

The Hon. N. E. BAXTER: That is all I desire to say in connection with this matter. I conclude by saying that I support the motion.

On motion by the Hon. E. M. Davies, debate adjourned.

ADJOURNMENT: SPECIAL

THE HON. A. F. GRIFFITH (Suburban—Minister for Mines): I move—

That the House at its rising adjourn till Tuesday, the 16th August.

Question put and passed.

House adjourned at 5.38 p.m.

Legislative Assembly

Wednesday, the 10th August, 1960

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

SUPPLY BILL, £23,500,000

Returned

Returned from the Council without amendment.

QUESTIONS ON NOTICE**NORTHAM HIGH SCHOOL***Manual Training Centre*

1. Mr. HAWKE asked the Minister for Education:

When is a commencement likely to be made with the construction of a new building at Northam High School to house the proposed composite manual training centre?

Mr. WATTS replied:

It is not known as yet whether there will be sufficient funds to enable this building to be proceeded with in the 1960-61 financial year.

STATE TRADING CONCERNS*Sir Halford Reddish's Criticism*

2. Mr. HAWKE asked the Premier:

- (1) Is he aware that the Chairman and Managing Director of Rugby Portland Cement Co. Ltd., of England and Chairman of Cockburn Cement Co. Ltd., of Western Australia, Sir Halford Reddish, was reported recently as having said:—

"Nationalised or State-owned trading concerns suffered from tumbling bumbledom and the clammy hand of bureaucratic ineptitude."?

- (2) Could he now repudiate Sir Halford Reddish's statement as having no relationship whatever to State-owned trading concerns in Western Australia?

Mr. BRAND replied:

- (1) Yes.
(2) Sir Halford is entitled to his opinion, which is no doubt based on world-wide observation, particularly in England, where expensive experiments in socialisation of industry have been attempted under Labor Governments with disastrous results.

Personally I have a high regard for individuals associated with Western Australia's State trading concerns, but I do not believe that trading is the function of Government.

REGIONAL HOSPITALS*Order of Priority, and Commencement*

3. Mr. HAWKE asked the Minister for Health:

- (1) What is the proposed order of priority in relation to the proposed regional district hospitals at Northam, Geraldton and Bunbury?
(2) When is a commencement likely to be made with the proposed new regional hospitals?

Mr. ROSS HUTCHINSON replied:

- (1) and (2) An announcement has already been made to the effect that the building of new hospitals at Geraldton and Bunbury are being planned to commence in 1962. No decision as to commencing date for Northam has yet been made.

NATIVE WELFARE*Commissioner and Deputy: Period of Office and Salary*

4. Mr. RHATTIGAN asked the Minister for Native Welfare:

- (1) How long has—
(a) the present Commissioner of Native Welfare;
(b) the Deputy Commissioner; been in office?

- (2) What salary do these officers receive?

- (3) How many visits and of what duration has each officer made to the Kimberley district?

Officers and Natives North of 26th Parallel

- (4) How many officers are stationed north of the 26th parallel, and where are they situated?

- (5) What is their grade in the Public Service?

- (6) How many natives are in the districts under the control of these officers?

Financial Position of Department

- (7) What amount is allocated to the Department of Native Welfare?

- (8) What is the total cost of administering this department?

Mr. PERKINS replied:

- (1) (a) 12 years;
(b) 9 years.
(2) (a) £3,056 per annum;
(b) £2,312 per annum.
(3) (a) 6 visits. Total duration, 14 weeks;
(b) 4 visits. Total duration, 10½ weeks.

- (4) Before April, 1959—7 officers:
Wyndham—1.
Derby—2.
Broome—1.
Port Hedland—2.
Carnarvon—1.

Since April, 1959—10 officers:
Wyndham—2.
Halls Creek—1.
Derby—2.
Broome—1.
Port Hedland—2.
Roebourne—1.
Carnarvon—1.

- (5) 2 District Welfare Officers — G-II-7;
3 Assistant District Welfare Officers—G-II-4/5;
5 Welfare Inspectors—G-II-1/3.
- (6) Northern District (6 officers)—4,860 natives;
North-West District (3 officers)—2,848 natives.
- (7) Expenditure 1959-60—£636,224.
Vote 1960-61—Not yet published.
- (8) Administration costs 1959-60—
- | | | | |
|---------------|------|------|----------|
| Salaries | .... | .... | £80,396 |
| Contingencies | .... | .... | £32,316 |
| Total | .... | .... | £112,712 |

SOIL EROSION IN KIMBERLEYS

Land to be Treated

5. Mr. RHATIGAN asked the Minister for Lands:

- (1) What acreage of land is to be treated for soil erosion in the East Kimberleys?
- (2) Would he give details of where this land is situated?
- (3) Who are the lessees of the properties on which this land is situated?
- (4) Is it the intention of the Government to resume this land?

Mr. BOVELL replied:

- (1) 776,980 acres in East Kimberleys.
- (2) Portions of Ord River, Turner, Nicholson and Texas Downs stations 100-150 miles south-east of Wyndham.
- (3) Ord River Limited.
The Turner Grazing Company Pty. Limited.
The Nicholson Grazing Company Pty. Ltd.
Lissadell Pastoral Proprietary Limited.
- (4) This matter is under consideration.

6. *This question was postponed.*

PORT FACILITIES FOR KIMBERLEYS

Provision in Napier Area

7. Mr. RHATIGAN asked the Minister for the North-West:
- (1) Further to my question of the 4th August and his reply relative to port facilities in the Napier-Broome area, when were surveys and investigations first commenced; and how long will these surveys and investigations take?
 - (2) When will he be in a position to make a decision on the above?

Mr. COURT replied:

- (1) The important ocean and harbour soundings were commenced in the area on 20th June, 1960, and it is anticipated that this work will be completed about mid-September.
- (2) It is unlikely that a decision regarding a potential site and type of structure with preliminary estimate of cost will be possible until about the end of this year.

RAIL FREIGHTS

Effect of Increase on Sandalwood Industry

8. Mr. EVANS asked the Minister for Forests:

- (1) In view of the proposed rail freights and the subsequent effect on the economics of the sandalwood pulling industry, will negotiations be made with the Australian Sandalwood Company, for a compensating adjustment to be made in the price paid to the pullers?
- (2) If not, why not?

Mr. BOVELL replied:

- (1) As sandalwood is purchased on rails country sidings, the sandalwood puller will not be required to pay any increase in rail freight on sandalwood.
- (2) Answered by No. (1).

SNAPPER FISHING

Catches in Shark Bay Area

9. Mr. NORTON asked the Minister for Fisheries:

- (1) How many fishing boats from Fremantle operate in the Shark Bay area during the snapper season?
- (2) How many of these boats catch the snapper by—
(a) using hand lines;
(b) using traps?
- (3) What was the total snapper catch in the Shark Bay area by the Geraldton and Fremantle boats during the snapper seasons in—
1957; 1958; 1959; 1960, if available?
- (4) What was the total catch of snapper by boats operating from Shark Bay (Denham) for the years—
1957; 1958; 1959; 1960, if available?

Mr. ROSS HUTCHINSON replied:

- (1) 1957—19 boats.
1958—23 boats.
1959—30 boats.
1960—27 boats.
Some of these boats operated only intermittently.

- (2) During the current season—
 (a) 9 boats used hand lines only.
 (b) 18 boats used traps and hand lines.

Some boats have changed from traps to hand lines.

- (3) 1957—484,500 lb.
 1958—581,500 lb.
 1959—1,656,700 lb.
 1960—not available.
- (4) 1957—262,500 lb.
 1958—193,200 lb.
 1959—210,800 lb.
 1960—not available.

10. *This question was postponed.*

DINGOES

Control in North-West

11. Mr. NORTON asked the Minister for Agriculture:

Will he advise the House the extent of the assistance which the Agriculture Protection Board gives to pastoralists in the North-West in controlling dingoes on pastoral leases?

Mr. NALDER replied:

The Agriculture Protection Board pays a bonus on scalps; and, in co-operation with vermin boards, provides financial assistance to conduct organised campaigns against vermin.

In addition, the Agriculture Protection Board finances measures taken in unoccupied breeding areas to prevent dogs reaching leases. These include aerial baiting, employment of doggers, and organisation of and participation in destruction drives.

WATER SUPPLY DEPARTMENT

Expenditure from Additional Revenue

12. Mr. TONKIN asked the Minister for Water Supplies:

- (1) What are the separate items of expenditure to be met out of the £315,000 additional revenue which he stated on the 10th June last was required to meet departmental needs for 1960-61?
- (2) What is the estimated amount for each of the abovementioned items, except interest and sinking fund charges of £73,962 for the main Serpentine Dam and sewage treatment amplification works?

Mr. WILD replied:

- (1) The department's annual revenue requirement is assessed to meet the total amount of estimated revenue expenditure inclusive of interest and sinking fund charges. Consequently, the sum of £315,000

will be applied towards that expenditure as a whole, and it is impracticable to specify its application to separate items.

- (2) See answer to No. (1).

X-CLASS CYLINDER HEADS

Imports and Manufacture at Midland Junction Workshops

13. Mr. TONKIN asked the Minister for Railways:

- (1) Why did the Railways Department order 24 X-class cylinder heads at a cost of £128 each on the 3rd April, 1960, when the Midland Junction Workshops can make them for approximately half the price?

- (2) Is it the department's intention to order more of these cylinder heads instead of having them made at the Midland Junction Workshops?

Mr. COURT replied:

- (1) Midland Junction Workshops manufacture of cast iron cylinder heads was not at that time sufficient to satisfy the demand. The 24 ordered on the 3rd April 1960, were to supplement supplies until local manufacture caught up with the demand.

- (2) No, unless the demand should exceed local production capacity. This is unlikely.

- 14 and 15. *These questions were postponed.*

PORT HEDLAND HIGH SCHOOL

Date of Commencement

16. Mr. BICKERTON asked the Minister for Education:

When is a high school likely to be in operation in Port Hedland?

Mr. WATTS replied:

The matter would receive consideration when the number of students available justified it.

PILBARA ROADS

Bituminisation

17. Mr. BICKERTON asked the Minister for Works:

What road bituminising is proposed for the Pilbara district during the 1960-61 financial year?

Mr. WILD replied:

The Main Roads Department has made provision in its 1960-61 programme for bituminous surfacing of five miles of the North-West Coastal Highway in the Port Hedland Road District. The section to be sealed is between 20 miles and 25 miles from Port Hedland.

HOUSING IN THE NORTH-WEST*Programme*

18. Mr. BICKERTON asked the Minister representing the Minister for Housing:

What is the future housing programme for the following towns:—

- (a) Wittenoom;
- (b) Roebourne;
- (c) Onslow;
- (d) Port Hedland;
- (e) Marble Bar?

Mr. ROSS HUTCHINSON replied:

The building programme for North-West towns generally for the year 1960-61 is well-advanced, and the houses are under construction. It has been found to be more practicable to arrange building programmes for the North-West towns some months in advance because of seasonal conditions. The programme for 1961-62 will be made up in January of 1961, on the basis of the number of applications at the time.

GOVERNMENT DEPARTMENTS*Location in Private Buildings, and Rent Paid*

19. Mr. JAMIESON asked the Treasurer:

- (1) How many Government departments, sub-departments, and semi-governmental organisations are housed in privately-owned buildings within the City of Perth?
- (2) What is the total annual rental payable in respect of this accommodation?
- (3) What is the individual annual rental paid in respect of each unit concerned?

Mr. BRAND replied:

- (1) 15.
- (2) £34,475.

Department				Property	Annual Rental
(3) Rentals are as follows:—					
1.	Crown Law :				£
	Married Women's Court, etc.	....	Cecil Buildings, Sherwood Court	....	4,670
	Bailiff—Local Court	....	Canterbury Court	....	97
2.	Public Works :				
	Hydraulic Engineer's Branch	....	1016 Hay Street	....	910
	Architectural and Electrical Sections	....	Stewarts & Lloyds' Building, Hay Street	....	2,300*
3.	Education :				
	Technical Annexe	....	193 William Street	....	936
	Technical Annexe	....	Tindale's Building, Wellington Street	....	1,755*
	Research, Statistical and Technical Sections	....	Newspaper House, St. George's Terrace	....	2,616
4.	Electoral	....	National Mutual Building, St. George's Terrace	....	2,300*
5.	Industrial Development	....	Furnival Chambers, St. George's Terrace	....	1,680*
6.	Town Planning	....	31 Malcolm Street	....	1,328
7.	Superannuation Board	....	55 Murray Street	....	1,300
8.	Metropolitan Water Supply (Drawing Office Annexe)	....	11 Malcolm Street	....	1,368
9.	Mines :				
	Geological Survey	....	26 Francis Street	....	1,443
10.	Main Roads	....	5 Malcolm Street	....	2,173
11.	Medical and Health :				
	Public Health and Health Education Council	....	1305 Hay Street	....	1,200*
	Infant Health Centre	....	6 Ord Street, West Perth	....	624
	Nurses' Training	....	Irwin Street (Irwin Court)	....	2,400*
12.	Bush Fires Board	....	49 Bennett Street	....	546
13.	Betting Control Board	....	914 Hay Street	....	938
14.	W.A. Milk Board	....	96 St. George's Terrace	....	1,539
15.	Royal Perth Hospital :				
	Nurses' Quarters	....	462-4 Hay Street	....	1,456
	Nurses' Quarters	....	7 Murray Street	....	894
Total					£34,473

* Plus Rates.

GOVERNMENT BUILDINGS AND SEWERAGE WORKS

Capital Cost and Repairs at Collie

20. Mr. MAY asked the Minister for Works:

- (1) What was the capital cost of all State Government buildings and water and sewerage works carried out at Collie from the 1st July, 1950, to the 30th June, 1960?
- (2) What was the total cost of repairs and renovations to State Government buildings at Collie for the same period?

Mr. WILD replied:

- (1) £690,139.
- (2) £53,702.

21. *This question was postponed.*

COTTESLOE SIGNAL BOX

Tenders

22. Mr. GRAHAM asked the Minister for Railways:

- (1) When were tenders first called for the erection of a new signal box at Cottesloe?
- (2) For what reason was no tender accepted, and why were fresh tenders called?
- (3) What was the date of the calling of tenders on the second occasion?
- (4) When was the departmental estimate of the cost made?
- (5) When was the contract let to the successful tenderer?
- (6) In view of the high price submitted, why was not the work done by the department itself?

