wriggle in one's hands. Usually the operators wear greenhide gloves as a protection, but in the ordinary course of their duties, they receive cuts on their hands, and suffer severely from crayfish poisoning and salt-water poisoning. Then again, in the process of hauling in the pots, which are attached to floats by tarred ropes, they often flick spots of tar and salt water in their eyes.

These disabilities make it difficult for the operators to see the measurements accurately. We must bear in mind also the fact that, more often than not, they work in small craft that are bobbing like corks on the choppy water. We can thus realise their difficulties in obtaining correct measurements.

The Hon. A. F. Griffith: None so blind as those who do not want to see!

The Hon. R. C. MATTISKE: They do want to see. Once the crayfish are placed in bags, the bags are sewn up, branded, and despatched to the processing works. The operators know that an inspector at the other end checks the catches for size. Therefore they cannot take the risk of including undersized crayfish.

To facilitate the measuring of crayfish on the boat, another type of measure is used by the operators. I have one in my hand. Normally, these are made of steel, brass, or similar material. This tool has a hook which fits over the two small spiny horns immediately at the rear of the main horns. By means of a cutaway of the metal on the ruler, the operators can gauge the distance to the end of the carapace. This type has one drawback. In order to measure accurately, the operator must put the end of the tool behind the two small horns and press down firmly. If he permitted the tool to slide forward to a certain extent up the main horns, he would get an incorrect measurement. Thus he could gauge a crayfish as being of the correct size, whereas in fact it would be undersized. If care is not taken in the handling of the crayfish, these spiny horns can be broken off. When the crayfish is alive, they break off quite easily, bringing about bleeding and ultimate death to the majority of crayfish so mishandled.

For this reason a further type of measure has been devised and is being used by the majority of operators. It consists of a small bar of metal with the body of the tool cut away for a set distance. When the bar is inserted over and in front of the horns, the gauge is laid along the carapace. An accurate measurement can be taken, because the tool can be held firmly in position. This is the method of measuring which is recommended by the operators in the industry. It is simple for them to carry out the operation with speed, and without causing injury to undersized crayfish. Furthermore, they can take accurate measurements.

Unfortunately, this method is not approved by the Fisheries Department at the present time. Deputations from the operators have waited on the Minister with a view to getting some standard measuring tool adopted. I understand the Minister is now contemplating action in this direction. I sincerely hope that he will do something, because accuracy in measurement is a great bone of contention between the operators and the inspectors. An operator may measure a crayfish carefully, and in all good faith may pass it as being of size, but the inspector may reject it as being undersized.

Cases have occurred quite frequently where one inspector examined a quantity of crayfish and rejected a certain number as being undersized, but subsequently another inspector passed the bulk of the rejects as being of regulation size. It is

submitted by the operators that if the third type of tool to which I referred were adopted as the standard, it should be produced in stainless steel in order to prevent rust and a variation in measurements arising from that rust. Furthermore, stainless steel is most durable, whereas plastics and similar materials are not as durable and will not stand up to hard wear; and, with wear, they will give false readings. If these tools were made of stainless steel, they could be used for the whole crayfishing season and always give accurate measurements.

It is submitted that if the tool were subjected to an inspection by the Fisheries Department and stamped by it in the same way as plumbing fittings are stamped by the Water Supply Department, then the operators would be using a measuring tool which they knew had been approved by the department. They would know, also, that if they used it correctly there would be no argument in the future as to the size of the crayfish. I do hope the Minister will take some action in the near future to introduce some standard type of gauge. However, I would, with all respect, suggest to him that before any final decision is made, he permit certain operators to try out the prototype to ensure that under working conditions it is a practicable instrument.

The present system of marketing crayfish leaves a lot to be desired. The system, briefly, is that the operators go out and catch their crayfish during the day. As I have said, they normally leave the shore at about 7 a.m. or 7.30 a.m. and return about 5 p.m. Some who operate further afield leave earlier. I recall one fellow I saw operating at Yanchep at Christmas time. He used to leave Yanchep at about 3 o'clock in the morning and go about 30 miles out, returning about 4 or 5 in the afternoon.

When they come in, their crayfish are all bagged. They take them from the boat into a weighing shed, where they are weighed and subsequently picked up by a transport driver who delivers them straight to the processing works. Each of the bags used is branded with the name of the operator or his boat. That, at present, is the only system of identification in most cases. In some instances, different dealers have been using a system of tags so that a tag can be fixed to a particular bag definitely identifying it with the particular operator. However, that is not a universal system.

Unfortunately, there are occasions when one operator has to use bags on which is branded the name of another operator. He then tries to ensure that he receives the full credit for those crayfish; but there have been occasions on which there has been confusion at the works, and bags of crayfish have been credited to the wrong operator. There is one other important aspect of this, in that when the

crayfish bags are opened in the processing works they are placed on a bench quite apart from the crayfish of any other operator. Therefore the inspector knows that all the crayfish in a particular batch came from a certain individual. But if there should be any confusion regarding the bags, then disputes arise concerning the responsibility for undersized crayfish.

When the inspectors have been through the supplies and passed them, the crayfish go through the different processing treatments. Any that are undersized are immediately confiscated, and action is taken to penalise the operator concerned. Here I think is a case where much injustice is being meted out. There have been instances where operators have acted very conscientiously over a long period. When I was out with a particular individual at Christmas time, I was astounded to see that about 80 per cent. of the catch went over the side. It made my Shylock propensities come to the fore, and I felt like diving in after some. But because they were undersized, they had to be thrown over; and, as I said, I was astounded to see 80 per cent. go that way.

We have those conscientious operators who, if in any doubt, throw the crayfish over the side, despite the fact that they know they are throwing about 3s. away when they do it. But no matter how conscientious they are, there comes a time when there are one or two undersized crayfish in their catch, and they are not allowed any undersized crayfish at all. Because of that, they are immediately fined. I do think that situation is quite unfair and discouraging to the operator who is conscientious. It is unfair particularly because there are so many dealing with undersized crayfish and in great quantities.

For that reason, I feel the department should alter the system of inspection to permit a certain amount of latitude, taking into account the conditions under which the operators work and the knowledge they have all the time that their crayfish are going to be inspected as soon as they reach the works. They are not deliberately trying to flout the law. The undersized crayfish are placed in the bags because of human error. I feel that if there were greater co-operation between the operators and the inspectors, the situation would be much better.

One of the other improvements which I suggest in the industry is in regard to research. As I said at the outset, this is a very important industry, sadly lacking at present because of insufficient knowledge. I believe that recently the Federal Government announced it was making available the sum of £1,500 per year from the Commonwealth Development Trust Fund to the State Museum. This sum will be available for three years and will permit Dr. George of the State Museum, and

an assistant, to conduct a certain amount of research into the larvae and their movements.

I understand that the State Government is also assisting by making its boat available for this purpose, and I think it is to be greatly commended for that. But, at the same time, from my investigation of the industry, I feel firmly convinced that it would be money well spent if the State Government appointed a full-time research officer into the crayfish industry. By "research officer" I do not mean some young fellow who has just left the University and who may be attracted by the £1,200 or £1,500 a year. I think it is so important a position that a salary should be offered sufficient to attract a good man so that the results of the research will be worth while in helping this State earn well over 6,500,000 dollars per annum.

The Hon. G. Bennetts: You might advise the North-West members to get a copy of that speech, because it is interesting.

The Hon. R. C. MATTISKE: At the same time I consider that if the research people co-operated with the operators they could obtain much valuable information. I know some of these chaps have kept records going back for a number of years as to what they have caught and where; the state of the moon at the time; and different other factors concerning the weather, etc. From their records they are now able to work out with a fair degree of accuracy just where they may have the best chances of catching crayfish at present. I know these men would be only too happy and too willing to make that information available to a person conducting research. Therefore I feel that if such a person could be appointed and could co-operate closely with the operators, the State would certainly benefit.

I have already referred to the standard gauge, and I hope some action will be taken in that regard. I also feel that there could be closer co-operation between operators and inspectors. In addition, if there were some change in the penalty provisions so that there would be a certain amount of latitude allowed, then there would be greater confidence on the part of the operators, and they would be encouraged to assist the inspectors in tracking down those persons who were dealing with undersized crayfish on such a large scale. They realise their future is at stake and they have to protect it; but at present, while certain niggling is going on, they are not in the frame of mind to assist any inspectors.

I am not saying that the inspectors are all being picky or that they are out trying to catch operators merely to record a certain number of prosecutions. But, as I tried to point out a little earlier, the human element has to be taken into consideration in regard to the measurement of

the crayfish; and that is where the whole trouble occurs. The operator thinks he has a regulation-sized crayfish and the inspector thinks otherwise; but the inspector has the law on his side.

There could also be greater liaison between the Fisheries Department and the Department of Agriculture. We know that in this State from time to time we have had certain pests abounding in great numbers, such as kangaroos and emus. It may surprise some members to know that the crayfishing industry in this State imports fish heads from Canada, Hongkong, and other places. That seems rather peculiar; but unfortunately it is necessary, because the operators cannot obtain a sufficient quantity of bait locally. They put up to 1s. 3d. a pound for snapper and cod heads, and they pay colossal figures for buffalo bream from different parts of the State. Also they obtain calves' hocks which are used extensively, and kangaroo and other meat.

Some operators maintain that there is only one type of bait—fish bait; while others claim that kangaroo and other forms of animal meat are quite good bait. I think it depends entirely on the operator himself. However, while there is a big demand for other forms of bait, such as kangaroo and emu meat, I think there is a chance to kill two birds with one stone, as it were. If, by increasing the bonus payable, encouragement could be given by the Government to the eradication of emus where they are such a bad pest; and if other assistance could be given in getting their carcasses to the crayfish operators, great benefit could be derived.

We know that at present kangaroo meat is attracting a certain value because of the possibilities in regard to export and because of local consumption as pet food. At the same time there are portions of the State where kangaroos abound which may not be of sufficient quality for export; and these could be utilised admirably for crayfish bait. It is for this reason that I feel there should be greater liaison between the two departments I have mentioned. It is only a small point but all small points add up.

Someone has mentioned to me in recent weeks that there is a great need for stricter supervision over boats and skippers. We realise that skippers must know all the reefs and how to handle their boats under all conditions and they must be able to bring them back to shore safely. The boats themselves are subjected to a fairly thorough examination before they are licensed, as are the engines of the boats. Safety appliances such as navigation lights, life jackets, flares, and flags are also checked.

The skipper of a boat must also be licensed. It is possible for a coxswain's ticket to be issued to a person after he

has been on one boat for no less than two years. It may be necessary for a stricter supervision to be imposed on these people and the boats, but from the inquiries I have made I would not like to express a personal opinion. At the same time, it is a matter which warrants fairly close attention in view of the interest now being taken in this industry by so many people.

To a certain extent there is a need for improved charts in some areas. I believe that along some portions of the coast—very close to Fremantle—soundings have not been taken since 1895. Therefore I feel that there is a great need for the Admiralty charts to be brought up to date; but in some respects I think the need for them has been diminished somewhat because of the use of echo sounders. Practically every boat nowadays is fitted with an echo sounder; and an echo sounder is the most efficient chart because the skipper knows the depth of water he has under him; and echo sounders are usually infallible.

There is one item which must receive urgent attention, and that is the provision of additional lights along the coast. Particularly at Lancelin Island there is a need for additional lights because from Jurien Bay to Fremantle there is nothing, apart from two small lights on Lancelin Island. In dirty weather, boats travelling between Jurien Bay and Fremantle get out of range of the Jurien Bay light before they can pick up the Rottnest light, with the result that they do not know where they are.

I realise that this is a Federal matter, but at the same time I believe that the provision of lights is extremely important to all forms of shipping on our coast. I hope this question will be taken up with the proper Commonwealth authorities so that life may be saved. There have been certain wrecks along our coast in recent years that have been attributable to the lack of navigation lights. There was the *J. P. Webb*, a hopper barge, which went aground a few years ago; and various other boats have gone on reefs at night through not knowing where they were. Admittedly it may be argued that most of the travelling done by the fishing vessels is done in daylight hours, but in some cases they cannot get in to their anchorage during the daylight hours. It then becomes imperative that the skippers should have some means of finding out exactly where they are. I hope that something will be done in this regard.

I have drawn attention to these points, not with a view to criticising the Fisheries Department—far from it because the department has done a lot to make this industry more attractive to the operators and more beneficial to the State as a whole—but in the sincere hope that the Minister concerned will be able to give

consideration to them in order that the crayfishing industry may bring more and more American dollars into this State and be of greater benefit to Western Australia as a whole. I support the motion.

Sitting suspended from 6.5 to 7.30 p.m.

THE HON. J. M. A. CUNNINGHAM (South-East) [7.30]: It has been the custom in this House, almost from time immemorial, for members from time to time to choose from amongst their number an expert member to preside over them. On this occasion their choice has fallen upon you, Mr. President, for the position requiring as it does one who is easy of address, courteous in demeanour, and steady and firm in principle. We think that the choice has been a happy one. Therefore I offer you my personal congratulations, and I know that you will bring to this office the dignity and honour that we desire to see.

To Mr. Baxter, who is not present, I would say congratulations on staging a comeback to this Chamber; because he and I are the only two whom I know of who have been successful in doing this. I can sympathise completely with him because I, too, know how the bitterness of defeat can make it hard for one to decide to try and fight back. I congratulate Mr. Baxter on achieving what no doubt has been his aim.

To our new member, the Honourable Mr. Thompson, Mark III, I say, "Welcome to the Chamber and congratulations on your success." I invite the honourable member to take full advantage of the many offers he will receive from other members of the Chamber to assist him to settle in and learn the duties that will enable him to become a good member. We in our turn received the same consideration, which is a feature of this Chamber. I congratulate Mr. Thompson, and I know that he will make speeches of a useful nature.

The whole trend of the Governor's Speech on opening day was one of buoyancy and hope. It was a most encouraging document marking the achievements of and the progress made by the present Government. Our population is rising; the employment figure is on the up grade; unemployment is falling; and lost man hours through industrial unrest are almost at zero point. The employer-employee relations in the State have never been better; and we believe this is because of a feeling of security and satisfaction in the way the Government has set about its task during the short twelve months it has been in office.

The general feeling appears to be one of goodwill; and there is more of an understanding of the other fellow's problems rather than the self-centred interest that

marks the industrial relations in other States. Probably there are two marked exceptions to that; and I refer to the feeling generally on the wharves, and, to a lesser extent to the feelings on the coalfields. It is true that the people on the wharves and the coalfields have their own problems to think about and their own lives to live, but nevertheless there is not in evidence a feeling of consideration for the rest of the State such as we find in other fields of endeavour.