Mr. COURT replied:

- (1) First called on the 20th February, 1960. Closed on the 8th March, 1960.
- (2) Because the commissioner required and sought an examination of the over-all cost of the Leighton interchange sidings project, of which the work of constructing a new signal box at Cottesloe is part. When the lowest tenderer was subsequently offered the contract, he declined, and tenders were re-invited.
- (3) The 25th June, 1960. Closed on the 18th July, 1960.
- (4) I am advised that the estimated cost was a percentage readjustment of the estimate prepared when tenders were called on the first occasion.
- (5) The 2nd August, 1960.
- (6) The tender was accepted because—
 - (a) the work became of an urgent nature in order that the Cottesloe-Leighton project may

come into operation at the earliest possible moment. It is estimated that the opening of this project will produce a saving of £300 per week in our operations;

- (b) the signal cabin is a loan project and therefore beyond the scope of work normally performed by the maintenance establishment and could have been undertaken departmentally only by the employment of additional manpower which would not be required when the work had been completed;
- (c) the tender is not considered unreasonable in view of the short time allowed for completion of the work and the penalties for non-compliance in this respect, as provided for in the contract.

BULK HANDLING AT ALBANY

Effect of Grain Dust on Workers

23A. Mr. HALL asked the Minister for Health:

- (1) Did Dr. D. D. Letham make an investigation on the spot of the effects of grain dust on workers at the Bulk Handling Grain Terminal, Albany?
- (2) If so, did he also carry out investigations as to the effects on waterside workers handling dusty grain at the port of Albany?
- (3) Does Dr. Letham consider the wearing of preventive masks the complete answer to occurrence of disease brought about by handling of dusty wheat?
- (4) Did the doctor in question make a statement that frequent recurrence could have long-term effects on workers handling dusty grain?

Mr. ROSS HUTCHINSON replied:

- (1) Yes.
- (2) Yes.
- (3) An effective mask will prevent disease, but Dr. Letham considered that an airline respirator would provide at least equal protection with less discomfort.
- (4) Dr. Letham stated that frequent exposure, without protection, to mouldy grain could have long-term effects on workers so exposed.

WHEAT MOULD

Cause and Chemical Treatment

23B. Mr. HALL asked the minister for Health:

- (1) What is the cause of mould on grain and is wheat affected by chemical treatment?

- (2) If the wheat is chemically treated, what are the component parts of such chemical treatment?

Mr. ROSS HUTCHINSON replied:

- (1) Mould is a fungus growth which infests grain particularly in association with wet weather conditions. The effect of chemicals on wheat would depend on the chemicals used.
- (2) Wheat at ports is treated with the insecticides cyanogas and lindane.

ELECTRICITY SUPPLIES

Effect of Bunbury Output on Railway Revenue

24. Mr. FLETCHER asked the Minister for Electricity:

- (1) If Bunbury power station is to carry the future preponderance of load instead of South Fremantle and East Perth power stations, would not the State Electricity Commission saving in coal haulage be negated by loss on railway revenue at present obtained in rail freight from Collie to metropolitan stations?
- (2) What would be the approximate profit or loss?

Absorption of Excess Power

- (3) With 120,000 kws. ultimately from Bunbury power station, plus 55,000 kws. from East Perth power station, plus 100,000 kws. from South Fremantle power station, with only a small proportion of this power at present in use, what are the other anticipated industries that will require the excess in the foreseeable future?

Purchase of Collie Power Station Plant

- (4) Is the Government committed to buying the proposed Collie power station plant now, or obtaining, possibly, a more modern plant in, say, five years' time?

Mr. WATTS replied:

I would ask that this question be postponed because at the moment both the general manager and the secretary are away until tomorrow, and I do not feel disposed to answer it without their advice.

STATE GOVERNOR

Variations in Allowance

25. Mr. HEAL asked the Premier:

Will he supply the variations that have taken place in the allowance to the State Governor since the 1st January, 1954?

Mr. BRAND replied:

A special allowance which is distinct from the salary payable under the Constitution Acts Amendment Act was fixed at £4,500 on the 1st January, 1952. That figure is adjusted in multiples of £100 by the same percentage as any variation in the "C" series index number subsequent to the March quarter of 1952, such adjustment to be made on the first of the month following the Arbitration Court's declaration.

Variations from the 1st January, 1954, are as follows:—

1/1/54	....	....	£4,900
1/9/55	....	....	£5,000
1/5/56	....	....	£5,100
1/8/56	....	....	£5,200
1/11/56	....	....	£5,300
1/5/57	....	....	£5,400
1/3/58	....	....	£5,300
1/9/58	....	....	£5,400
1/5/59	....	....	£5,500
1/11/59	....	....	£5,600
1/6/60	....	....	£5,700
1/8/60	....	....	£5,800

26. *This question was postponed.*

RAIL FREIGHTS AND FARES

Basis of Increased Revenue Estimate

27. Mr. KELLY asked the Premier:

- (1) As he anticipates raising an extra £1,000,000 revenue from increased railway freights and fares, what is the basis on which this estimate has been worked out?
- (2) Will he indicate the amount of revenue he expects to raise from individual sections which will aggregate the total increase?

Mr. BRAND replied:

- (1) On the basis of the percentage increases which have been applied to the various classes of traffic with some exceptions for particular commodities. The increases in class rates are as follows:—

Class	Per Cent.
M	20
A	15
B	10
C	7½
1	5
2	5
Livestock	12½
Parcels	5
Suburban fares	12½

- (2) The amounts expected to be raised in a full year from the individual sections are as follows:—

Class	£
M	660,000
A	100,000
B	50,000
C	50,000
1	70,000
2	55,000
Livestock	50,000
Parcels	20,000
Suburban fares	45,000
	<hr/>
	£1,100,000

COMPREHENSIVE WATER SCHEME

Basis of New Approach

28. Mr. KELLY asked the Minister for Water Supplies:

- (1) In his submission to the Commonwealth Government for financial assistance to embark on a further instalment of the comprehensive water scheme, did he take into account the fact that in the intervening period from 1946—when the original comprehensive agricultural areas and goldfields water supply scheme was defeated—and 1960, a great deal of new development had taken place in many areas beyond the original boundary?
- (2) If he claims that a survey was undertaken, will he indicate the reason why it was expedient to turn the clock of progress back 14 years in order to arrive at a basis for a new scheme?

Mr. WILD replied:

- (1) Yes.
- (2) There had to be a limit to what might be submitted to the Commonwealth Government in one approach. The problems of outer areas would have to be faced later when the Government knew the result of the present submission.

Questionnaire to Farmers

29. Mr. KELLY asked the Minister for Water Supplies:

- (1) Was he correctly reported in the issue of the *Sunday Times* of the 3rd April, 1960, that questionnaires were sent to 5,000 farmers asking whether they favoured the extension of the comprehensive water scheme?
- (2) Were these questionnaires mailed only to farmers whose properties were situated within the area covered by the original comprehensive water scheme legislation introduced by the Hon. Mr. Hawke in 1946 when Minister for Works?

Mr. WILD replied:

- (1) 4,434 questionnaires were sent out to farmers.
- (2) Yes.

RAINFALL

Average in Country Areas

30. Mr. KELLY asked the Minister for Water Supplies:

What was the average rainfall over the past ten years at the following towns:—

Bonnie Rock, Beacon, Mollerin, Burakin, Wubin, Campion, Westonia, Muntadgin, Mt. Walker, Kukerin, Lake Grace, Ongerup, Dalwallinu, Wongan Hills, Northam, Brookton, Pingelly, Kojonup, Broken Hill, Tambellup?

Mr. WILD replied:

Full records are not available at the Weather Bureau or the Public Works Department in some places listed. The figures are as follows:—

	Inches	
Bonnie Rock	9-908	Average of 5 isolated years only
Beacon	12-381	Average 8 years; 1956 and 1957 missing.
Mollerin	10-815	
Burakin	11-065	Average 4 years only, 1950 to 1953 inclusive.
Wubin	12-032	
Campion	10-284	Average 5 years only, 1950 to 1954.
Westonia	12-492	
Muntadgin	13-800	Average for 7 years, 1950 to 1956.
Mt. Walker .....	.....	No records.
Kukerin	15-689	
Lake Grace	12-695	
Ongerup	13-441	
Dalwallinu	13-233	
Wongan Hills	14-993	
Northam	16-561	
Brookton	17-784	
Pingelly	18-983	
Kojonup	19-702	
Broomehill	16-718	
Tambellup	17-683	

DIESEL PASSENGER SERVICES

Reintroduction on Great Southern Line

31. Mr. HALL asked the Minister for Railways:

- (1) Does he intend to reintroduce the diesel passenger service from Perth to Albany, and Albany to Perth within the next month?
- (2) Does he intend to reintroduce the diesel passenger service from Perth to Narrogin, and Narrogin to Perth within the month?
- (3) If the answer to Nos. (1) and (2) is "Yes," why is it necessary to reintroduce the diesel passenger service when this service had only recently ceased, and the service had been replaced by road buses reputed to be able to cater for passenger demand?

Mr. COURT replied:

- (1), (2), and (3) No. It is the commissioner's intention that during the school vacation, which extends from the 19th August, 1960, until the 5th September, diesel services will operate on the Perth-Narrogin and Perth-Albany sections on certain days.

The use of the diesel services on this restricted basis is to ensure that the school holiday traffic is catered for.

TOURIST BUREAUS

Increased Subsidies

32. Mr. SEWELL asked the Premier:

Has the Tourist Development Authority yet reached a decision regarding the proposed increase in the subsidies to be paid to country tourist bureaus?

Mr. BRAND replied:

The Tourist Development Authority has made a recommendation. I expect to announce a decision within the next day or so.

TAXIS

Perth Station Operators' Payments to Railways Department

33. Mr. GRAHAM asked the Minister for Railways:

- (1) What aggregate sum was paid to the department by taxis operating from Perth railway station in 1958?
- (2) Has any increase since been imposed?
- (3) If so when, and what is now the total charge?
- (4) Is any consideration being given to an increased charge?
- (5) Is consideration being given to making the stand available to other operators?
- (6) If so, at what figure?

Mr. COURT replied:

- (1) £1,612, by 31 operators.
- (2) Yes.
- (3) As from the 1st January, 1960; £2,106, by 27 operators.
- (4) No.
- (5) No, except that there could be variations in the actual number of approved taxis within the present scheme. In amplification of that answer I would say that the present number is 27. It might go up to, say, 31 if other applications are received and approved.
- (6) Answered by Nos. (4) and (5).

Increased Flag-Fall and Mileage Rates

34. Mr. GRAHAM asked the Minister for Transport:

- (1) Is any consideration being given at present to an increase of
 - (a) flag fall;
 - (b) mileage rate;
 - (c) other charges;
 permitted to be imposed by taxi operators?
- (2) If so, what are the proposals?

Mr. PERKINS replied:

These matters are under consideration.

UNEMPLOYED

Registrations

35. Mr. BRADY asked the Minister for Labour:

- (1) What is the total number of unemployed registered in Western Australia?
- (2) What number is registered at Perth, Fremantle, and Midland Junction?

Mr. PERKINS replied:

These records are kept by the Commonwealth Department of Labour and National Service and are published each month by that department. The latest figures available to me are as at the 30th June last as published in the daily Press by authority of the Commonwealth Minister for Labour.

RAILWAYS DEPARTMENT

Tabling of Annual Report

36. Mr. BRADY asked the Minister for Railways:

Will the annual report of the Railways Department for the year ended the 30th June, 1960, be tabled for the benefit of members before December next?

Mr. COURT replied:

Endeavours will be made to table the report this session.

ALLAWAH GROVE NATIVE SETTLEMENT

Responsibility for Control

37. Mr. BRADY asked the Minister for Native Welfare:

- (1) Has the Native Welfare Department handed responsibility for Allawah Grove native settlement to the Native Advisory Council?
- (2) Does this council collect rents and allocate the huts at Allawah Grove?
- (3) Why has the Native Welfare Department failed to accept total responsibility for the Allawah Grove settlement?

Mr. PERKINS replied:

- (1) No.
- (2) It collects rents and recommends allocations of tenancies and evictions where tenants fail to meet their obligations.
- (3) The department as landlord does accept final responsibility for the Allawah Grove Settlement and exercises general supervision.

DALWALLINU DAMS

Increased Storage

38. Mr. LEWIS asked the Minister for Works:

- (1) What is proposed to be done to increase the storage capacity of the town dams at Dalwallinu?
- (2) When will such work be proceeded with?

Mr. WILD replied:

- (1) Roofing of No. 2 dam.
- (2) It is not known whether funds will be available for roofing this dam as the loan programme has not been finalised; however, provision was included in the draft Loan Estimates for roofing.

QUESTIONS WITHOUT NOTICE

ELLEKER-YOUNGS SIDING ROAD

Grant for Improvements

1. Mr. HALL asked the Minister for Works:

- (1) Will the grant of £52,000 for road works for the Elleker-Youngs Siding Road include the section of road between Elleker and the South Coast Road rail crossing situated in the Albany Municipality?
- (2) If the answer to No. (1) is "Yes", will the course of that portion of the road be altered to the south side of the railway line to eliminate rail crossings dangerous to school bus travel and motorists?

Mr. WILD replied:

I wish to thank the honourable member for sending me notice of this question. The answers are as follows:—

- (1) No.
- (2) Answered by No. (1).

GOVERNMENT SUPERANNUATION SCHEMES

Amending Legislation to Increase Benefits

2. Mr. GRAHAM asked the Premier:

Is it his intention to introduce legislation this year to increase superannuation benefits under the several schemes operated by the Government?

Mr. BRAND replied:

I thank the member for East Perth for giving me notice of this question. In reply, it is proposed to introduce certain amendments to legislation dealing with State pensions, and details of these amendments are at present under consideration.

STATE TRADING CONCERNS

Premier's Opinion of Sir Halford Reddish's Criticism

3. Mr. HAWKE asked the Premier:

Arising out of his answer to question No. 2 on the notice paper today, does the Premier consider any State trading concern in Western Australia, even in a remote degree, suffers from tumbling bumbledom or the clammy hand of bureaucratic ineptitude?

Mr. BRAND replied:

I would like to say that I have given my opinion. If the Leader of the Opposition, when he was Premier, liked to get himself into public controversy with Sir Halford Reddish, I do not propose to do the same; nor with him on this subject. I have expressed my opinion, and that is all I am going to say about it.

DALWALLINU DAMS

Increased Storage

4. Mr. TONKIN asked the Minister for Works:

Will he explain how roofing a dam increases its storage capacity?

Mr. WILD replied:

I am not a technical man; but if the honourable member will put that question on the notice paper, I will have it answered.

CONSTABLE G. E. WALTON CASE

Remarks of Chief Justice

5. Mr. HAWKE asked the Premier:

This question relates to one asked yesterday dealing with the Hardy and Walton cases. I quote from *The West Australian* dated the 23rd December, 1959—

Chief Justice Sir Albert Wolff awarded £127 5s. damages in the Supreme Court yesterday to a builder who sued a police constable for wrongful arrest and malicious prosecution . . .

The Chief Justice described the issue of the arrest warrant in the first instance as a sledgehammer process. He said: "It is regrettable when it was

realised that the disorderly conduct charge was a mistake that the assault charge was then preferred."