We believe that at long last the stability and progress that is evident in Esperance, and the country between Esperance and the western development near Ravens-thorpe is steady and assured. There is a feeling of security in that area; we see land that was once vacant between those two centres definitely but slowly being taken up and developed. Quite recently a new area west of Young River was surveyed and checked; and to all intents and purposes it appears to promise even greater success than the area around Esperance itself.

I was pleased to hear Mr. Strickland's remarks, and the way he paid a compliment to the Government in his speech when he said—

I was also pleased when I heard His Excellency tell us of the progress that had been made with the large works initiated by the Hawke Government. When one looks through the copies of the Speech which His Excellency so kindly had distributed to us, one finds that if the large Government works, such as the Narrows Bridge, the Wyndham jetty, the Ord River project, the Port Hedland Harbour improvement extensions, and one or two minor works—not forgetting, of course, one other important public job, namely, the construction of the new vessel *Kangaroo*, which is to operate on the North-West run—are excluded, the Government has not initiated any large Government or public works, except the normal construction of schools, hospitals, and State houses.

Perhaps it is a backhanded compliment but, nevertheless, it is a statement which records the honouring by the present Government of the undertakings of its predecessor. Mr. Strickland said—

It is a creditable report on the first year's activities of the Government.

That is without question; it is. The point to remember is that in achieving this result, the Government has had to find large sums of money to finance many of the projects—not all of them, but many of them—and, of course, the money that has been found to continue with the various jobs started by the previous Government, has meant a limit being placed on the present Government's ability to

embark fully on its own policy and programme. So it is not surprising that not many starts have been made on great new projects. Obviously they will come.

The Hon. R. F. Hutchison interjected.

The Hon. J. M. A. CUNNINGHAM: Just look at the record, madam! The build-up of interest in the iron ore deposits of Western Australia in itself portends major developments in the near future. Already they are moving and working towards great development, particularly in what is becoming known as the iron ore province. This province has created quite a deal of interest not only from the well-known Broken Hill Proprietary Company, but also from other big organisations.

This iron ore province has come into existence as an actual area by virtue of research that has been made over many years, and because of samples of stone, mineral, and ore that have been sent to the Government from time to time for analysis. As far back as 60 and 70 years ago, samples of ore would be sent down for analysis. If they proved to be iron ore, even though of varying quality and quantity, the location would be known. Someone has gone to the trouble of collating all the information regarding these various isolated little samples over all those years, and a line has been drawn around the area, showing where, at some time or other, iron ore has been discovered. No matter how small the sample may have been, if iron ore is known to be in existence, it has been marked on the map.

Even by world standards this province must now be accepted as a potential major iron ore producing area. Several of the areas show iron ore deposits of exceptionally high quality. Some are known as rich deposits but, generally speaking, they are known only as outcroppings of rich oxidised ore. It is obvious that in that huge province there must be vast quantities of similar types of ore that are not evident on the surface; and little is known of the richness of the deposits below the surface. The information we have been gained from the samples that have been submitted to the Mines Department, and also from samples taken by different companies which have been interested enough to make inquiries.

There happens to be in the southern section of this province, close to Southern Cross, three rich outcroppings of iron ore. One has been known for some time—I refer to Koolyanobbing. This deposit has been known of for several years now, but only in the last two or three years another rich outcropping was discovered by a prospector named Jock Walls. That outcrop was not even marked on the map, yet it is quite a prominent feature of the countryside in that area. It is a rich deposit; and interest has been built up in that area subsequently. Another deposit, Dowd's Hill, is within a few miles of the other two.

The Hon. G. C. MacKinnon: Did he get any reward for finding it?

The Hon. J. M. A. CUNNINGHAM: No; no reward is given for discovering iron ore. There is a complete blanket, or embargo, I think it is called, on all iron ore discovered or undiscovered; and all prospectors are aware of that.

The Hon. G. Bennetts: Was he given credit for finding it?

The Hon. J. M. A. CUNNINGHAM: I think it is generally known that Jock Walls was the first one to find it.

The Hon. S. T. J. Thompson: The embargo is on the export.

The Hon. J. M. A. CUNNINGHAM: Not only is there an embargo on the export, but there is also an embargo on the discovery of iron ore. A prospector cannot work it, even though he may know about it. It belongs to the Government, and that is the end of the matter.

The Hon. A. F. Griffith: "Embargo" is really the wrong word. It is reserved to the Crown.

The Hon. J. M. A. CUNNINGHAM: They are the words I was trying to think of.

The Hon. H. K. Watson: Are any other minerals reserved like that?

The Hon. J. M. A. CUNNINGHAM: Yes; manganese used to be in that category, but not many years ago it was released.

The Hon. H. K. Watson: That is not much encouragement for a prospector.

The Hon. J. M. A. CUNNINGHAM: Up to this stage the Government has not been particularly interested in discovering urgently new deposits of iron ore—or at least that was the position until recently—but now, with the desire to exploit the deposits for the benefit and development of the State and industry, the Government is interested in finding new deposits, and urgently. The known deposits of iron ore are fantastic. Mr. Wise gave us the figures, but other figures have been published which show that the Government estimates are low and that there is even more iron ore available than was thought. The point is that the known deposits are only a small proportion of the deposits we have in Western Australia; yet those deposits are known to contain hundreds of millions of tons of iron ore. I mentioned only two which have been drilled to any depth to see how deep the deposits go.

The Hon. A. F. Griffith: What are the two?

The Hon. J. M. A. CUNNINGHAM: Bungalben is one; I cannot remember the other.

The Hon. A. F. Griffith: Talling Peak is another.

The Hon. J. M. A. CUNNINGHAM: Yes.

The Hon. A. F. Griffith: Mt. Goldsworthy is another one.

The Hon. J. M. A. CUNNINGHAM: That is not in the same province.

The Hon. A. F. Griffith: That is out from Port Hedland.

The Hon. J. M. A. CUNNINGHAM: Yes; it is in another area quite separate from the vast areas I have mentioned. It is in a separate field entirely and comes more into the Koolan Island area. I suppose it is not even in that area either; it is an area close to the coast. It is quite a different area. However, it is to be hoped that when some final decision is made as to the disposition of these deposits, the competition that is already obvious between the big interests, will be used to the best advantage in order to obtain the best results from whoever is successful in getting the right to develop the deposits; whether it be B.H.P. or one of our own mining companies which is interested—and which has a very good record in this State—or whether it be another crowd which is interested in exploiting these properties.

The point is, we are not necessarily going to be happy in seeing these deposits exploited purely for the benefit of a company. If benefit is to be derived for the State then we will be most happy to see that whoever is given the right will obtain the best return from this treasure house of minerals. If the Commonwealth Government had some assurance that in permitting the export of iron ore, the companies concerned would embark upon a research programme in the areas in their vicinity to uncover not only iron ore, but gold, copper, and other valuable minerals, I feel sure the Government would be much more sympathetic than it appears to be at the moment in its approach to our plea for the right to export iron ore.

So much for that section of Western Australia which is exciting world-wide interest in its mineral wealth. I now want to say a few words about another subject which is exercising the minds of parents and groups of people all over the State. I refer of course to education. This is a burning question in every State in Australia; and no less is it so in the smaller areas, such as the district I represent. I must compliment the new Minister for Education for the way in which he has taken over his department in the short time the Government has been in office. I must compliment him for the prompt decisions he has made pertaining to all matters concerned with his department. This is very evident in all levels of departmental activity. The departmental officers are unstinting in their praise of the Minister, and of the way he is handling the affairs of the department.

Anyone who has had occasion to go to the department, to see its officers, or the Minister himself, has had first-hand evidence of the activity and interest that

has come about in the Education Department. I shall be specific in what I say, and I shall refer to the manner in which the Minister has gone about tackling one particular phase of the school-building programme which deals with gymnasiums for schools. In the ultimate planning, most schools of any size are to be provided with a good gymnasium. Whereas in the past a suitable building, adequate for the needs of the school, could be built for £4,000 or £5,000, today it has got so far out of hand that a gymnasium for a reasonable-sized school costs as much as four or five gymnasiums did in the past. The gymnasiums that have been designed for the department would grace almost any large inland town as its town hall; the town would be proud of it. An amount of £40,000 is common for building a gymnasium; for building a dance floor that could not be bettered anywhere in the State. It would have luxury fittings which are completely out of place and far beyond what is required for a school gymnasium.

The Hon. H. K. Watson: That is an annexe to the school?

The Hon. J. M. A. CUNNINGHAM: That is all. It is absolutely fantastic. But the Minister has clamped down on that now. He has asked for a utility design to be provided for these buildings, and he has placed a limit on the ultimate cost. There is one in Perth used by Legacy, which has everything necessary for a first-class gymnasium; it is suitable in every way for a large school; and this cost nothing like the amount that recent buildings for school gymnasiums have cost.

That is the sort of thing the present Minister has taken hold of and changed completely. We cannot blame the Minister for the action he is taking, because he must make every penny of his allocation go as far as possible.

The Hon. C. R. Abbey: It would not be only gymnasiums.

The Hon. J. M. A. CUNNINGHAM: I understand it came to the Minister's notice by reason of the fact that he was asked to open one of these gymnasiums; and when he got there he was staggered to find he was literally opening what amounted to a town hall. That drew his attention to just how unreasonable and out of hand this whole business was. Today he has called a halt to all this.

There is still a great deal of room for improvement in the sphere of education; particularly in the always contentious points of text books for schools. This is a matter which touches very closely the pockets of the working people who may have three or four children attending schools, particularly the primary schools; although the cost of school books mounts astonishingly the higher the child goes in his education programme. As a matter of fact many schools and groups of parents

and citizens have found the cost so great that they have formed organisations to supply books to children on loan or hire at a cost of £2 to £3 per year. This has been a godsend to those people who have three or more children attending school.

It was about three years ago when the parents and citizens' group started to make inquiries into the chaotic conditions that obtained so far as school books were concerned. They found situations arising where, in one town, four or five primary schools of the same class, each had different types of text books for the use of the children. The answer given to any queries was that the teacher must have scope to choose the type of books from which to teach. This is astonishing, because they are all trained at the same college under the same system.

Another argument was that we could not afford to stagnate; it was necessary for us to progress by introducing new ideas. That is all very well, but the question of cost is really startling. We found that the teachers chose a particular type of book and the children bought this book; the teacher was then transferred; a new teacher would be appointed and would decide on a different set of books.

At the time we raised this question we were told to hold our horses; that there was a new shake-up and a new routine on the matter of school books, and that this would probably answer all our problems and bring about a simplification of the question of school books throughout the State. We were told that this would make us more than happy and would answer all our queries. That scheme has had a couple of years in which to show results. It has had results, but they are not all good results.

For example, we know that the members of this House who have reached their present standing in life learned the three R's from the same books. We can still remember them—there was the *Oxford Reader*, the *Swan Reader*, *Blackies*, and other books. If we were to use those books today, we would probably be told we were stagnating. A new group of readers was introduced—the *Beacon* series, and the *Wide Range* series; but they have been reduced to a selection of one or two types of books. If this is a simplification of the old method, then we still have something to learn.

I have some samples of these books. Let us see what has been achieved with the simple old transcription books. Here is one marked "Standard I." Inside we find it is ruled quite differently from what we were used to seeing; it is ruled with three-quarter inch lines. So we find the suppliers lay in stocks of this type of book. It is the new one. The seller gets in this type of book in large quantities

because it is cheaper that way. The next year we get a different transcription book. The teachers very carefully say they want the new issue.

The next one is called Grade III or IV—not Standard I or III or IV. This book is ruled with half-inch lines; and we lay in a stock of this type of book. The next year we find there is a transcription book for V, VI, and VII grades; again with the old ruling of lines; it is for the higher grades. That is all right. But that book is scrapped; and we get a "junior activity" book Grade II. On opening it we find it is ruled with three-quarter inch lines, the same as the old transcription book. So we lay in a stock of these books. The next year we are given the activity book, and it is now Class I, II, III, and IV. It is ruled with three-quarter inch lines.

But try to sell a child that book when the other type is the one that is used in the particular year! It has exactly the same ruling, but for some reason it is now out of date. Then there is the "junior activity" book for transcription. This comes back again to Standard I, and it is ruled with three-quarter inch lines. Why the changes? All the stores have stacks of these books which they can no longer sell. It is quite ridiculous. We have here "senior activity" books, V, VI, and VII, which are exercise books interleaved. A child will be told he requires an interleaved book, so he gets one. He has to buy a biology book—it is the same thing, but it is called a biology book, and instead of paying 1s. 6d. as he would for the other, he must pay 1s. 9d. for it. It is merely an interleaved exercise book.

We find that for an ordinary exercise book the scholar will be told he requires a 10-page exercise book. That means something in the trade, and the shops lay in stocks of those. They may cost up to 4s., but the teacher quite casually says he needs six of these. At the end of the year the mother goes in and says that she has had to buy all these books last year, and asks the teacher to have a look at them. In one book perhaps three pages have been used; in another perhaps half the book has been used. It has been necessary for those books to be bought, however, and no thought has been given to the cost to the parents. When the curriculum is drawn up, more consideration and thought should be given to the cost to be borne by the parents.

I think that more supervision is needed. If honourable members think that is something, let us take a look at the new series of simplified textbooks. The old *Beacon Reader*, which up to 12 months ago was in general use, is now discarded and we get this new group called, *Wide Range Readers*, Book III. Do not get the idea that this book is to be used by Grade III, Class III, or Standard III—Book III is used by Grade

IV. Why, I would not know. The same applies to this other set of beauties which I have here.

The Hon. L. A. Logan: How much did they cost you?

The Hon. J. M. A. CUNNINGHAM: This matter is not humorous; it is serious to those concerned. This introductory book is entitled, *Happy Venture Series*. It is a new book. Book I, *Happy Venture*, is used in Grade I. This is the new book—the simplified version—so the retailers lay in their stocks and sell probably one-third in the first month and a few during the year. When the traveller comes along at the end of the year the retailer says that he will not want any *Happy Venture*, No. I because he has some left over from the previous year. However, the traveller tells him that they have changed, Book I, *Happy Venture*. Despite this, the text of the book is almost exactly the same. The only difference is that the illustrations are now more attractive and in three colours instead of two; and the books are probably sixpence dearer. In addition, they cannot be handed on to the children coming up from the next class. It is impossible to sell the old book to a child when his teacher says he wants the child to get the new issue.