This seemed like plunging to cover the original blunder.

Has the Premier any comment to offer in connection with the Chief Justice's remarks?

Mr. BRAND replied:

No; I do not wish to make any comments on the Chief Justice's remarks. If the Leader of the Opposition desires more details and an adequate reply to this question, he should direct the inquiry to the Minister for Police.

EAST-WEST ROAD

State's Commitments

6. Mr. BICKERTON asked the Premier:

Arising out of statements he has made concerning the East-West Road or the Eyre Highway, can he inform the House just what mileage is involved from the point of view of the Western Australian Government; and approximately what cost would be involved from the point of view of the Western Australian Government in carrying out its responsibilities regarding the Eyre Highway?

Mr. BRAND replied:

In round figures, from Norseman out to the border the distance is 450-odd miles; and it has been estimated that the cost of that to us might be £8,000,000 or so. The cost could vary according to the availability of water. In the event of having the work done by contract and the job being big enough, that figure might be considerably reduced. However, if the honourable member requires more specific details and cares to put his question on the notice paper, I will obtain the information for him.

STATE TRADING CONCERNS

Disposal of Rural & Industries Bank and State Government Insurance Office

7. Mr. W. HEGNEY asked the Premier:

During the second part of a reply to a question asked by the Leader of the Opposition the Premier said—

Personally, I have a high regard for individuals associated with Western Australian State trading concerns, but I do not believe that trading is the function of the Government.

In view of his reply, is there any intention to dispose of the Rural & Industries Bank and the State Government Insurance Office?

Mr. BRAND replied:

In order to put the honourable member's mind at ease, the answer is "Not so far."

Mr. Hawke: That makes it worse.

ADDRESS-IN-REPLY

Fifth Day

Debate resumed from the 9th August.

MR. CURRAN (South Fremantle) [4.58]: I wish to thank the Leader of the Opposition for the warm welcome he gave me as a member of Her Majesty's Opposition. I would also like to tender my thanks to members on both sides of the House for the encouragement given to members on making their first speech in the Chamber.

At this stage I also wish to tender my sincere thanks to the electors of South Fremantle for placing me in such a responsible position as that of member for South Fremantle. I feel it is a very great honour for any man to represent in this House an electorate in any part of the State, and to represent it ably.

I have taken a great deal of notice of the proceedings that have taken place since the beginning of this session. I have noticed particularly the procedures of the House, and have attempted to familiarise myself with them; and also to make myself known to the representatives of the various constituencies. One of the things that impressed me most was the very virile attack by the Opposition in regard to the policy that is being set forth by the Government of the day. The Government, I feel, was very hard pressed to answer the criticisms contained in the speeches and questions that were levelled at its Ministers.

Unfortunately, I have also found, since I have been in this House, that although we have a large number of reporters in the gallery, very little of the business transacted here is reported in *The West Australian* newspaper from day to day. I feel that if the public were made fully aware of the things that are being done by Parliament, much greater interest would be taken in the proceedings of this House.

One aspect that has caused great disquiet amongst the public is the action proposed by the Government, for some reason of its own, to rid itself of State instrumentalities. If the public were acquainted with the consequences which would follow the removal of these State assets—that is, by publication in the daily Press—I am sure they would be very disturbed.

I wish to refer at this stage to the questions and answers to which I have listened in respect of the Midland Junction Workshops. I have noticed with great interest

that when questions have been asked about the importation of various component parts and the cost of producing these particular parts in the Midland Junction Workshops, the answers have been completely evasive; to say the least, they have more or less waived the question aside.

I am also very concerned at the remarks made by, I think, the member for East Perth, when he referred to the growing monopolies of the Press of this country. He referred particularly to *The West Australian* which, in my opinion, has displayed all the traits of becoming a complete monopoly in this State; because one has only to see the battle that is being waged at present against a newspaper which, I think, is the only independent newspaper in this State, with a view to subjugating it, and taking over its circulation completely, to see just how great a monopoly is likely to be created.

If that particular monopoly is established—and it is very close to being established at the moment—we will have the situation where the Press will begin to mould the opinion of the people of this State; indeed, it is doing so at the present time. Yet when we refer to other people who are doing this sort of thing, we usually refer to them in the context of brainwashing. That is exactly what the monopolistic Press of this, and other States, is doing at the moment: it is brainwashing the people of Australia; it is brainwashing the people of the State.

I have here an article which proves in essence what I have said. I do not propose to read the entire article, because I do not think it is necessary. The article to which I refer is part of the editorial which appeared in today's issue of *The West Australian*. It refers to increased freights and states—

The increases now imposed are inescapable. Without remedial action and unless the Commonwealth grant is increased

By this means the Press immediately gives to members of the Country Party a peg on which to hang their hats; to enable them to say to their electors, "It is not the Government that is doing this; it is so of necessity, because the Loan Council does not supply sufficient capital to help us keep freights down." That is the way the Press moulds the opinion of the people; and perhaps even the opinion of some of the members of the Government.

I have been a member of the Labor Party for many years, and it has been a great source of pride to me to know that, through its Governments, the Australian Labor Party has to its credit some wonderful achievements. It has achieved these things through successive Labor Governments down the years. I do not think it can be denied by members of the Government that practically all the major projects of this State have been started or

completed by State Labor Governments. To appreciate the full strength of that remark, one has only to look at the plans that have been made by Labor Governments for water conservation, which have already been put into effect; one has only to take note of the number of dams that have been built, or to consider the planning that has been done for the future. Then again, one can turn to the main highway, such as Stirling Highway and the Narrows Bridge—which are all projects undertaken by the Labor Government.

These are no mean achievements, particularly when we consider the fact that members on the Government side often accuse the Labor Party of representing sectional interests. If we examine the position, I think we will find that State Labor Governments of all time have laid their plans for the development of the country; for the benefit of the people as a whole. That, I am afraid, cannot be said at all times of members on the Government side, because the debate that has taken place during this, and last, week has shown quite vividly that their concern is not for the general good and welfare of the people of the State but, in quite a lot of instances, it is for the benefit of sectional interests.

I wish to pass now to the question of State Government assets. In the South-West particularly we find the State sawmills which have been established over the years. Great towns and communities have been built up around Government enterprises such as the one I have mentioned. Schools have been built in those districts, and children have been born and brought up there; generations of people have lived and prospered in those areas.

The same can be said of the State Brickworks. I think the member for Warren will go further into the question of the very real asset that the State sawmills have been to the South-West portion of this State particularly. I would also like to refer to the great services that have been rendered to the State by the State Shipping Service. I have had experience of this myself, because I have worked with these vessels, which are usually crammed to the hatch covers with cargo; the cargo is increasing all the time, and the purpose of all this is to develop that wonderful part of Australia—our North-West. I noticed with great pleasure that it is proposed to put another ship on the run. I have no doubt that ship also will carry cargo to its capacity.

What I am trying to develop is the fact that no private concern would at any time have attempted to run a shipping service to the North-West; because had it done so, it would have had to charge such high freight rates that it would have been impossible for people to exist in that part of the country; they would not have been able to pay the freight asked.

The State Shipping Service has been accused on several occasions of showing staggering losses on its balance sheet. But we should not look at the balance sheet when considering the service that this instrumentality has rendered. The figures given in the balance sheet are no criterion, particularly when they are compared with areas of the North-West which, but for the State Shipping Service, would never have been opened up. Accordingly we should not view with any importance figures in balance sheets which might show losses; we should consider the over-all results, which are clearly visible in the North-West.

Coupled with the foregoing instrumentalities is another great project in the shape of the Wyndham Meat Works. In conjunction with the State Shipping Service, it has proved of great benefit to the cattle-raising industries in this particular part of the State. It has been a most wonderful thing to watch. I have always shown great interest in what has taken place in the North-West, because I think it has wonderful potentialities for the future.

I wish now to get back to my own electorate and refer to a question which is a very sore one indeed with, I should say, 100 per cent. of the people in my constituency. I refer to the deterioration that has taken place at South Beach, which was at one time a beautiful holiday resort. This beach—and I go back now many years, to the time when I was only about 13 or 14 years of age—was once the pleasure resort of Western Australia. We had five and six excursion trains coming to it from the country at weekends. These trains were packed with country people and it was a real pleasure to see the crowds congregated at that beach.

I hope the Government, in conjunction with the local authorities, will concentrate more on this particular project and endeavour to bring it back to what it was before; because this would be in the interests both of the children of the district and of the development of the area generally. I assume we all wish to have safe beaches for children; and that was the safest beach in any part of the State. The revenue that came to South Beach many years ago from country people who visited it was tremendous. Its development and return to popularity is also most essential for the local traders in that area. The Government should pay some attention to this matter and try to rectify the situation as soon as it is possible to do so.

I do not wish to speak at any great length. There are many other matters with which I wish to deal at a later stage in this session. I thank members for their kind attention, and I feel I have at least made my mark in this House by making my maiden speech.

MR. SEWELL (Geraldton) [5.13]: With other members in this Chamber I listened with great interest to the speech delivered by His Excellency the Governor in another place when he opened this session of Parliament. As usual, the Governor's Speech contained those things which the Government of the day wished it to contain. I was struck with the Speech not for what it contained but for what it did not contain. I refer particularly to water supplies in this State. In my opinion, the Government of the day is doing a very poor job in that regard. It is recognised, and rightly so, that the population of human beings, and the population of our stock in Western Australia, will be governed by the amount of water that we can conserve, or find, either by wells, springs, storage, or deep boring.

As a country member, I am particularly concerned with the very poor effort that the Government is making in regard to our water storage and our water problems generally. In all the years that Geraldton has been a town, it has suffered from a very poor water supply; and the difficulties in connection with the building of a reservoir to store the annual rainfall have been the main cause of the shortage.

At the present time, Geraldton is mainly supplied from bores on the Wicherina sandplain; and anyone who knows the position would wonder what would happen to the town and district if the bores were to give out. Last year, in the metropolitan area, we had the spectacle of the Minister, from day to day and week to week, appealing to the people not to use too much water and, in some instances, not to use water at all. That had been brought about by the capacity of the storage facilities in the metropolitan area falling to a very low level which, in turn, was brought about by two or three dry seasons.

Unfortunately, we put ourselves in a little bit of fool's paradise if we get two or three of what we term "wet years"; we do not seem to realise that the cycle of dry years will be upon us again. But I urge the Government to spend as much as it possibly can, and to make representations to the Federal Government for a large increase in the amount of loan money made available to this State for the purpose of increasing water supplies throughout the whole of the State.

Various Governments, over the years, have spent hundreds of thousands of pounds in order to improve the water supply at Geraldton; but before the schemes have been finished, the town and district have grown to such an extent that they are again behind scratch. I do not think it is good enough that a town and district of the size and importance of Geraldton should go from year to year living in a hand-to-mouth struggle as far as water supplies are concerned.

Mr. Brand: What do you suggest should be done?

Mr. SEWELL: Recently I asked the Minister for Water Supplies whether it was the intention of the Government to make additional storage facilities available in Geraldton. The answer he gave was as follows:—

Improvements to the whole system, including further service storage, will be undertaken in order of priority and urgency as finances permit.

That is quite an evasive answer—typical of those we receive from the Ministers—and the Government will find that the people of Geraldton will not consider it to be a satisfactory one; because I am sure all reasonable thinking people in Western Australia realise that the water supply position in the State should be given the highest priority. As I said before, every effort should be made to exploit the various sources of supply.

At one time Geraldton hoped to get its water from the Gingin Brook area through a comprehensive scheme similar to that which has been developed in the South-West, but nothing more has been heard of that project in the last 12 or 18 months. However, I am hoping that the idea of the scheme has not died; and that we will, at some stage, see a water scheme as visualised by those who planned it. I can assure the House it is urgently needed.

At the present time, if a storage tank were constructed in Geraldton at the north-eastern section of the town on the high sandhills, it would do much to alleviate the shortage experienced during the hot summer months. In that section of the town the pressure is very poor; and, at times, the people have been without any water at all.

The next matter I wish to speak about concerns the people in the town and the district, including the primary producers. I refer to the harbour. This has been discussed for a number of years in this Chamber. The previous Government planned a comprehensive survey of the facilities in the port, and started work which has been continued by the present Government. However, no attempt has been made to remove the rock bar which is at the entrance of the channel from the harbour. I understand this rock bar is right in the navigation channel and limits vessels carrying wheat and other cargoes to a depth of 27½ ft. It is the wish of all concerned in Geraldton that the bar be removed so as to allow at least a 30 ft. minimum over the bar.

This would bring the depth to that of the harbour itself, which members will agree is not too much with the type of boat being used today. Co-operative Bulk Handling Ltd. has such faith in the district and the port that it is spending in the vicinity of £1,500,000 in building bulk

handling facilities; and naturally that company would be interested in the type of cargo boat that is able to enter the port.

Shipping people are now going in for larger and faster vessels. In the years gone by, wheat boats entering the port were able to do so because of their shallow draught, and by watching the tide and swell. In those circumstances they were able to have a reasonably safe progress in and out of the harbour, but there was always a certain amount of risk attached to their entrance and departure. But today, because the vessels are larger and faster, they are entering Geraldton and leaving port only 75 per cent. loaded. They have to go to Fremantle to top up. I leave it to the members of this Chamber to realise the cost involved in that procedure.

Therefore, it is the duty of the Government to see that that harbour is made suitable for the boats that will be used in the future; to get on with the work; and to get it done as soon as possible. Both the Premier and the Minister for Works have promised to have investigations made and call for a report on the matter; and I would stress to them its urgency, and the grave importance it is to the people of Geraldton and the producers who use that port that something be done about the rock bar in the navigational channel at the entrance to the harbour.

Only recently a rock phosphate boat came in to unload its cargo. However, it contained only half a load because it could not get over the bar in a manner satisfactory to the master of the ship. So I reiterate what I said before: The Premier as Treasurer, and the Minister for Works should make money available immediately to see that work on the harbour is commenced and brought to a successful conclusion so as to facilitate the export of the products of the large and important districts surrounding Geraldton.

We have to thank both this Government and the previous Government for the fact that a move is being made so far as the fishermen's jetty is concerned. That has been a want in the port for a number of years; and because of the growing fleet of the fishing industry it has been possible for the Government to see its way clear to start building the fishing jetty.

I have not the figures with me just now; but anyone who cares to look them up will find that the fishing industry in Geraldton forms a most important part of the wealth of this State. Therefore, anything the Government is doing in regard to that industry will be appreciated by the people concerned.

The housing position has remained pretty well the same over the years; and we always seem to be short of houses. I would like the Minister representing the Minister for Housing to make a note of the fact that we are still in need of houses;

and I would commend to him the idea of making more homes available for purchase rather than for renting if the State Housing Commission can see its way clear to do this. I would also like consideration to be given to the erection of buildings for single persons.