The same applies to all of the other books. Book IV is used for Grade III—not standard—not class. Book III is used for Grade II. Just how confusing can it get? This other group of books which I have is a full series by F. Clayton for arithmetic in the various classes or standards in schools. These are gems. The book I am holding up is marked, "Book III to be used for Grade IV." In the next group we have Grade V, Book IV. Why change around? Then we go to Book V for Grade VI. In the indicating dot of the next book it shows Grade VII for Book VI. Why do not the books show that they are for Standard VI or Standard VII, or whatever the case may be. It is easy to imagine the confusion when there is a queue of children and parents with their school lists trying to purchase books when Book V is for Grade VI and Book VI is for Grade VII. The whole thing has failed completely to achieve its aim. If it is important to simplify the books used in the schools, a standard group of books should be used. The department may easily say that it does not print the books—and that is quite right.

The Hon. H. K. Watson: Are they published and printed in this State?

The Hon. J. M. A. CUNNINGHAM: No. This group was printed in England. In fact, up till last year a book known as *The Victorian Reader* was used. I believe that at one time Mr. Clayton was an instructor in the Education Department; and probably he is an ideal man to draw up a series of textbooks for schools. To

all intents and purposes they are not drawn up by the department. They are approved by the department, but drawn up by a person by the name of Clayton who has submitted a textbook suitable for schools.

I sincerely draw the attention of the Minister to the fact that more strict supervision by the department in regard to the design of books is needed. I agree that we should not stagnate; but let us obtain a group of books which will be used in Western Australia for the next three, four or five years, when they can be reviewed in the light of new developments. In those circumstances we would not stagnate, and I do not think any children would be retarded in respect of their education. If this were done, we would not have the chaotic position which is experienced by vendors. The dealers are welcoming a scheme by which the teachers, and the parents and citizens' associations will pick the books themselves from the wholesalers and issue them to the children, because the profit margin on a book costing 3s. 9d. to the dealer can be 6d., or as low as 3d. That money represents his wages; and he will not need to have too many books left at the end of the year, that are no good for the following year, to lose his margin.

I feel very strongly in regard to this matter of books, because people who may have children going from primary schools to high schools are faced with a heavy drain on their budgets. Most of them do not begrudge spending the money, but they cannot see justification for the books being changed every few years; books that could normally be handed on to other children.

I now desire to say a few words about police matters. The Minister for Police has said that he has plans for a big change and reorganisation in matters pertaining to the police force and prisons. Some of that has already been put in hand in the erection and completion of new and modern detention establishments, which are having the effect of reducing the number of juveniles detained. At least, this applies to the new institution in the hills; it has literally been empty since it was completed. The reason for this is that the detained children have no chance of escaping. If we can keep these security establishments empty, they will be doing a good service for the State.

The Hon. L. A. Logan: That is not under the Police Department.

The Hon. J. M. A. CUNNINGHAM: It may not be, but it is associated with police activities. Juvenile delinquents will necessarily be a police problem later on if their activities are not curbed early in their careers. I hope this change will take into account a review of the accepted standards of the lock-up cells in the smaller country towns. I cannot speak of the lock-ups in the metropolitan area, but I venture to say

that the average person who sees the inside of a police station lock-up—or court for that matter—would be absolutely shocked and disgusted.

The Hon. L. A. Logan: Those at James Street would be no exception.

The Hon. J. M. A. CUNNINGHAM: I do not know the position there; but generally it is a scandalous state of affairs. I have seen those in the country, and the sanitary arrangements are the crudest imaginable. They do not measure up to even the most elementary standard of hygiene and health. Without wishing in any way to offend I will give a description of a typical lock-up cell in a small country town. The cell is usually solidly constructed and measures 10 ft. by 12 ft. or so. Ventilation generally comprises one ventilator near the ceiling. Can members imagine anyone being placed in a cell at, say, Boulder, Leonora, or Kalgoorlie in summer without good ventilation? Fresh air is the cheapest thing the authorities can provide. Immediately outside the cell is an exercise yard of about the same size. The prisoner eats his meals in that section.

In the corner, about 12 ft. away, is an open sanitary pan. That is standard practice. At night-time the prisoner takes the sanitary pan to the cell with him and he has to sleep on the floor. He is given a mattress and a blanket that has probably been used innumerable times—to use the kindest words—by unhygienic drunks, or people with all sorts of skin troubles. The bedding probably could have been used by natives who were in the most dirty condition.

I would like to see evidence at any police station that these blankets are laundered. I know there is not normally a charge for it—it is not normal routine. The lock-up cell which I have described is the normal type one would find in country districts.

The Hon. J. G. Hislop: Manjimup must be an exception because there is one there almost like the gymnasiums you spoke of.

The Hon. J. M. A. CUNNINGHAM: We do not have them.

The Hon. H. C. Strickland: Cannot the Health Department act?

The Hon. J. M. A. CUNNINGHAM: It is possible that the honourable member is correct in saying that the Health Department could do something about it. I know of one doctor who was called in an emergency to the cells. The doctor was asked to attend a prisoner who had fallen ill, and he stated definitely, "Don't ever call me to attend any prisoner in this cell again; I will refuse to come unless he is taken out." The doctor would refuse to treat the prisoner in view of the condition of the cell. Do not think for one moment there is anyone employed to clean these places; the ordinary everyday constable has to do that; it is part of his job.

Is it not possible to evolve a simple and functional structure, completely secure, with normal septic facilities and with at least a reasonable bunk available for the prisoner? After all, if someone is apprehended tonight and locked in a cell, that person is not guilty until the following day when he appears before a justice and is found guilty of an offence. It is possible for a person to be taken into custody after a drinking spree and placed, without adequate covering, in a cell.

The Hon. J. J. Garrigan: A cooling-off process.

The Hon. J. M. A. CUNNINGHAM: The person concerned could be asthmatic or suffering from bronchitis or other chest trouble. It is inhuman and un-Christian; and something should be done about it. I hope the Minister will give consideration to evolving a structure which could be accepted as a standard building suitable for this day and age, and suitable for the towns in which we live. I believe if more publicity were given to this matter, various women's organisations would gain support from the public.

There is even a more serious matter to which I wish to draw attention. I believe there is an urgent need for the provision of rail transport for prisoners from inland towns to the metropolitan area. Adequate transport is needed, providing for maximum security in reasonable comfort.

The Hon. J. D. Teahan: At the maximum prices.

The Hon. J. M. A. CUNNINGHAM: Maximum protection is required for officers escorting prisoners to the metropolitan area. According to the Police Act, an escorting officer who permits a prisoner to escape is automatically liable to dismissal. Due to extenuating circumstances, the officer may not in fact be dismissed, but that could be the penalty. There is also the point about female prisoners being transported to the metropolitan area, but I will come to that in a moment. Under the existing set-up, one officer or constable could be detailed to take one, two, or even three prisoners by train. I am speaking specifically of Kalgoorlie, but no doubt this also applies to other centres. Two constables could take one, two, three, or even up to five prisoners under escort. This would depend on the availability of police at the time, and the nature of the prisoners themselves. Let me recall several specific instances in the memory of members of this House—instances which have occurred during the last two or three years. We recall the native murderer who was brought from Meekatharra, but escaped and took to the bush. After a costly chase, he was apprehended.

The Hon. J. M. Thomson: There was an infringement of regulations.

The Hon. J. M. A. CUNNINGHAM: Regulations or not, there are cases which have happened in recent months through lack of facilities for transporting prisoners to the metropolitan area.

The Hon. L. A. Logan: That wasn't the case with this fellow.