We have buildings in the town which I understand were, in the first instance, the responsibility of the ex-Minister for Housing, the member for East Perth; and they are a credit to both that Minister and the State Housing Commission. The people living in those flats speak highly of the way they have been built; of their design; and of the low rent that has to be paid. However, I would like the Minister to take note of the fact that we would appreciate the building of single units.

Dealing with education within the last five or six years, I am pleased to state that the high standard of our schools and their staffs has always been a surprise to me. Although I may be on dangerous ground in saying this, the same applies to the schools in the electorate of the Premier. We are most fortunate in the staff that we have in our schools, and in the way the department concerned has kept up the standard, both in regard to the buildings and in regard to their maintenance.

The previous Minister for Education, the member for Mt. Hawthorn, saw his way clear to spend about £63,000 on the extension of the Geraldton High School. That, of course, was very much appreciated. I would like to draw the attention of the present Minister to the fact that it will not be long—as a matter of fact the position has arisen now—before we will need further extensions to that high school. It seems a shame that an assembly hall has not been connected to the school. Bearing in mind the size of Geraldton, the number of pupils attending it, and the excellence of the work performed by the staff, an endeavour should be made to supply them with an assembly hall along with classrooms.

Last year we expected that we would, this year, have a junior high school at Northampton; but owing to the usual difficulties encountered with the provision of schools in country places, it was not possible to provide that high school. One of the reasons given for not building it was that the number of children available at the time did not justify the project.

I understand that next year a junior high school will be commenced in Northampton; and I assure the Minister that the fact that the Northampton State School will be joined with a junior high school will be much appreciated. The district is growing continually; it is a primary-producing district of great wealth, and the people consider that their children should be able to go to a junior high

school at Northampton instead of having to travel to Geraldton to attend school to fit themselves for their future life.

In regard to regional hospitals, I point out that today the Leader of the Opposition asked some questions concerning hospitals at Northampton, Geraldton, and Bunbury. A lot has been said on this subject, and various people have been trying to make a political football out of it. On looking back over the records, I find that during the time of the Hawke Government—this is going back a number of years—a list prepared by the Medical Department showed that regional hospitals were to be built in the following order:—Harvey, Albany, Geraldton, Bunbury and Northam.

I understand from the present Minister for Health that this policy will be adhered to. The contractors have started levelling the site for the Geraldton regional hospital, and I can only hope that the policy laid down by the Medical Department will be followed, and that the regional hospital in Geraldton will be commenced in 1962.

Our present hospital, although doing a good job, is very old. It is well staffed, and is a training centre. Many of the nurses who go to other parts of the State are trained at Geraldton. The matron and the tutor sisters there do a good job as far as these young women are concerned, and I think the profession is proud of them. But it is absolutely necessary that a regional hospital should be built in Geraldton as soon as funds are available.

Much has been said at various times about the need for a research station in connection with the tomato industry at Geraldton. I commend that proposition to the Minister for Agriculture. The Geraldton district lends itself to the production of a number of commodities apart from the tomatoes and cereals that the farmers ordinarily grow; and a research station, set up in the Geraldton area, would show what could be successfully grown there. If such a station were established, the producers would know what measures they would have to take to combat the diseases and pests that beset the production of vegetables.

I would like to see provision made in the Estimates to permit the Minister and his departmental officers to set up a research station in the Geraldton area to do something for the tomato industry, and for the growing of peas, beans, and vegetables generally. I can assure members that such a research station would, in the over-all picture, contribute much to the wealth of the State.

We find that with the changed conditions today, the people who have been talked about as those living to our North, look more and more to our products. Tomatoes go to Singapore and other parts, including islands in the Indian Ocean and

in the Indonesian area. With the establishment of a municipal abattoir, boats would call at Geraldton to pick up frozen meat to take to other countries. If the vegetable industry is built up in the district, it will help to make the port of Geraldton even larger and more important than it is at the present time.

Mr. Nalder: Do you think the stock producers up there would support an abattoir?

Mr. SEWELL: Certainly. I think we should have had an abattoir there at least 10 years ago. Had an abattoir been established by the Government or the municipal council—one of those dreadful things we hear so much about in regard to socialism and what-have-you—the farmers would today be further advanced as far as the export of meat is concerned—frozen lamb, baby beef, and so on. America and other countries are crying out for our meat. If the abattoir which the Minister mentioned had been in operation 10 years ago, we would now have another industry on a very sound footing, instead of just commencing.

The Main Roads Department is, as it does right throughout the State, doing a good job in my district; it is moving further and further afield. I would like to see more money spent on roads for the primary producer rather than on a highway for potential tourists from the Eastern States. The Premier may have something to commend such a road, but I think the first people to be looked after are our own primary producers, who have to cart their produce long distances over bad roads. They should have bitumen roads long before such roads are given to tourists from the Eastern States.

I strongly protest against the increases in rail freights which apply to country areas. To my mind the increases do not affect the metropolitan area. The further one is from the seat of Government, or from St. George's Terrace, the harder it is made for one to live. According to *The West Australian*, the producers will pay 12½ per cent. more to rail their stock to the Midland markets, or anywhere else that they might send them; but the Midland Junction Abattoir is the main place. Knowing the country as I do, it appears to me to be the intention of the Government to drive the traffic completely away from the railways.

Mr. Brand: What was the intention of your Government when it increased freights by 33 per cent.?

Mr. SEWELL: The intention of the Government at that time had nothing to do with the present increase. The Premier should know of the numbers of stock carted by road to the Midland Junction Abattoir; so what is going to happen to the railways when the freights are increased by another 12½ per cent.?

I assure members that folk who live in the outback areas are not rolling in the wealth that some people seem to think. In the newer districts, some of the settlers have a hard struggle, and any increases in freight will make their position much more difficult. It seems to me that, by this increase, the Government will drive away from the railways traffic that the department is at present receiving.

Mr. Nalder: What percentage of stock is being brought by road?

Mr. SEWELL: The Minister interjects and asks me, "What percentage of stock is being brought by road?" Naturally, I do not know. I should think that, being a Minister, he could supply that answer himself. I can assure him that a large percentage of stock is being brought by road, particularly in areas where railway lines have been closed; because truck operators who contract to carry the stock provide such a good service that producers would be foolish not to avail themselves of their service.

Mr. Graham: They did a great job when we closed some of those services.

Mr. SEWELL: I would say that the raising of freight charges has been the biggest blow struck at decentralisation within recent years.

Mr. W. Hegney: That is quite true.

Mr. SEWELL: How the Government of the day can talk about decentralisation and the starting of industries in various country centres, when people there would be battling in the first instance—and I think everywhere—with high rates and shortage of water, I do not know. Freight rates have always been high, but the situation has been made worse by the recent increases. One cannot make sense out of it. How is it possible for any industry to be started in country districts under those circumstances?

Returning to the interjection of the Minister for Agriculture, so far as the abattoirs are concerned, would he suggest how, with increased rail freights—particularly with regard to stock—producers in the northern area; in half of the electorate served by the Premier; the whole of the electorate served by myself; and also the area served by the member for Gascoyne can transport their stock down to the metropolitan area? It does not make sense.

Another matter on which I would like to touch is unemployment. Fortunately, this question does not raise its vicious head so much in my district as some people would perhaps think it should. It exists, of course, but not to the same extent as elsewhere. I find that within the last 12 months—since the change of Government—even though the figures produced by the Government from various sources conflict with other figures, at the present time there is somewhere around 4,000 unemployed in the State.

Because of the shilly-shallying in regard to jobs and work let to contractors—and contractors, after all, have to make a living—we find that as each month passes, instead of a married man with the responsibility of a family having what we would term reasonably permanent employment, he finds that he has perhaps three to four weeks, or five to six weeks, of employment and then he is out of work for two or three weeks. Even if he is out of work for a few days, it is a heavy blow to be borne by a married man with a family—particularly in the case of Western Australia, where there is no control over rents, and landlords charge what they like. The position of some of these people is critical. There are hundreds in the metropolitan area. Their periods of unemployment are not taken into consideration to the extent that I think they should be.

I place this matter before the House in order that it might be discussed. I know what the position is; and I think it is intolerable that a married man with a family cannot look forward to reasonable security of employment. That, to my mind, is one of the most vital things confronting the worker: he must have employment and some measure of security; otherwise, he feels he has been left out on a limb and nobody cares for him, or worries about him, in any shape or form.

The final matter on which I wish to touch concerns the tourist potential of the northern districts.

Mr. Brand: Before you go on, are there many unemployed in Geraldton?

Mr. SEWELL: As I said earlier, in answer to the Premier, there always appear to be a few of those intermittent casual workers as we call them.

But, as I pointed out, Geraldton has been fortunate in that regard, because of the amount of work made available in the district by the Hawke Government, in the first instance, and since then by the installation by Co-operative Bulk Handling of the new silos. Furthermore, the fishing industry is very important and provides seasonal work; also, the superphosphate works in the district are enlarging their activities to a great extent, and a good deal of money is being spent; which only goes to show this Government, and this House, the importance of the district as far as primary production is concerned.

Returning again to the tourist potential, we find that over the years more and more people have been travelling north in the wintertime, not only to Geraldton but also to Northampton beaches, Horrocks's Beach, Port Gregory, Kalbarri, at the mouth of the Murchison River, Shark Bay, and even to Carnarvon, which is in the Gascoyne electorate. The people do a very

good job so far as publicity is concerned; and I think that if a district has the potential it does not need a great deal of publicity, either on the air or in the newspapers, because news of these places as winter resorts travels around by word of mouth.

The Premier has set up a department in connection with tourism, and I hope it will be successful. However, I would like to add this: that I do not think the tourists should be given everything at the expense of other people in the State, particularly with regard to roads. We must keep first things first; and even though we recognise the needs of the tourists, and have to cater for them, we must first of all see that the working, and particularly the married people of this State, and the primary producers—especially those in the outback areas—have a fair deal and receive some of those things in life that people enjoy in the metropolitan area.

At the present time Geraldton is again preparing for its August carnival, which will be opened by the Premier on the 19th August; and I would commend to the members of this House that they take a trip north in the wintertime to have a jolly good holiday and to see a part of the State which is really worth seeing; and to get away from their ordinary cares of life. I can recommend the August Sunshine Festival to this House, and hope that many members and their friends will find their way clear to visit the northern portion of the State before the winter ends.

MR. KELLY (Merredin-Yilgarn) [5.50]: I think there is always an air of interest and speculation at the beginning of each session about what will be contained in the Speech delivered by the Governor of Western Australia on behalf of the Government of the day. The possibility of hearing something new also creates interest among members and keeps alive the general interest in the opening ceremony. Those who have been members of this House for many years will agree, too, that frequently we suffer a certain amount of disappointment over the lack of colour in the Address that is delivered. This last one given by his Excellency differed little in that respect from the one that was made in the 1959 session.

Practically no new ground was broken at any stage throughout the entire Address, the contents of which were much longer than those of previous Speeches. It was noticeable, however, that almost every paragraph of that Address related to works that had been initiated or works that had been nearly completed during the Labor Government's term of office. To look forward to such an important occasion as the opening ceremony, and to listen to the Governor's Speech, only to

feel disappointment after hearing its contents, presents a sad state of affairs, particularly when we realise that the Government has now been in office for 16 months and has had time to find its feet.

During last session, I was one of those who refrained from attacking the Ministers on the front bench to any extent, believing that those who were holding portfolios for the first time were entitled to a certain period to settle down and to feel their way before being subjected to an attack from those on this side of the House, even although, at that time, such an attack was obviously warranted. We would be quite safe in saying—and I am sure the members on the Government side of the House will agree—that the Address, in its entirety, showed a complete lack of initiative on the part of the Government. I am making that statement after having read and re-read the Address a number of times.

There is little satisfaction to be gained by the average member of Parliament, not only from the references to the work performed by the Government during the preceding 16 months, but also from the predictions relating to the Government's future policy. Of course, it is not surprising that the Government found great difficulty in attempting to break new ground in the statements that were made in the Governor's Address. The majority of the people of Western Australia realise that the Government is experiencing great difficulty in breaking new ground, because of the enviable record of the preceding Government. The Government, undoubtedly, took over a well-oiled machine; and irrespective of from what angle it is examined that machine was working extremely efficiently in the interests of the people of this State.

Since the preceding Labor Government relinquished office, the financial position of Western Australia has altered considerably in favour of the Government, which is all the more reason why we should be surprised that so little is being achieved. One does not have to be a mathematician to work out that this Government, even prior to the recent predicted rises in rail freights, is enjoying the receipt of revenue approximating £4,000,000 more than was enjoyed by the Labor Government when it left office. In addition to that amount, the Government is also reaping the benefits of the expenditure of £5,000,000 which, during the Labor Party's term of office, had been granted to the State by the Commonwealth Government for development in the North-West of Western Australia.

Therefore, with this large sum of finance available, it is alarming, from the point of view of the future of the State, to realise that so little has been accomplished. It is little wonder that people everywhere are asking what this Government is doing with the extra finance that has been made available to it. On every hand it is found

that the people of this State are daily increasing their inquiries about the many new taxes that have been imposed by the present Government during its 16 months of office. Included in those increased taxes, there have been increases in the motor driver's license fee, in the registration fee for motor vehicles, and in transport charges on both bus and rail. There have also been substantial increases in the water rates not only in the metropolitan area, but also in the country districts.

In my opinion the increases in the water charges were made in a very sly manner, in view of the method that was used to effect them. In addition, there is the metropolitan region improvement tax, the legislation for which the Premier so cunningly passed through this Chamber and another place. On top of all these increases in various charges there is imposed on the people of Western Australia the heavy burden of the ever-increasing cost of living. Before the present year ends, the Government of the day will have collected from the people of this State approximately £3,000,000 of new money as distinct from the other taxes the taxpayers are called upon to meet.

I feel certain that I am expressing the opinion of 80 per cent. of the people of Western Australia when I say that this Government must rank as the most expensive experiment the people of this State have ever experienced. That is irrespective of everything the Government considers it has achieved. The people themselves do not agree that those achievements are value for the price they are paying for them. Even the Government's D.L.P. partners must realise by now the disservice they rendered to Western Australia when they supported the Liberals in the last election.

I have here one of the mouthpieces of the Liberal Party which is called *News Review*. Under its title it states that it is independent, non-party, and in its 12th year of publication. I would not disagree that it is in its 12th year of publication, but the reference to its being non-party is really a scream.

Mr. Graham: Nobody has paid for the paper.

Mr. KELLY: I realise that, and I have also noticed that 99 per cent. of the copies that have been distributed amongst members have ended up in the wastepaper basket.

Mr. Graham: There is only one thing missing and that is the perforations.

Mr. KELLY: I think I have the only copy in circulation and I notice that it is 100 per cent. behind the Liberals.

Mr. Rowberry: Who publishes it?

Mr. KELLY: It is financed out of the Liberal Party's funds, I suppose. I could not imagine anyone else subscribing to a paper of this description. However, the members of the Liberal Party cannot get

much consolation from an article which appears in it. The article was written under the caption of, "The Armadale and Midland Fuss." Of course, the Minister for Works will fully appreciate the amount of dynamite there is in a heading of that kind. If it were not for the fact that I would be sacrificing valuable time, I would read to the House what the article has to say. But I will content myself with reading two very short paragraphs from this well-informed paper. It says—

The W.A. Liberal Government . . .

Mark that: "The W.A. Liberal Government."

Mr. Graham: No Country Party.

Mr. KELLY: There is no mention made at all of the Country Party. So far as this independent non-party paper of the Liberals is concerned, the Country Party does not exist; they are the followers, or the taggers-on; call them what we will.

Mr. Brand: Neither do they exist in the *Western Sun*.

Mr. KELLY: The Country Party is not part and parcel of this non-party independent Liberal paper. I would now like to complete the quotation. It is as follows:—

The W.A. Liberal Government is in a shaky position with only a one-seat majority on the floor of the House. A strong stand by the workers could bring about its early defeat; especially with the support of the discontented small farmers and businessmen.

That is what one of the Liberal organisations has to say. It expresses its opinion on the constitution of the Government in this House today. So I would like to warn the Premier—

Mr. Brand: Thank you.

Mr. KELLY: —and I am sure he will take a great deal of notice of my warning—

Mr. Rowberry: A waste of time.

Mr. Graham: He will refer it to St. George's Terrace.

The SPEAKER: Order!

Mr. KELLY: The people of Western Australia have received many setbacks in the last 12 or 18 months as a result of this Government's activities. This latest imposition of the Government's is just one more item in an overdose of unjust levies—and this is where my warning to the Premier comes in—not that it worries me to any great extent—and in time we will find the Government's own supporters waking up to its activities, and its disregard of the rights of the people of Western Australia.

As I have already said, that aspect does not worry me in the least, because the Premier can do as he likes so far as that is concerned. The more he does in that regard, the brighter will be the smiles on

the faces of members on this side of the House. What does cause me great concern, however, is the Premier's threats to increase railway freights and fares. This was made when I was preparing my notes. At that time the accomplished fact had not been fully understood by the people of Western Australia. As a softening-up process, the Premier and his Ministers on the front bench undertook a scandal-mongering propaganda campaign; and when they found that the fact had finally sunk in to the degree that they wished, they were quite satisfied. We then had the Premier coming out with his figure of £1,000,000. He could not obtain this amount from anywhere else, so he extracted it from the railways.

Mr. Brand: The Premier got £1,000,000; you got £2,000,000.

Mr. KELLY: The tax proposed by the Premier is a most illogical one.

Mr. Brand: As it was in 1953.

Mr. KELLY: The Premier knows it is illogical and ill-conceived to impose a tax of this nature and magnitude on the people of the country.

Mr. Brand: What was the basis of your decision to impose a tax of £2,000,000?

Mr. KELLY: Did we raise freight charges?

Mr. Brand: Yes, by 33½ per cent.

Mr. KELLY: That is a long time ago. With the value of the pound as it stands today, the 33½ per cent. to which the Premier refers is a very small amount when compared with the amount which the Premier is levying today.

Mr. Brand: You were a Minister of that Government and must accept the responsibility.

Mr. KELLY: Rather than impose a tax of this nature on the people, the Government should curb its extravagant and unwarranted expenditure. This has been disclosed by several of the questions that have been asked in this Chamber, some of which have tied up Ministers of the Government—particularly the Minister for Railways, with whose department we are dealing at the moment.

Mr. Brand: He dealt with the matter admirably and satisfactorily.

Mr. KELLY: A tremendous amount of money has been wasted by the Government. We all know that the Minister for Railways put up a very flowery speech last night. No doubt he was very pleased with himself. I think the remark made by the member for Warren was most apt. I dare say the Minister for Railways will make further explanations; but the fact remains that had a little more attention been given to the matter, it would have been possible to avoid the increases contemplated in freights and fares. While I am on the subject I might say with every justification

that, in my opinion, Ministers should devote more of their time to administrative work and less to touring the country.

Mr. Rowberry: Hear, hear!

Mr. KELLY: I believe that every Minister is entitled to do some running around in the administration of his department. I do not believe that they should be away from their offices for the length of time they are; because this means that things are left to heads of departments instead of being dealt with by the Ministers themselves, as they should be. On several occasions I rang various Ministers; but on each occasion I was told the Minister was away and would not be back. Some of the secretaries of the departments do know where the Ministers are, but they do not give the information away. I compliment the Premier on having achieved close co-operation between the Ministers and their secretaries, because it is almost impossible to get information when one desires it from the various Ministers. If time permits, later on in this address I shall relate one or two instances to bring this matter before the notice of the Premier, because he may not be aware of the difficulties experienced by members of this Parliament.

Mr. Perkins: Can you quote them?

Mr. KELLY: I shall quote them when the time comes.

The SPEAKER: Order!

Mr. Perkins: There is not one single instance which you can quote when you contacted my office and could not get through to me.

The SPEAKER: Order!

Mr. KELLY: That is a lie.

The SPEAKER: We cannot have that sort of discussion in this Chamber, and the Minister should desist from interjecting when called to order. It would be better if both members withdrew their remarks.

Mr. KELLY: If that is so, I withdraw my remark.

The SPEAKER: The Minister continued with his interjection after he was called to order.

Mr. Perkins: I am sorry if I did that. I withdraw the interjection I made.

Mr. KELLY: I hate prevarications. Much has been said during this session about the diversion of work from Government instrumentalities to channels with which we were not accustomed for a number of years previously. The Government is overstepping the mark to a large extent by farming out such work to various outside firms. The Government undertakings in question were built up over a period of years and have gained an Australia-wide reputation for the quality of work turned out. We find that the Government is now very ruthlessly depriving them of the work which they did

formerly. It is being given to private establishments which in most instances cannot compete in price or quality with the work performed by the Government instrumentalities.

The Government should take another look at its new-fangled method which has been adopted since it took office. As has been amply demonstrated in the replies given by the Government to many questions asked in this House, the Government is squandering its financial opportunities. We can safely say that it has abandoned the substance, and on all occasions has chased the shadows. It is apparent that the Government has an abundance of finance, as is evidenced by the actions it has taken. If it is short of finance, it imposes another tax, and it is not worried if the people of this State are burdened.

In view of some of the promises made by the Government, its sources of finance are apparently fantastic. In one instance, financial assistance was offered to a very wealthy company—a company of a financial order which could have financed the Government of this State, rather than the Government financing the company. This assistance has only reached the proposal stage; it is the proposed agreement with Australian Paper Manufacturers. We saw in the Press what the Premier was prepared to do for this organisation. If he were to carry out the agreement to the letter, as published in Press reports, this State would pay very dearly for the establishment of an industry of that kind.

Mr. Brand: You are overlooking the policy of your Government.

Mr. KELLY: People everywhere in this State will suffer as a consequence of the Premier lading out large sums of money to this firm. The Government has not devised a method to examine carefully whether this company could afford to establish itself here, without the huge demand for financial assistance. I, and no doubt many thousands of people in this State, feel that full investigation should have been made as to the ability of this firm to establish itself here, without any inducement from the Government; and as to the likelihood that the firm is trying to get all it can from the Government, in the same manner as this Government's "pet" industries have been assisted financially.

Mr. Brand: Could you quote the assistance given by your Government to various industries?

Mr. KELLY: The previous Government carefully investigated any industry which desired to be established in this State, as to its ability to stand on its own feet, so as to ensure it did not become a drain on this State. A large number of improvements are sought by the people of the metropolitan as well as the country area, and huge public works are urgently required in this State. Under the previous

Government, when an industry desired to establish itself here, it was given every opportunity, but not at the expense of the people.

Mr. Court: You should not press that one too far when you consider the assistance given by your Government.

Mr. Brand: And with no limitation.

Mr. KELLY: The action of the previous Government was well and soundly based. The progress of the State was well maintained during its term of office.

Sitting suspended from 6.15 to 7.30 p.m.

Mr. KELLY: Mr. Speaker—

Mr. Brand: You have a lot of support on your side!

Mr. Court: There must be a crisis in the party.

Mr. KELLY: Can I have time off for the interjections, Mr. Speaker? Before the tea suspension I expressed the opinion that because of the Premier's very generous gesture of advancing huge sums of money to the Australian Paper Mills, the coffers of the Treasury must have been well replenished. Therefore, with the abundance of finance that is available to the Government at this stage there is no justification at all for the steep rise in railway freights.

I think this latest Liberal-Country Party bombshell is a complete sell-out by the Country Party to the Liberals, and an indication of subversion on every turn on behalf of that party. We have seen on a number of occasions in this House where the Country Party has been completely subservient to Liberal Party policy. No matter how members of that party try to skate around it, they know full well that throughout the time they have been in office they have done nothing for the country people, but everything to placate the Liberals.

I say without contradiction—at least effective contradiction—that the Country Party members have sacrificed their country friends and supporters for a few pieces of silver, because that is all they have got out of the Liberal section of the Government. Not only must they regard themselves in that light, but they must also realise they have betrayed the primary producers in every part of Australia wherever primary producers are located. I do not wonder why the country people express the opinion that the Country Party is a dying force and on its way out, because it is showing no political nous at all in standing up to the Liberals as it knows it should. As I said earlier, members of that party have sold their souls to St. George's Terrace interests.

Nothing could be more demonstrative of that outlook than the fact that the Country Party agreed to the latest Brand-Watts-Court railway grab. The Country

Party was part and parcel of the decision for this imposition to be placed on the country people of Western Australia.

Mr. Nalder: You can talk all right—you supported the closing of lines.

Mr. KELLY: What I am saying is going home, as far as the Minister is concerned, because he never talks unless he is really aroused; and he seems to be on this occasion. Let us examine the million-pound grab of the Premier's. I understand the member for East Perth referred to the Premier as "Gone-a-Million Dave". Apparently he was not without the million for very long, because he was easily able to take another million pounds from the receipts of the Railways Department.

What does this mean to the country people? It means that of the £1,000,000, the country people of Western Australia—mainly the friends of the Country Party—will be finding at least £950,000. Of course, this is a serious blow, not only to the primary producers, but to other industries such as goldmining and the mining of other minerals, as well as to local government. The people in the metropolitan area will be required to pay only £42,000 of the £1,000,000, while the balance will have to be paid by people in the country. The Liberals were too cunning to place a reasonable imposition on the city people; they placed the greatest imposition on the country people of this State.

Mr. Lewis: What do you think is a reasonable amount for the metropolitan area?

Mr. KELLY: Had the industries of the metropolitan area been called upon to pay more of this sum, I would not have minded so much. But, in the circumstances, the preponderance of the amount is to be collected from country people.

Mr. Court: Why are you so concerned about this now and not in 1953 when you put miscellaneous freights up 35 per cent.?

Mr. KELLY: Apparently this Government has condoned the action of the Labor Government, because it has done it again.

Mr. Court: You sought £2,000,000 in 1953, mostly from the country.

Mr. KELLY: All the more reason why it should not be done at the present time. This Government has had the benefit of that money.

Mr. W. Hegney: The Liberal Party said it would not increase railway freights.

Mr. KELLY: There is no doubt in my mind—or, I think, in the minds of all other members—that this impost is being put on people outside the metropolitan area. As a result of what I have learned from country people with whom I have come in contact, and from other people with whom I have had conversations in the street, I can say that people are very worried about the ever-increasing pattern

of the Government kicking them in the teeth when it wants finance. In the time that this Government has been in office it has done nothing but increase taxes, not only on the country people, but on the people of the metropolitan area by way of miscellaneous taxes.

How the Government can do this without creating an uproar among the people is something I do not know. Of course it is early yet—many of those taxes which were levied in the past 12 months have not shown their effect up to the present. It is only now, when many of the accounts are being sent out by the various Government instrumentalities, that people are realising what they have to pay; and every tax that is imposed is a tax or levy on the people of this State. If we go a little deeper into the position we will discover that it is all because of the mishandling of the financial position by the Government. There are many ways in which the Government could have altered this financial position if it had wanted to do so.

Even the supporters of the Liberal Party are resenting these taxes which are placed on them. It is all very fine for the Government members to be smug and say that it is not happening; but of course it is. We can see gradually creeping into the minds of the people a sullen, rebellious feeling. The member for Cottesloe can laugh and giggle, but that makes no difference; that is the position in regard to many of his own supporters.

Mr. Ross Hutchinson. Rubbish!

Mr. KELLY: He knows that to be a fact. This policy of exploiting the primary producers and others cannot go on *ad infinitum*, because there must be a turning point. This turning point has to come soon, otherwise the Government will find itself in a deep financial morass from which it will be difficult for it to emerge.

It is not only the amount of tax that is being imposed that has to be considered; there is the hidden moiety; and we cannot find out how much that is, or how much it will damage Western Australia as a whole. About eighty per cent. of the people of Western Australia are going to find this financial pinch a burden that they can hardly carry.

Let us take a look at some of the direct taxes—which have been brought about by the latest £1,000,000-drive—affecting the three main industries. I have included only those; but of course, judging by the answers to questions given by the Premier, the increases will be spread over a greater number of industries than I am going to mention.

Take the primary producers, the people for whom the Country Party is responsible. Freight on wheat, oats, rye, and barley is up 20 per cent.; that on wool packs, chaff, stock foods, fencing materials, up 15 per

cent.; and livestock, 12½ per cent. The Minister had the glib satisfaction of asking the previous speaker how much stock was carted by the Government. The Minister would know that himself, or he should; otherwise he is not a very well-informed Minister.

Take super and building materials, both very essential to the farmer and to all country people, irrespective of whether or not they are primary producers. These are up 10 per cent. What does this mean when considering wool? The member for Katanning, the present Minister for Agriculture, must realise what this latest imposition means to the people of Western Australia. It means 6s. 3d. a 300-lb. bale, which is 50s. a ton. It is 1/24th of 1d. per lb. When it is taken on an aggregate of the total amount of wool produced in Western Australia, and the amount that goes by rail—which is very considerable, in spite of the fact that the railways are not patronised nearly as well as they should be—it will be realised that a tremendous amount of money will be taken out of the pockets of the wool producers to be given to the Government, which will waste and squander it.

Mr. Nalder: Did I hear you asking a question earlier about a sewerage system for Merredin?

Mr. Graham: Wagin has come to life.

Mr. KELLY: The Minister can—

Mr. Nalder: How is the Government supposed to provide money for those things?

Mr. KELLY: The Minister need not try to avoid the issue like that. Before turning from primary producers I would remind members that the few items I have quoted are a mere bagatelle when the total number of items affected in this latest increase of rail freights is taken into consideration.