The Hon. J. M. A. CUNNINGHAM: Some two years ago, a detainee escaped from his escort on the Kalgoorlie express and was found three weeks later in the bush. He hanged himself; he committed suicide. This year, a prisoner on the Kalgoorlie express escaped from his escort—a police sergeant. He was eventually recaptured, but he escaped in the first place. Some time last year, five juveniles who escaped from Stoneville left a trail of stolen cars all the way to Kalgoorlie. They were captured and imprisoned at Coolgardie, from where they attempted to escape; but they were prevented from doing so. Finally, two constables escorted them to Perth. On arrival at Perth, they had to be taken out on to the main platform, through members of the public—through the main concourse of the station—and had to be closely watched until they were loaded into the van. However, the constable averted his gaze for a moment and one of them bolted; but he was recaptured. Had he not been recaptured, the constable would probably have lost his job. This circumstance should not have arisen in the first place.

Difficulty lies in the fact that the Press, the public, and the Child Welfare Department would not tolerate seeing juveniles handcuffed. This entails an added risk. The Department of Native Affairs does not like seeing coloured prisoners handcuffed. However, on the train last night there were prisoners who looked to me to be partly coloured. They appeared to be handcuffed, and they were taken across the Kalgoorlie platform in the custody of two or three policemen.

The incident of the five juveniles was further aggravated by another unpleasant feature in this form of transporting prisoners. Being hard cases and having nothing to lose, since they know they are going to gaol, prisoners often engage in the foulest and most obscene language one can imagine. Men, during their lives, hear bad language; but these types let themselves go. The public can do nothing, although the average man feels like striking them. The police cannot do anything about it.

Another aspect is the transportation of mental patients. They can be violent, or they can be quiet and give no trouble. There are two specific cases I can mention. One concerns a prominent businessman who had a mental breakdown and was sent to Perth. Several times during the trip, while in the custody of the police, he attempted to commit suicide. His condition was such that his attempts were

obvious and the escorts were able to forestall him in each case. The person concerned arrived quite safely, but within a few days he committed suicide anyway.

Quite recently a woman was escorted to Perth, and she, too, was a mental case. She was violent and the doctor refused to allow her to board the train unless a medical attendant went with her. She was put under sedation.

The Hon. L. A. Logan: She was given tranquilisers.

The Hon. J. M. A. CUNNINGHAM: Yes. I ask whether it is possible for something to be done to make the conditions more human for the prisoners, and more acceptable to the public—and certainly much more comfortable and happy for the escorting police.

Concerning female prisoners, we have a policewoman on the goldfields. I would say—and it would no doubt surprise members to learn this—that this woman is more often out of Kalgoorlie than in Kalgoorlie, escorting children, females, and sex offenders to Perth. When it is necessary, one of the wives of the constables is detailed to accompany them. And what are the facilities available for such cases? An ordinary compartment is made available to them on the train; and it is only through the kindness of conductors that they are given blankets; they are not officially provided. Whether escorting officers and their prisoners are entitled to them I would not know—probably not. If blankets are not provided, it is necessary for the officers to sit up all night. For safety measures, prisoners cannot be locked in carriages. If it is necessary for prisoners to use the conveniences on the train, the escorting constable has to shepherd them down a narrow corridor and stand in front of the open door of the toilet to prevent any possibility of escape through the small window at the back. Is there anything more disgusting or degrading?

I believe that, with the possibility of some of our solid old coaches becoming surplus in the near future, it would not involve very much to convert one, or a portion of one, into a security coach with fixed bunks. Glass or wire would not be allowed in the windows, but a grill could be provided with wooden slats to obscure the bars of the window. Prisoners would not then be subjected to the public gaze. A grill could be fixed between the prisoners' compartment and the escorts' compartment in order that escorts could obtain rest, while full security was maintained.

The Hon. J. J. Garrigan: How many times a week or month would you suggest this special coach should be on?

The Hon. J. M. A. CUNNINGHAM: The honourable member would be surprised—if he made inquiries—how often it would be necessary. I have not the actual numbers but the occasions are frequent.

The Hon. H. C. Strickland: The prisoners could be put in the bullion van.

The Hon. J. M. A. CUNNINGHAM: I believe that a properly constructed security van could include the bullion van for sleeping accommodation; and we would be approaching the type of van in use on the Continent, South Africa, the British Isles, and elsewhere. The Royal Mail van in the British Isles is a security van for the transportation of cash, moneys, bullion, prisoners, and anything that has to be transported under security measures. If such a van were made available, it is possible that no escorting police officers would be required. A constable could be detailed at each station to check on the van to see whether the prisoners required anything. On arrival in Perth the van could be detached from the train, moved to the Roe Street platform, and the prisoners transhipped and taken to the place of detention. Prisoners would not be required to cross a public platform. In the interests of all concerned, consideration should be given to the provision of such a van or vans; probably one would be required in the South and one in the North.

The Hon. A. R. Jones: We do not have those types of people up Geraldton way.

The Hon. J. J. Garrigan: You have painted a very dim picture of the goldfields.

The Hon. J. M. A. CUNNINGHAM: Looking at this picture from a sane point of view, and before the honourable member sticks his neck out too far by making foolish statements, I suggest that he make some inquiry into the position; and if he then feels like making statements such as he has just made, I will be prepared to debate the question with him, keeping in mind that I am airing this matter for the consideration of all staff, including the nursing staff, who have to conduct these prisoners, patients, and juveniles to the metropolitan area. I am thinking of the comfort of all the people themselves. Merely because they are prisoners does not mean to say that they are not entitled to humane treatment.

The Hon. J. J. Garrigan: I see nothing inhumane about it. They got themselves into trouble and they have to get themselves out of it.

The Hon. J. M. A. CUNNINGHAM: There are many aspects which are inhumane. The patients, the prisoners, and the escorting officers are entitled to better treatment than just being dumped into an open coach and having to suffer all the inconveniences brought about by such circumstances. No matter whether it is once a month or once every two months, the provision of a coach or

coaches is warranted for the conveyance of these people. If a patient, a prisoner, or a juvenile becomes violent, it is the duty of the escorting officer to suppress his charge with violence or force. I believe the circumstances that permit of such an occurrence should not exist. That is the point.

My final comment is that we have on the railway staff today a designer and draftsman who is capable of designing a coach for the conveyance of these people—one that is similar to those used in other places throughout the world. If the Minister were to interview him—this draftsman's name is Trevor Stewart—we could probably have a similar coach provided on our trains so that the escorting officers would be able to transport their charges in comfort and safety. I pass this suggestion on to the Minister with all sincerity; and I hope that even if I have used the Eastern Goldfields as my model, the Minister will realise the value of my remarks because they apply to all parts of the State. I therefore trust that he will do his best to have something done to solve this problem.

THE HON. E. M. HEENAN (North-East) [8.34]: I wish to join with other members in the congratulations and tributes they have paid to you, Sir, on your appointment as President; and I assure you that I do so wholeheartedly. I hope that you will have a long and enjoyable term in your high office, and I am sure the Chamber will benefit as a result of your presiding over it. Whilst on the subject, I would also like to pay tribute to your predecessor, Sir Charles Latham. He is a man whom we all recall with the greatest affection. He set an extremely high standard, both as President of this House, as a long-standing member of Parliament, and as one who achieved high ministerial office. I would like to place on record that I—as I am sure all other members do also—hold him in the highest esteem; and I trust that in his retirement he will enjoy the rest and good health to which he is fully entitled.

Also I would pay a tribute to the services that were rendered by Mr. Roche during his long term as a member of this House. I feel sorry indeed that he was forced to retire when he did, because his contributions to the various debates in the House were always worthwhile, and it is a great pity that we could not have enjoyed the benefit of his services for another term. In his case, unfortunately, it was ill-health that prompted him to reach the decision that he did; and I sincerely hope that rest will bring about his complete recuperation.