In regard to the mining industry, for years the Hawke Government was endeavouring to keep it on something like an even keel—to keep it afloat. We went many times to the Commonwealth Government for assistance, as has the present Government, and each Government has been successful to a degree although not totally so, so far as the condition of the industry warrants help. Nevertheless, we have been given Commonwealth money to help the industry, and now we are going to kick the same industry in the teeth. The freight on low valued ore and pyrites is to go up 20 per cent. Who ever heard of an industry such as the gold-mining industry, in the condition in which it is—ten times worse off than the primary producers—having this imposition placed upon it? That is what the Government has done; it has blatantly decided to impose upon the industry a 20 per cent. increase over and above the present railway freights.

Mr. Burt: The pyrites has nothing to do with gold.

Mr. KELLY: I said the mining industry, and I am speaking of low-value ore; and if the honourable member knew enough about the situation, he would know what I am talking about.

Mr. Burt: It refers to pyrites ore.

Mr. KELLY: It refers to low-value ore, and what we would call a three and four dwt. ore. Would that not be a low-value ore? Of course it would!

Mr. Court: Would they be carrying it by train?

Mr. KELLY: To continue with these freight rises, the increase on mining machinery is 10 per cent.; and there is a lot of mining machinery which has to be transferred and on which there is already a tax to a very high degree. In regard to explosives there is only a 5 per cent. increase, but that is on top of the rate already being paid on the cartage of explosives to the goldfields, because they require a great quantity of them there. That is another kick in the teeth for the industry. Also affected by 5 to 20 per cent. are all other freight charges in the gold-fields area, that are contained in the list we were given.

Let us consider the local governing authorities. The freight on bricks, gravel, road metal, lime, sand, and timber is up 20 per cent. Some road board authorities have to depend on getting a big proportion of their materials by road because of the dearth of them in their own localities. So, of course, we find that all these industries are being affected lock, stock, and barrel. The rates will be affected, there is no doubt, and this will mean a further impost upon the rate-payers, and be another financial kick in the teeth in regard to decentralisation.

Throughout the whole State these rises will be felt, whether because of direct contact with the railway or not. The snow-ball action will be as a recurring decimal so far as the finances of the average people of Western Australia are concerned, and it will increase in severity as time goes on. I do not think it is any flight of the imagination to say that the severity of this impost will affect the amount of land that will be cropped from now on.

This is only obvious. The extra amount which will be placed on super, and the extra charges generally, will undoubtedly have a very deleterious effect on the growing of crops in many of the remote areas; and we have remote areas where it is nothing for farmers to have to carry produce 200 or 300 miles. Because of this, the purchase of the amount of materials that are necessary will be greatly curtailed.

Quite apart from the matter of a reduction in the area cropped, future development of land in this State is something which is vital to Western Australia. It

has been the one bright outlook we have had for quite a long time in the matter of progress; and the increase in the rail freights, to the extent that they have been increased, is undoubtedly going to affect the amount of land that comes under production and the amount of land to be developed in the coming 12 months or so; and, of course, the position will worsen unless this Government repents of its action and wipes out this iniquitous increase.

Top dressing, too, is one of those items that every farmer will have to consider because of the high cost, in the first instance, of superphosphate. Although I saw recently that £1 had been taken off the cost of superphosphate, the Government is going to increase its cost; I think it will be somewhere in the vicinity of 3s. 8d. or 3s. 10d. a ton that a farmer within a 150-mile radius will have to pay for superphosphate. I cannot for the life of me understand why the Country Party has endorsed or condoned this step. That is the only term one can apply—it has condoned the Government at every turn; it has condoned the whim and the wishes of the Liberals.

Mr. Hawke: Portfolios before principles!

Mr. Lewis: How much extra did you say super would be?

Mr. KELLY: I said 3s. 8d. or 3s. 10d. per ton.

Mr. Lewis: Extra?

Mr. KELLY: Yes.

Mr. Lewis: How do you work that out? It is 3½d. per bag.

Mr. KELLY: It is an extra 3s. 8d. or 3s. 10d. per ton. The honourable member can work it out, and he will find that is correct.

Mr. Bickerton: If the honourable member had known that, he would not have voted for the increase!

Mr. KELLY: I cannot understand why the Country Party has fallen for this latest approach by the Liberal Party. The Government has shown a total disregard for doing anything for the country people. We know the Liberal Party has done that, but it is brought home to us in no uncertain manner when the Country Party joins the other party in a step which affects the people so considerably.

I have listened to the Premier, and those associated with him, when they have shed crocodile tears on behalf of the primary producer—and there have been occasions when it has been necessary for a few tears to be shed. When I look around me and see how hollow those pleadings were, I am thunderstruck that the Government has fallen for a matter of this kind. How insincere all of those crocodile tears must have been. We have heard them shed, and shed, and shed in this Chamber; and now everything is undone—undone through the last channels one would expect—and I

ask: Is there any limit to the Judas activities of this Government where the country people are concerned?

Not only have farmers been sacrificed by this latest injustice, but they are also doomed to diminishing returns in another regard—and this surely must concern the Country Party people.

Something which has been a source of income, and theirs for the keeping, has now been taken from them. There are roughly 20,000,000 to 25,000,000 bushels of grain still in the sidings of Western Australia, and that alone will deprive the farmers and the producers of Western Australia of an amount to the tune of £260,000. Work that out. The member for Moore knows very well—

Mr. Lewis: You are a long way out.

Mr. KELLY: I am not very far out; and the honourable member will realise where the farmers are heading.

Mr. Lewis: If it was worked out in the same way as you worked out the increased super costs, I can see why your figures are wrong.

Mr. KELLY: People in the wheat industry will find themselves in a precarious position. The industry has been in a precarious position for some time, and I had the honour of attending the last Agricultural Council meeting when the council decided on the current five years' scheme for wheat stabilisation. If members here had been with me at the council meeting they would agree with me that there was considerable difficulty in deciding upon some method of stability on that last occasion. How much more difficult will the position be, in view of these latest freight increases, in endeavouring to reach a satisfactory solution for the farmers of Australia.

We, in Western Australia—a State which produces one third of the Australian total—will be in a precarious position, and every farmer will be detrimentally affected. It is hard to believe that while all these dire things take shape, the Government glibly commits the State in so many directions. Unfortunately the Premier is not in his seat at the moment so that he cannot hear what I am saying. The Government is prepared to commit itself to huge tourist expenditure—committing itself to a shadow, as I said earlier—hoping to entice people here so that they will leave a few bob from buying stockings, or a tube of toothpaste.

The Government is considering spending money on a costly East-West highway; again just to entice a few people to come to the State, to stay a few days, have a look-see, and go away again after leaving a few bob in the State. What material assistance will that be to the country? What assistance will it be to the people in the country areas—people who are

forced to find tremendous sums of money over such a short period? Again, as I said earlier, lavish offers of financial assistance have been made to wealthy would-be investors. I say, "would-be," because there is nothing certain yet about their coming here. But the bait has been offered, and at the same time every person in the State has been asked to tighten his belt. So long as we can bring these people here, and give them £2,000,000 or £3,000,000 over a 15 or 20-year period—that is the period they have before they start paying back the interest, much less the principal—the Government thinks everything is all right.

There are many other avenues in which the Government is disclosing its hand at every turn. For the Government to say at this stage that, because of an increase in wages, its financial position is such that it has to raise an extra £1,000,000 by way of railway freights, when it has taken £2,500,000 or £3,000,000 from the pockets of the people of Western Australia, just does not ring true; it is too silly for words.

Many country members in this Chamber—and there is a predominance of country members in the Government—must have felt a lot of anxiety with respect to the lack of Government spending in country areas—I refer to new Government money. I know there has been a continuity of expenditure on projects that were started 18 months ago; but I am speaking now of entirely new capital going to country areas. If any member cares to examine the Governor's Speech at the opening of Parliament—and, after all, that is the Speech which gives us an indication of the Government's merits or demerits, and the work that the Government is doing—he will see that no new money is being set aside for work in country districts. That leads me to believe that no new country works are planned by the Government; and that is a sad outlook for the State.

We all saw in this morning's paper that, because of the closure of certain railway lines, the Government intends to spend £1,400,000 on roads. But has any member sat down and analysed where those roads are to be built, and in what electorates? I do not suppose any members have done that, so I invite them to do what I have suggested and see where these roads are to be built, what districts they are going to serve, and what extra revenue they will bring into this State. We want every road we can build, but we do not want the totally unbalanced position into which this Government is getting itself.

The other evening the Minister for Railways spoke over the air and repeatedly talked about the balance that this Government had achieved. Goodness, gracious me, what a myth! The balance of the Government! I think the balance is a very poor one, and it becomes apparent

when we regard the Government's activities in the light in which they must be considered. There are several other matters I desire to raise.

The **SPEAKER**: The honourable member has another five minutes left.

Mr. **KELLY**: I desire to deal with several matters which concern some of the territory I represent. The majority of members would undoubtedly have seen, either from photographs or by personal observation, the effects of the flooding at Merredin some time in July. A great deal of personal property has been ruined as a result. There were, I think, about 66 homes that suffered substantial loss because of the flooding on the north side of the line. Over a period of years this flooding has been increasing each year on the north side of Merredin. The reason, I think, is that, due to the progress of the townsite and the number of buildings that have been erected in the vicinity, the area has been deprived of the natural drainage propensities which existed before the population increased.

Mr. **Cornell**: Has it worsened since this Government has been in office?

Mr. **KELLY**: Yes; that is quite so. The honourable member looked for that one; and to substantiate what I have said, I have here a petition which bears out my remarks to the full. This petition has a direct bearing on the remark made by the member for Mt. Marshall that the flood conditions have worsened since this Government assumed office; and it is rather opportune that I have the petition in front of me now. The petition reads as follows:—

We the undersigned residents of Merredin request:—

- (1) A full inquiry into the grave position in Merredin townsite.
- (2) That proper measures be taken to prevent future flooding of Merredin townsite.

That is an appropriate answer to the comment made by the member for Mt. Marshall. The petition continues—

The present situation is that moderate rains appear sufficient to cause severe flooding whereas in past years torrential rains were necessary to cause any degree of flooding.

What better indication could one have of the member for Mt. Marshall being right on the ball with his interjection?

Mr. **Cornell**: It seems to be a case of the people pulling the chain at Merredin and emptying the bath at Mt. Marshall.

Mr. **KELLY**: The solving of this problem is beyond the finances of any local governing authority. The flooding is increasing as the years go by; and flood conditions are reached after only a little rain has fallen in the area.

Because the townsite north of the railway line is very flat the local authority has had great difficulty with its drainage works. The Government should make a survey and provide financial assistance to the Merredin local authority to alleviate the position of those people who are suffering great loss of property, to enable them to surmount their difficulties and at least maintain their possessions in a reasonable condition. I have been asked to present this petition to the Premier and that, of course, will be done very shortly.

Mr. **Roberts**: Were you not going to give us examples of not being able to contact Ministers?

Mr. **KELLY**: Yes; I will deal with that question in a few moments. The member for Bunbury, who has just interjected, asked me about sewerage a moment ago.

Mr. **Roberts**: Not me!

Mr. **KELLY**: If it was not the honourable member who interjected, I can give some details of the sewerage scheme to the honourable member who did interject.

The **SPEAKER**: The honourable member's time has expired.

MR. **HEAL**: I move—

That the honourable member's time be extended.

Motion put and passed.

Mr. **KELLY**: During its period of office, the Hawke Government was invited by the Merredin Road Board to offer some assistance to the road board for the installation of a sewerage scheme. That was all that was asked for at that time. The Government readily agreed to examine the position, and within a very short time the then Premier offered financial assistance to the extent of £5,000, and a further sum of £10,000 free of interest for five years, and on total loan for a period of 15 years.

The people of Merredin, through their local governing authority, examined the position thoroughly and decided that the offer was not a sufficient inducement for the Merredin Road Board to undertake the high expenditure that was estimated to be required. It was during the period when a second review of the scheme was under consideration that a change of Government took place.

The Brand-Watts Government submitted a proposition to Merredin, and I understand that the first proposal put before the local authority was rejected because it was not sufficiently attractive. The Government again reviewed the position and made to the Merredin Road Board a second offer, the conditions of which contained some promise and, I think, did appear to be reasonably generous, except that, in the first instance, the local governing authority was prepared to enter into commitments—similar to those that

would be the responsibility of the Government—to find the amount of money required from the ratepayers of the district through the normal channels.

The present Government, however, went further than that and offered the local authority a loan, I think, of £32,000, and then proceeded to put the scheme before the people of Merredin. The road board called a meeting of the local people and, on the surface, the offer appeared to be quite good. After the board had decided the plan was favourable and the ratepayers also decided it was reasonable, they decided to go on with it, but later found that there were a few snags and thorns; and they are what concern me at present.

The original scheme was apparently to be on the basis of a valuation of 3s. in the pound. Of course, at that time the people of Merredin had the existing valuations in mind, and on those valuations it was considered that the rate of 3s. in the pound was reasonable. However, the Government, in its wisdom or otherwise, decided to increase the valuations by 61 per cent. That was a tremendous increase. As a result, the amount of money the people were going to pay for their sewerage installations increased enormously. They appealed to the Government and said that they were not prepared to continue with the sewerage scheme in those circumstances. The Government then reduced the valuations to 2s. in the pound.

The point I want to make is that the people of Merredin, even on the valuation of 2s. in the pound are paying 18 per cent. in the pound more than they would have paid had they accepted the offer made by the Hawke Government. That is the position the people of Merredin find themselves in at present; and I am registering a protest on their behalf because of this snide practice that has been put over them in the matter of water rating.

I am glad the Minister for Education is in his place; because, as I said earlier this evening, I have had difficulty in contacting the Minister by telephone. This prompted me to ask the Premier some questions a couple of nights ago. I asked him whether he would outline the addresses, portfolios held, and the telephone numbers, of all the Ministers so that I could get something of a tangible nature when I required information from a particular Minister.

I rang the Minister for Education on a number of occasions, but on every occasion I got his clerk from whom I obtained scant information. I will develop this point as I go along, because there are two matters interrelated; one concerns the Narembeen School; and the other, the Mt. Walker School. They both have a bearing on my reference to the Minister.

In the Narembeen School, the attendances have been increasing quite rapidly over the past few years, and the indications are, from the summary I have, that these

increases will continue on very sound lines. Quite some time ago I appealed to the Minister—and I have a copy of the correspondence here—in connection with the Narembeen School. I outlined to him the condition of the present structure; and of course it was the same structure as was in use when the Labor Government was in power. I said that the patchwork design was not worthy of a township such as Narembeen. The old makeshift structures are far from modern. They are very poor indeed when one takes into account the number of children who attend this school.