With other speakers who preceded me, I join in the welcome that has been extended to Mr. Baxter and Mr. Sydney Thompson. It affords me the greatest pleasure to see Mr. Baxter returned to

the House because I have been on personal terms of friendship with him; and, over the years, he has impressed me as being a man who is forthright, conscientious, and anxious to put forward the points of view of the people he represents.

I am sure we were all impressed with the excellent debut made by Mr. Sydney Thompson. Obviously he is a man well-fitted to follow in the footsteps of Mr. Roche; and I, together with other members, join in the hope that he will have a long term as a useful member of this House.

I was extremely interested in the speech just delivered by Mr. Cunningham. He raised many matters which obviously held the attention of members, and I applaud him for the research he exhibited. In regard to schools, I have felt in recent years, throughout my travels on the Eastern Goldfields, and the Murchison, that the Education Department is doing a fairly good job within its limited financial resources. I have the highest respect for the Director of Education (Dr. Robertson), and his assistant (Mr. Dettman). They are two splendid educationists, and I have the feeling that they are surrounded by a very good team. I do not know what the answer is to the question of the continual changing of books in the schools, which has been mentioned by Mr. Cunningham, but I suppose there will be some explanation forthcoming.

I am sure we all agree with the honourable member that the costs involved in educating a family these days are so high that it is incumbent upon those in authority to assist parents by minimising as much as possible the heavy expenditure for books. I think the points raised by Mr. Cunningham tonight will have some effect in that regard, if it is at all possible.

I was also impressed with the remarks he made about the necessity for improving the accommodation in our gaols. I have seen numerous gaols throughout the State, and the type of accommodation that is provided for the unfortunate people who have to be placed in them. It has to be borne in mind that people who are placed in gaols and who spend some time in them are not always guilty persons. As is known, when they are subsequently tried by the courts, it frequently happens that they are acquitted of the charges for which they were imprisoned.

I have seen the accommodation provided in the Perth gaol. I have heard accounts from unfortunate people who have had to spend nights in that gaol. Not only one, but several people have told me that it is such an appalling experience that under no circumstances would they be able to face up to it again.

The Hon. G. Bennetts: It keeps them on the straight and narrow path.

The Hon. E. M. HEENAN: I know it is due largely to the matter of finance that many of our buildings and institutions are out of date. I often wonder what the plight of an unfortunate individual who suffers from claustrophobia would be if he were locked up in an over-crowded cell on a Saturday night; especially if he had no friends or anyone to assist him.

The Hon. A. F. Griffith: Claustrophobia would be no good to anybody who was in gaol.

The Hon. E. M. HEENAN: I have heard of cases along the lines quoted by Mr. Cunningham which clearly indicate that a thorough inquiry into this matter is needed. I was pleased to read in the Press some time ago that the Government has such an inquiry in mind. I join wholeheartedly in telling the Government that such an inquiry into our gaols is long overdue; and so is the need for an improvement of them. People can be held in our gaols on the opinion of an arresting police officer, but frequently they are released by the magistrates or officers of the law after the cases have been heard. Surely society has an obligation to ensure that people who are held in gaols in these circumstances, receive humane treatment!

The Governor's Speech was delivered on the 28th July last, but only a week ago, approximately, the Government made a very important announcement concerning rail freight increases on the State railways. In my opinion this is a matter of importance and urgency; and at the end of my remarks I propose to move an amendment to the Address-in-Reply. But before reaching that stage, I want to pass a few remarks on the mining industry. One particular paragraph of the Governor's Speech states—

The value of mineral production reached the record total of £21,800,000 during the year 1959. Gold production totalled 866,609 fine oz. valued at £13,542,000.

The point I want to stress is that of the £21,800,000, the goldmining industry contributed £13,542,000, or well over half. In monthly figures the goldmining industry last year produced £1,120,000 in Western Australia.

When dealing with the goldmining industry we should keep before us the fact that this industry provides well over £1,000,000 a month to the revenue of the State. It is in this respect that I consider the Government is unwise in taking action which will have a grave effect on that industry; on the people engaged in it; and on the outback centres where the goldmining industry is carried on, and where industry and population are so badly needed.

I want to refer to issue No. 65 of *Facts and Figures*, issued by the Australian News and Information Bureau under the heading of "Population and Migration,

Latest Estimates." Certain figures for the year ended 31st December, 1959, are given. The population of Western Australia is shown as 726,489. Of this number, 389,000 live in the metropolitan area of Perth. From these figures it can be calculated that more than half of the population of Western Australia live in Perth; and less than half live in the rest of the State which, from memory, comprises an area of nearly 1,000,000 square miles. These figures should give us some cause for thought, especially after reading recent Press reports to the effect that many millions of pounds are to be spent in development in and around Perth in the near future.

We have read Press reports about one project in South Perth which will involve an expenditure of £3,500,000; and we have read Press reports of the proposal of the Hilton-Chevron Group to expend approximately £2,000,000 in establishing an hotel. One has only to glance around the city to appreciate the great spate of activities now in progress. It was also reported in the Press that one of the big unions involved in these developments expressed the opinion that there would be a shortage of manpower to cope with this great upsurge of imminent building activities. It is most pleasing to see these obvious signs of industry, and I hope they will bring prosperity to our State.

However, we read little about prosperity on the goldfields. There are no vast schemes, such as those I have just referred to, to be undertaken on the goldfields or the Murchison. The fear is that with the great upsurge in activity in and around Perth, tradesmen and their families now established in outlying districts will be induced to seek some of the prizes offering in the city. Should this be the trend, the result will not be happy for Western Australia.

On top of this disability to the goldfields, the Government has announced that railway freights will be increased as from October next. These increases will cost the people of this State £1,100,000 more than the previous year. On a quick calculation it seems to me that the greater proportion of that added cost will have to be borne by the industries and the people established in the outback. We know very well that the goldmining industry has for many years past been struggling against great odds, owing to circumstances largely beyond the control of anyone in Australia.

The Hon. A. F. Griffith: Particularly of successive State Governments.

The Hon. E. M. HEENAN: That is so. The fixing of the world price of gold is apparently beyond the control of anyone in this country. Over the years this industry has had to carry on against a background of continual rises in costs—ever since the war. It seems to me that this

valuable industry which, as I said previously, produced over £1,000,000 a month last year for the revenue for the State, will be fighting for survival in the future.

I have admitted that the fixing of the price of gold is beyond the control of any Government in Australia, but the fixing of rail freights is well within the province of the Government of this State. I am afraid that the proposed freight increases will have a very serious effect on the goldmining industry, prospectors, station-owners, and others who operate in the outer portions of the State. This, added to the inducements offered to tradesmen in Perth, and to the prosperity that is evident there, presents a gloomy picture to the people of the outback.

The Hon. A. F. Griffith: Did you hold that view when your Government increased rail freights?

The Hon. E. M. HEENAN: Yes, I have always held that view, irrespective of which Government was in power.

Before proceeding further with matters relating to the goldmining industry and to rail freights, I would like to pay a tribute to the late Mr. R. J. Agnew. Members are no doubt aware that Mr Agnew was the manager of the big Lake View and Star mine, which is the largest on the Eastern Goldfields. For 10 years he was president of the Chamber of Mines, and only in recent weeks he unfortunately died. That, in my opinion, was a major calamity for the industry. As I said, he was president of the Chamber of Mines for the past 10 years, and he had an extensive knowledge concerning all matters pertaining to the industry. He also possessed great administrative ability and experience. He was highly respected by all sections of the community on the goldfields, and was most generous in his assistance to the numerous charitable institutions and sporting bodies on the goldfields. I do not think that any goldfields member could speak on the goldmining industry without making some reference to this remarkable man and expressing publicly the regret which we all feel at the loss the industry has sustained in his passing.

I am not going to weary the House by quoting at length from articles, but I have a copy of the proceedings at the annual general meeting of the Chamber of Mines of Western Australia held at Kalgoorlie on Tuesday the 24th May, 1960. I think the Minister for Mines was present at this meeting. The report of the proceedings is a very worthwhile publication setting forth a great deal of detail. I have already quoted the amount of gold which was produced last year, but I omitted to mention that the average number of men employed in the industry last year was 5,273. Those men would be employed in the mines associated with the Chamber of Mines.

On page 7 is a paragraph which I think would be of interest to members. It is part of the president's address and is as follows:—

No further advances have been made to the Federal Treasury in regard to the gold subsidy in the year under review. It is felt that we have for the present explored all avenues of approach in an endeavour to convince the Federal Government of the necessity of assistance to the industry as a whole. It is not, however, the intention to let this matter lie, and we will, at a more suitable moment, present a further case to the Treasury and endeavour to develop further arguments in favour of assistance to the industry on broader lines than that existing at the present moment. For some reason or other the Federal Government will not see our point of view, namely, that it is better to give assistance to the industry while it is still in a position to help itself, rather than wait until it has got to the subsidy stage when it is a much more doubtful issue as to whether a property will be able to rehabilitate itself. The small amount of assistance needed to enable a mine which is operating at a profit on its own account, to develop sufficiently to keep its reserves well ahead of its mill requirements, is well warranted and would pay handsome dividends to the country in the form of extra gold production and extra employment. The paying of subsidies to certain companies which are in difficulties and where subsidies are needed actually to keep them in operation and with some chance of their rehabilitating themselves to the point where they can eventually stand on their own feet lends thought to the idea that the Treasury is mainly concerned with the distribution of population in the State rather than the production of gold as a whole. We too are interested in the distribution of population, but we maintain that in the long-term view the goldmining industry should be encouraged to produce as much gold as possible during its lifetime. This is, however, a position which we will again take up with the Federal Government at the appropriate time.

It does seem, therefore, that the Chamber of Mines, which represents the main producers of gold, is going to take the matter up with the Federal Government with a view to obtaining further assistance. It is strange that it becomes necessary for the Chamber to go to the Federal Government to get further assistance; and, if that assistance is forthcoming, for it to be minimised or in part taken away by the State Government in increased freights.

Last year the gold was taken mainly from Norseman, Mt. Magnet, Fimiston, Coolgardie, Bulfinch, Southern Cross,

Nevoria, Mt. Ida, and Gwalia. They are all outlying portions of the State, and their communities are dependent on those mines. There are sheep stations around them also; but apart from mining and the pastoral industry, there is little else to keep the population in those parts of the State.

Men and women, of course, are going to have to pay more for their clothing and food. The cost of living is going to rise for them all. The mine-owners and the prospectors will have to pay more for the stores they use in the mines; and it is well known to anyone who has any knowledge of the goldmining industry that it uses an enormous quota of general stores. As I say, the people living in those places are really up against it. They have to pay far more for petrol than does anyone elsewhere in the State; they have to pay far more for their food; and if they go away for a holiday, it is a very costly business.

In the majority of these outback places there are only little primary schools, and if parents want to educate their children they have to send them away. Therefore it does seem an unwise policy to add a further burden to their lot.

I did not realise that I would be speaking on this motion so early. This afternoon I received a publication which was issued by the Institute of Public Affairs, Victoria. It was posted to me, and it is the April-June issue for 1960. I do not think that by any stretch of the imagination it can be alleged that this publication is socialistic, communistic, or in any way belongs in those categories. In a hurried glance at the booklet this afternoon I came across the following, which is apparently the leading article, commencing on page 34:—

As soon as any serious inflationary tendencies appear in the economy, there is a school of thought which immediately proposes increased taxation as a "remedy." This is what happened, most notably, in 1956, when eight leading university economists urged the Commonwealth Government to raise taxes to realise an additional £100,000,000 a year. The view that increased taxes exert a disinflationary influence, however, is now being vigorously disputed. This challenge to the traditional thinking is of particular significance at the moment. Preparations for the 1960 Budget must at present be well under way and there is little doubt that the Government will be urged by some to impose increased taxes as part of the resistance to the rising trend of costs and prices. This view should be rejected.

Now I cannot speak with a great deal of authority on the effect that these increased costs are going to have upon the farming community, but in the issue of *The*

Farmers' Weekly of the 11th August this year—only a few days ago—the President of the Farmers' Union, Mr. Grant McDonald, had the following to say:—

"It seems that one of the most important features which induced the State Government to increase freights is what almost amounts to a fear of the attitude of the Commonwealth Loan Council.

"Either that or the Loan Council's views have been used as an excuse. In either case it is most regrettable that this Federal body can have such a marked effect on the progress and potential development of a claimant State," Mr. McDonald said.

At the present time if a State was prepared to offer encouragement, by way of lower charges, to its populace to promote greater progressive activity then it was penalised by the Loan Council.

"One would think that the Loan Council would be anxious to assist any State towards greater development but the obvious effect at the present time was to the contrary.

"I am convinced that the State and Federal Governments need to give consideration to formulating other ways of allocating loan funds.

"There is the aspect also that Western Australia's prosperity depends entirely on the prosperity of its primary industry and if restriction is placed upon farmers' activities the whole State must suffer."

I understand there is going to be an increase of 20 per cent. on the cartage of wheat; and increases of $7\frac{1}{2}$ per cent. and $12\frac{1}{2}$ per cent. respectively will apply to wool and livestock. Members representing farming areas will be in a much better position to tell us what effects these increases will have on the farmers and other producers in the country areas.

The Hon. G. Bennetts: They will be in a spot of bother with their farmer friends.

The Hon. L. A. Logan: No; they realise their responsibilities.

The Hon. E. M. HEENAN: It is amply evident that the primary producers will have to carry an undue burden. To sum up the position, the increases in freights impose a penalty on those parts of the State and those sections of the community least able to bear them. They will inevitably have the effect of increasing living costs on the goldfields and in the country; they will be another burden on the long-suffering mining industry which, for years past, has been in a most unfavourable position as compared with other primary industries.

I do not want to take up any more of the time of the House, but I view the position so seriously that I now move an amendment—

That the following words be added to the motion:—

We wish to protest strongly against the burdens of additional cost which increased railway freights will soon place upon those country people and rural industries not able reasonably to bear such burdens, and also against increased railway fares in the metropolitan area.

We deeply regret the breaking by Country Party Ministers of the promise given by and on behalf of the Country Party to the people of the State during the last election campaign, the promise being—

The Country Party will not agree to any further increases in rail freights, about ninety per cent. of which are paid by country residents.

We regret also the breaking of the assurance given at that time by the present Premier to the effect that the whole of the Liberal Party's policy would be directed against rising costs.

The Hon. A. F. Griffith: I suppose there is a similar motion in the Legislative Assembly.

On motion by the Hon. A. F. Griffith (Minister for Mines), debate adjourned.

House adjourned at 9.21 p.m.

Legislative Assembly

Tuesday, the 16th August, 1960

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