There are five separate buildings in a yard which is very spacious. It is one which would lend itself to the building of a very fine structure in the correct position. After some considerable correspondence—and, I might say, following on the intentions of the previous Government—I got from the Minister information to the effect that the question of the building of a new schoolroom—a room mind you, Mr. Speaker, not a school—would be given some degree of priority if sufficient finance was available in the 1960-61 period.

I, of course, passed that information on to the Narembeen Parents & Citizens' Association, the members of which immediately saw that they were being put aside by the Minister's reply. They decided that they should have a decent school for the children of that district. In any case they were not happy about the suggestion in the Minister's letter that the new room would be built on to the existing brick building. The department had been informed on a number of occasions, and it knew full well by its own investigations, that this building was in a low, flooded part of the town; and to put a new structure in an area like that would perpetuate a difficulty which had been with that school for quite a long time.

Naturally enough, all the people—not only the parents & citizens' association, but the Narembeen Road Board and the hospital board—fully backed the entreaty that I had placed before the Minister asking for something better than was intended. Members would have knowledge of the fact that recently I asked some questions in that regard. The point is, however, that this school has an increasing population all the time. I want to make that very clear. It has an increasing population that warrants something much better than is in existence at the moment. A promise has been given the people that they will get only one classroom in 1960-61—if finance is available!

Let us now look at the position at the Mt. Walker School. This is where I want to register a protest against the action of the Minister; more particularly on this occasion because, in my opinion, his action savoured of party politics. Over a period of time, Mr. Bennetts, from another place, and myself had been endeavouring to get a

new classroom built for the Mt. Walker school. At that time the school had insufficient accommodation. A third teacher was warranted; and yet, because of the scarcity of accommodation, the Education Department was unable to do anything about the classroom that was required.

It was not until 1958 that the then Minister advised me by correspondence that he had agreed to a room being built in the 1958-59 financial year. What happened in the interim is, of course, history. Early in 1959 the Labor Government went out of power, and this matter was then revived by a gentleman at Mt. Walker by the name of Mr. A. A. G. Walker, who was also a Country Party candidate for the Legislative Council, against a sitting Labor man. During that time the Minister was able to inform Mr. Walker that the building of this room would receive priority and that it would be erected soon. That I think was a decided slight, not so much on myself, but on me as the representative of the district who, in the first place, had done everything in his power to try to obtain approval for the erection of a room of that kind; who had done everything he could to obtain a bus to bring more children to the school. He should have been the first one, in conjunction with Mr. Bennetts, to be advised.

But the Minister decided to play party politics and inform Mr. A. A. G. Walker of his decision. As I have already mentioned, Mr. Walker was a candidate for a Legislative Council seat. I take a very dim view of the Minister's actions in this matter.

Mr. Evans: What about the Liberal Party candidate?

Mr. KELLY: He was like the old woman who fell out of the balloon; he was not in it. As I said earlier, I was having great difficulty in obtaining from the Minister some information as to his activities. The Mt. Walker School is one that cost less than £4,000. The people in the Narembeen area and those in the Mt. Walker area, wanted the Minister to visit them so that they could discuss their problems with him; but he would not give anything in the nature of a decision. They asked him to meet a deputation, but he was not prepared to do that either. The people were quite prepared to meet him here, but he wrote me a long screed saying that it was not necessary; that a decision to grant one room at Narembeen had been made; and that it was not necessary to meet a deputation.

The people there, however, have been endeavouring to get the Minister to agree to visit them. As I said, I have rung his office on a number of occasions. On the last occasion I spoke to his secretary and he could not contact the Minister; but he said he would notify him and inform me as to what his decision was. He intimated that the file was then on the Minister's table, and that in his mind there was little likelihood that the Minister would be

visiting Mt. Walker; nor would he be opening this little addition to the Mt. Walker School.

Mr. Ross Hutchinson: You wanted him to go there.

Mr. KELLY: I did want him to go.

Mr. Ross Hutchinson: But you complained just now that Ministers were travelling too much and were not available.

Mr. KELLY: I qualified that statement. I think it is the duty of Ministers to travel around and make inspections, but they should not be out of their offices all the time. I got no reply from the Secretary to the Minister as to the intention of the Minister. I notified the Narembeen Parents and Citizens' Association that it appeared unlikely—I wrote these words down during the telephone conversation—the Minister was going to visit the district. Lo and behold, within a fortnight I heard through another channel altogether—that is, the parents and citizens' association—that Mr. Walker had been advised that the Minister would be going up shortly to open the school! I have the letter here. Is that fair treatment? I have always regarded the Minister for Education as a reasonable person, and time and again he has advised me about matters, which he did not perhaps have to, and I appreciated what he did.

Mr. Tonkin: It was another assurance!

Mr. KELLY: I take a very dim view of his action in going outside this House to advise somebody that a certain circumstance was to take place, and of going over my head altogether, particularly as I am the representative of the district.

Mr. May: I wonder why he did that!

Mr. KELLY: Why did he write to the Minister for Police in the first place and advise him what he was going to do?

Mr. Watts: You are making a mountain out of a very small molehill.

Mr. KELLY: I am only indicating what took place.

Mr. Watts: You are not indicating what took place. You are stretching the truth considerably.

Mr. KELLY: I rang the Minister so that I would not have to speak to his secretary all the time. It is very galling to find this type of advice being given to other people. As representatives of our electors, we should be getting a much better response from Ministers of the Government.

The Minister for Police said something about this matter a little while ago. I take a dim view, also, of some of his activities. I would like to mention one instance which concerns him. I have the envelope as well as the letter to prove what I am saying. The Minister lives in my electorate; and although he is an elector of mine, he may not vote for me. He has the habit of continually snooping around the district. If I go to Merredin I am told, "The

Minister for Police" or "The Minister for Native Welfare," depending on what the particular people were interested in, "was here yesterday." But no notification is given to me. I have been told, time and time again, that the Minister was there the night before. Often when I visit Merredin, Bruce Rock, or Narembeen, I am told that the Minister has just been prowling around there. I do not know his ulterior motives.

Mr. Perkins: It is unfortunate for you that I live there. I have lived in that district since long before you represented the electorate.

Mr. KELLY: I have told the Minister that he is an elector of mine, but I take a dim view of his actions. This is the type of thing to which I am subjected by these honourable gentlemen. On the 15th March I received a letter from the Secretary to the Minister for Police. It is very nice for the Minister to advise me when he is going into my territory, and I appreciate that. But I do not appreciate the date sequence of this incident. This letter, dated the 15th March, was addressed to me by the Secretary to the Minister for Police—

The Honourable C. C. Perkins, Minister for Police, has asked me to notify you that he will visit Merredin and Narembeen on Friday next, March 18th, in company with the Commissioner of Police and Mr. L. Clarke, Architect of the Public Works Department.

The Minister and party will arrive at Merredin at 11.30 a.m. and after inspecting the police station, will leave for Narembeen arriving at 2.45 p.m. After a similar inspection at that centre the party will leave for Corrigin.

This letter, dated the 15th, informed me that the Minister would be there on the 18th March. But the postmark on the envelope showed the 17th March, and the letter did not arrive until 10 a.m. on the 18th. I am not in possession of a helicopter or any other form of air transport to enable me to travel to Narembeen in a few hours. This is the only one instance that I kept the envelope, but there have been several others where late notice was given.

The Premier should discuss this matter with his Ministers to ensure that, if they intend to inform the members representing the various electorates to be visited, the notices will be sent out in sufficient time to enable members concerned to organise their affairs to fit in with the Ministers' movements. No member of a district likes to be absent when a Minister is there. For one thing, the company of the Minister is very nice, and the member likes to be present so that he can combat what the Minister may say. That is very essential, because Ministers of this Government have a habit of blowing the trumpet.

Mr. Roberts: You are speaking from experience.

Mr. KELLY: That is correct. If Ministers desire to advise us at all, they should give us reasonable notice.

Mr. Perkins: I think that my staff have always rung up the members concerned, and have sent out the letters of notification. I do not know about the particular letter in question on this occasion when I took some technical officers along to look at a police station which was requested of your Government, but which your Government did not build.

Mr. KELLY: I seem to be pushing barrows tonight.

Mr. Watts: This one has no wheel under it.

Mr. KELLY: At least the barrow of the previous Government had a circular wheel, unlike the square wheel under the barrow of the present Government.

Mr. Rowberry: It also has skids!

Mr. KELLY: That is correct. Recently a decision was made to build a wheat bin in the eastern agricultural district east of the township of Narembeen. This will supply a long-felt need of the people. I ask the Government now to give consideration to the road system that will converge on that bin, and to the main road between the township of Narembeen and the bin. The road, for quite a long distance, traverses territory which is very flat and where excess rainwater very frequently lodges. Because of these two factors it will be a very expensive road for the local government to maintain.

I make a request to the Premier that he give consideration under his recently-announced country-road programme—under this programme the Government will be spending £1,400,000 on feeder roads in the country—to improve the road I am referring to; otherwise there will be difficulty in carting the wheat between that bin and Narembeen.

MR. EVANS (Kalgoorlie) [8.29]: I am grateful for this opportunity to make a contribution to the Address-in-Reply debate. I can assure you, Mr. Speaker, that my constituents are no different from those of other members in this House. They are well aware of the importance of this debate, and of the benefit that can be gained by giving vent to their complaints, or to other matters which they wish to have aired in Parliament. I therefore take the opportunity of contributing to the reply to the Address which His Excellency was good enough to deliver on the opening day of this session.

This Government took office rather belatedly—about a fortnight after the elections—in 1959. I believe it was April Fool's Day—the 1st April. That omen has been over the heads of the Government ever since. I was greatly disappointed

with the performance of the Government last year. I have heard a great deal of the performance and misperformance of the Government this year; but, at this stage, I speak of its lack of activity last year in its failure to bring forward any legislation to deal with the important subject of workers' compensation.

We know the attitude of the present Minister for Railways, who is Deputy Leader of the Liberal Party and who represents, of course—more so perhaps than any other members of that party—the vested interests of St. George's Terrace and the employers generally. The attitude of the Minister, as expressed by him on many occasions when he was on this side of the Chamber, was that the burden of compensation for injured workers should, as far as possible, be shifted to the injured worker himself; the onus should be on that worker to take civil action; and where possible the onus should be shifted even on to the worker and the Commonwealth Government in the field of social services, unemployment, or sickness benefits.

Workers' compensation has, through the years since its official recognition and separation from mediaeval legislation of master and servant, attained a status that classes it as one of the most important pieces of legislation that appears in Chambers today. And yet this Government failed to bring forth any legislation at all, despite an assurance given by the Minister for Railways, when in Opposition, that if his party formed a Government it would bring forward legislation to deal with workers' compensation on a comprehensive basis. I hope that that assurance will be executed this year.

This subject is one that causes a great deal of concern to my constituents who, in the main, are mine workers. Last year, one of the members for the North-East Province, in another place, succeeded in having the Government agree to the formation of a committee to investigate the claims of workers engaged in the goldmining industry in relation to subsection (1) of section 8 of the Workers' Compensation Act and the statutory limitation of three years.

I am pleased to note, from a Press announcement, that the committee has now completed its investigations; and I am waiting to see whether the report, when it sees the light of day, is really worth the paper it is printed on. I only hope it does recommend the immediate deletion of the particular words from subsection (1) of section 8 of the Act.

While the Labor Government was in office, I believe it introduced, each year, a Workers' Compensation Bill in which this particular provision was a major factor; and on each of those occasions the Bill was either defeated by the action of the Legislative Council, or was passed with

that provision well and truly deleted before it left that Chamber. I trust that when this report is available, the Government will introduce workers' compensation legislation which will include a provision to delete the three-year limitation period. This matter is of extreme importance from a humanitarian point of view—the deletion of the limitation at present being inflicted on injured workers by way of hospital and medical payments to be made on behalf of such injured workers. It does not require much imagination on behalf of anyone to understand that with present-day costs the sums of money provided for hospital and medical payments are very quickly exhausted.

I now turn to another matter; and I am sorry to notice that the Minister in charge of this legislation is, for the time being, absent. I refer to the disability experienced by a worker in his inability to hear; in other words, damage to his hearing, the approach of which disease is gradual. If a worker has, over a period of time, been engaged in a type of work, the nature of which has been conducive to his losing his ability to hear, rendering him either deaf or partially deaf, there is no provision for compensation in the Western Australian Workers' Compensation Act.

There are no words appearing in the Act referring to hearing disability brought on by gradual process similar to those which appear in the subsection of the Workers' Compensation Act I have already mentioned and which are along these lines—

Where a worker is suffering from a disease which is or was due to any employment at any time within three years previous to the date of the disablement, then that worker shall be deemed to have a personal injury by accident within the meaning of section seven of the Act.

Those words do not relate to deafness caused by the nature of the work where such deafness or disability is of gradual development. Therefore, I trust that the Premier, as the captain of the ship, will draw the attention to this matter of his mate, the Minister for Labour.

I pass now to a discussion on that industry which, of course, is the hub of community life on the goldfields; that is, the goldmining industry. I listened with a great deal of attention and interest to the member for Merredin-Yilgarn when he spoke on this important subject, and I can do no more than, to a very limited degree, reiterate what he had to say in regard to the Commonwealth Government's assistance to this industry. Both the present Government and the previous one have made overtures to the Commonwealth Government asking for recognition by it of the importance of the industry and, what is more, recognition of the conditions under which the industry

operates. I know members have heard me say this many times. However, the industry is unique because it is bearing today cost-levels as applied to 1960, but it is selling its commodity on the price-level of 1949, which has not been altered.

Strictly speaking the price of gold really goes back to 1930, because there has been no increase in the price since then so far as America is concerned. It was only the action taken by the Chifley Commonwealth Government in 1949 which had the effect of increasing the nominal value of gold to its present price. However, that was 11 years ago.

Perhaps I will achieve more if I appeal to the Premier through you, Mr. Speaker; and so I will do so. I appeal to him to realise the urgency of the matter and to do all in his power to make the members of the Commonwealth Government really understand the conditions under which this industry operates and the effect these conditions have on the working force of the goldfields. Because of the rising costs of production, which are not offset by an increase in the price of gold to America, the companies have to pass these costs on locally. This is not desirable, because if we are sincere in our need for decentralisation, it follows that as well as sending more people to the country, we must encourage those who are there to remain. Therefore I do appeal to the Government to do all in its power to achieve the recognition of the Commonwealth Government to enable us to receive adequate assistance. Of course we must not forget the real solution which is an increase in the price of gold to America.

Some years ago Sir Winston Churchill—who has, of course, been in the public eye for a great part of his life and who is somewhat immune to the jibes of the public—was fired into making a hostile comment in regard to a newspaper report. He was referring to a newspaper on the front cover of which was a figure of a very scantily dressed lady and the back of which contained a very scathing attack upon himself. He referred to the paper as being lecherous on one side and treacherous on the other. Those words remind me of the thoughts I experienced when I perused *The Western Australian* of Tuesday, the 9th August, 1960, and read of treachery on the front page and on the inside as well. I am referring to the increased rail charges.

I could not conclude my remarks on the mining industry without expressing my disgust in regard to these railway rises. Last year I was approached by the Chamber of Mines in Kalgoorlie to make the Government aware of the contribution paid by the goldmining companies, particularly those on the Golden Mile, to the Railways Department, and of the unfair conditions under which the industry was operating. The Chamber was hopeful—time has

proved it to have been too hopeful—that some form of exemption or reduction in rail freights would be granted.

But what has been served up to these companies? An increase. The member for Merredin-Yilgarn tonight mentioned the increases in relation to certain commodities. He mentioned a 20 per cent. freight increase on pyrites and low-value ores. I can imagine the attitude of the member for Eyre when he realises—as he will, and as he probably will tell us himself—the effect that will have on the pyrites industry at Norseman. I can also understand the concern of the member for Fremantle in regard to this, especially on behalf of the North Fremantle Superphosphate Co. which treats the pyrites ore from the goldmines of Kalgoorlie.

The three main commodities which are carried by the Western Australian Railways for use by the mining industry are diesel fuel and other oils; mining timber from the South-West; and explosives; and the whole three of these commodities are subject to the increased freight charges, and they were the commodities in regard to which the Chamber of Mines was last year seeking a reduction. The economic conditions of the goldmining industry since that time have not improved, and I therefore leave the Government to come to its own conclusion in relation to this matter.

I now come to another matter which affects not only the persons engaged in the mining industry but everyone living in my electorate and elsewhere in Western Australia. I refer to the failure of this Government to do anything at all to maintain the equilibrium between the purchasing power of wages received by wage-earners and the levels of prices which the wage-earners are required to pay for goods. Recently the Arbitration Court, by virtue of the power vested in it under the Industrial Arbitration Act, adjusted the basic wage after certain information had been tendered to it by the Bureau of Statistics. It is obvious that that adjustment was an attempt on the part of the Arbitration Court to lift the level of wages, or the purchasing power of wage-earners, closer to the level of existing prices.

We know from past experience that whenever there has been an adjustment of wages, in an attempt to lift wages closer to the level of prices, that stage of equilibrium—or near equilibrium—which has been reached has not been maintained for long; because prices have immediately taken an upward trend, and so the value of the adjustment has been lost. I sincerely hoped that on this occasion the Government would come forward and introduce legislation immediately—or at least give notice of it—to do something about this problem in an effort to provide an adequate means of preserving the purchasing

power of the wage-earner. To say the least, I am heartily disappointed at the Government's lack of action.

The problem of the wage-earner on the fixed income is one which should not escape the attention of the Government; and the plight of those persons—if this is possible—is even greater than the plight of anybody else. These people are citizens of the State; they have certain autonomous rights as citizens of the State; and they expect, and deserve, some return from this Government, and they look to the Government for some protection in this field.

I mentioned that I was speaking with particular emphasis on the people in my electorate; and I now come to link up the effect of the Government's increasing rail freights, and failing to try—I would not blame the Government if it had at least tried to do something—to bring about some form of equilibrium between wages and prices. I have heard members of the Government speak about the virtue of decentralisation. I believe in decentralisation, but I would like to see some definite action taken to implement it. As a result of the actions of the Government, particularly in the field of railway freights, decentralisation has degenerated.

I pass now to matters affecting the W.A. Government Railways, and I trust that the Minister for Railways will later take some cognisance of the matters raised. I am glad, as I intend to mention the question of transport, that the Minister for Transport is now here to take some note of it.

Mr. Bickerton: That won't make any difference.

Mr. EVANS: The railways in this State are suffering from two great disadvantages. The Minister for Railways will be able to point out many great disadvantages, and I would agree with him in many respects. But I would like to highlight two of these disadvantages; and I refer, firstly, to the unjust constitutional competition the railways are receiving from interstate road transport. I mention the word "unjust" because I firmly believe it is; however, I would point out that it is constitutional, because it is a type of competition which has protection under section 92 of our Federal Constitution. I refer to the threat of the introduction of goods into this State by interstate road hauliers.

These road hauliers are and have been in the throes of bringing their goods to Western Australia, dodging the arduous trek across the Nullarbor Plain by accepting the rate of transport offered to them by the Commonwealth Railways. They bring their vehicles across the Nullarbor on flat-top Commonwealth railway trucks to Parkeston where the vehicles are unloaded from the flat-tops; and from then on, when they are not cluttering up the streets of Kalgoorlie, and causing havoc with the parking, they proceed on their way to Perth, bringing goods to Western

Australia. They are tearing up our roads, and competing with our railways; and nine times out of ten the vehicles have been licensed in New South Wales. I fail to see how those people contribute very much to the revenue of Western Australia.

I know it is a problem, and I am not attacking the Government on this issue for any failure to do something about it. However, I do point out that the time is rapidly approaching when something should be done about it; and in that respect Victoria, after some experience of it, has shown us what to do. The Government there has been able to devise legislation which affects both interstate and intrastate vehicles. I believe a way has also been found to exempt certain intrastate vehicles from the legislation. The object is to draw from these interstate hauliers revenue to compensate for the use of the roads, and also for the threat of competition that they have offered to the railways.

I point out that the time is rapidly approaching when something will have to be done. During the last twelve months I have noticed a particular growth in the number of these vehicles that one sees passing through Kalgoorlie in the course of a week. What used to be a small trickle has now become quite a stream. I would mention, too, that after they leave Parkeston, and before they proceed to Perth, they clutter up the Kalgoorlie streets and are a source of annoyance to the people of Kalgoorlie, who can do nothing about it. That is one of the great disadvantages from which our railways are suffering at present.

I now come to another great disadvantage—that is, competition of an intrastate nature by way of exemptions granted to certain carriers by the Transport Board to convey furniture to Perth. I believe an application for a license to convey furniture to Perth by road transport is made and—

Mr. Hawke: From where?

Mr. EVANS: —I can assure the Minister that the transport of furniture is quite often only a blind. I am assured that this practice is being adopted in many parts of Western Australia. The carriers leave an old chair hanging out the back of the vehicle. It is covered by a piece of hessian, and that often hides a multitude of sins—in other words, goods that could have been and should have been legitimately conveyed by the W.A. Government Railways. Such goods are being transported by road instead of being sent by rail.

I would now like to read a letter received by the secretary of the combined railway unions in Kalgoorlie. This combination of unions comprises the W.A. Society of Railway Employees, the Loco Drivers' Union, and other unions associated therewith.

The secretary, Mr. Reid, wrote to the secretary of the W.A. Transport Board on this matter, and received a reply from a Mr. G. Slater. That reply reads as follows:—

The board appreciates the points made in your letter of the 24th November regarding illegal transport on the goldfields but has directed me to advise that it uses its extremely limited inspectorial force—

I would like to emphasise those words—
“extremely limited inspectorial force”—

—in areas and in a manner likely to be most beneficial to the railways as a whole. Obviously additional or more frequent visits to one area must be at the expense of another and as traffic is far denser in the areas near the city it appears reasonable to give them closer attention. Furthermore offences committed in areas which enjoy frequent rail services must be regarded as far more serious than those in more isolated districts.

It is known that while many railwaymen are anxious to see a curb put upon illegal competitive transport few are prepared to assist, presumably disliking to be thought “pimps”. While each of us must be guided by his conscience, there is no doubt that a little more co-operation on the part of railway employees would be far more valuable than the efforts of one inspector and it is suggested that an endeavour be made to exploit this avenue of potential assistance.

You may be assured that all reports submitted will be investigated provided sufficient detail is supplied.

There are similar letters from the Secretary for Railways, and it would seem that bureaucracy is reluctant to do something about this matter. I have heard matters raised at the meetings of the combined railway unions in Kalgoorlie concerning which they have referred complaints to the Transport Board in Perth. On one occasion—I cannot give specific details as I have not them with me—the men were disgusted. At that time the member for Boulder was present. They apprehended one truck inside which was a cane chair, barrels, and boxes, and what-have-you being transported to Perth. Those goods should have been carried by rail. The men concerned were working near the road when they stopped the truck and looked inside. The stationmaster at Coolgardie was wired, and I believe he investigated the matter. The stationmaster at Kalgoorlie, to whom the matter was referred, contacted the Transport Board, and he was told that there was nothing to it; yet those men saw those goods with their own eyes.

Mr. Perkins: They are not allowed to inspect loads like that; they are taking a very great personal risk; they are acting illegally.

Mr. EVANS: Well, they stopped this particular truck and saw these items, yet the Transport Board said there was nothing to it. The driver of the truck did not care because he apparently had been told to carry out a job.

I now pass to another matter affecting the railways, and I regret the Minister for Railways is not present to hear what I am about to say. However, I will write to him on the subject, although I desired to convey to him my personal views by way of this debate.

For several years now there has been operating on the Kalgoorlie station a lady who represents the Travellers' Aid Society, a Mrs. Curnow. This lady meets the *Westland* express on its arrival and is there prior to the departure of the Transcontinental train in the morning; and is also available to assist travellers each time that train arrives in Kalgoorlie from the Eastern States. I am able to state this from personal observation of Mrs. Curnow's work. It is nothing for her to walk from Kalgoorlie station to the Kalgoorlie post office to transmit passengers' telegrams—for which, of course, she has received payment for their transmission.

Some years ago the Kalgoorlie post office used to provide the services of a boy for that purpose, but it has since claimed that the volume of work did not warrant the continuation of that service. It would surprise members to see the number of telegrams that Mrs. Curnow takes to the post office after the Trans.-train leaves, despite the fact that the train is working on a curtailed service during the winter months. During the summer months, Mrs. Curnow is kept pretty busy owing to the fact that there is a Transcontinental train both ways. It is nothing for her to be on the station for at least an hour during the morning and an hour during the evening to assist with passengers' children, or the preparation of babies' bottles, and so on.

All I ask is that some recognition be given to this lady for the services she is rendering; because, undoubtedly, not only is she performing a service for the benefit of the travelling public, but she is also building up goodwill for our own railway system. This service which she makes available to passengers is often associated with the railways service itself.

As I have said, Mrs. Curnow, who is a representative of the Travellers' Aid Society, performs these services entirely free because she just likes the work. This society holds its meetings either once a year or on more frequent occasions. I am not sure about that. However, next month the Travellers' Aid Society is holding a conference in Perth, and I think it would

be fitting for the Minister for Railways to take particular note of the fact that Mrs. Curnow will be expected to travel to Perth to attend this conference as the goldfields representative. It would be a fitting reward for her to be provided with a free rail pass from Kalgoorlie to attend that conference.

I come now to deal with some of the other Government services operating in the Kalgoorlie electorate. I refer particularly to that service which, of course, affects the community as a whole; namely, the schools which are provided for the education of the children. The Eastern Goldfields High School now enjoys the benefit of new classrooms; and after one has been accustomed to the old rooms that existed at that school, the newly-constructed and newly-painted, pleasantly-equipped rooms—the finance for which was provided by the Labor Government—are really a treat, not only for the children and the parents, but also because this acquisition has given greater status to the community. I can assure the House that it is something that is really appreciated.

When the present Minister for Education was in Kalgoorlie for the opening of these additions which had been made available by the Labor Government, the representative of the Liberal-Country Party Government who attended the opening promised the parents and citizens assembled that further extensions would be made by his Government. The people are waiting anxiously for the fulfilment of that promise.

I mention also, for the interest of the Minister for Education, that on the 24th July last the Kalgoorlie Infants' School celebrated its 60th anniversary as a school catering for the educational needs of the young people of the goldfields. On that occasion the Education Department was represented, and a very delightful and picturesque celebration took place.

The other goldfields school under my jurisdiction in Kalgoorlie is, of course, the Kalgoorlie Central School. At this stage I must pay tribute to the happy atmosphere which prevails there and which is due, no doubt, to the happy handling, and the tenor of good relationship that exists between the headmaster and staff—and particularly between the staff and the children. It is really a pleasure to walk into the school.

But I would point out to the Minister that although this school is happily progressing, it is not to be happily forgotten. Any needs or desires for improvements that are brought to the attention of the Minister on behalf of this school are, I can assure him, ones that are justly deserved.

I do not desire to delay the House any longer. I could speak on many other factors; however, there will be other occasions. I have been grateful to be able to make these comments on behalf of my electors, and to take advantage of the opportunity

offered by His Excellency's opening Address to this Parliament. I sincerely trust that on the next occasion when there is an Address-in-Reply speech, members may have the opportunity to reply to a Speech which has obviously been prompted, suggested, and prepared by a Labor Government.

MR. TONKIN (Melville) [9.13]: Firstly, I want to deal with a few matters of importance—which can be dealt with fairly briefly—before I address myself to those things which I desire to say, and which will take a little longer. I heard the member for Merredin-Yilgarn taking the Minister for Labour to task this evening. I could not help thinking of the occasion when the Minister saw fit to receive a deputation from the Fremantle electorate on a matter which concerned the electors of Fremantle and Melville; and that deputation was introduced by the member for Canning, with no reference to the member for Fremantle and the member for Melville.

I spoke to the Minister concerned and told him that that sort of thing was not generally done. He had no apologies to make, and did not suggest that his conduct in the future would be any different. I then referred the matter to the Premier so that he would know what was going on; but his reply was to refer it to the Minister.

Mr. Perkins: One of the members of the deputation that was introduced was a constituent of the member who introduced it.

Mr. TONKIN: Is that the sort of thing which is to decide the Government's course of action in these matters in the future? That is a pretty thin excuse. Subsequently, I got in touch with the retail traders and the Fremantle Chamber of Commerce. They regretted what had happened, and said they had been forced into it.

Mr. Perkins: How were they forced into it?

Mr. TONKIN: I am not going into that now; but that is what they said. That sort of thing is in line with the conduct of this Government; because it disregards all the rules of proper conduct. It is a case of Rafferty rules; or, to put it in the opposite way to what the Attorney-General put it, "Do that which is expedient rather than that which is right." That seems to be the guiding principle of this Government.

Mr. Graham: They're a weird mob!

Mr. TONKIN: Recently I asked the following question of the Minister for Works:—

(1) Does he consider that direct representation of the different major interests involved is undesirable on the Fremantle Harbour Trust?

The answer is "Yes." I then asked—

(2) If the reply is in the negative, why was a long-established practice departed from when Mr. N. McKenzie was displaced by the appointment of Mr. John Manford as a commissioner?

The reply was, "See No. (1)." My next question was—

(3) Was the name of Mr. Manford submitted by the Chamber of Commerce in response to an invitation from the Government to name a nominee?

The answer was "No." Lastly, I asked—

(4) Does Mr. Manford represent the Chamber of Commerce on the Fremantle Harbour Trust?

The Minister's reply was "No." I would say I am entitled to assume that the answers which the Minister for Works gave are in accordance with Government policy, and are the belief of all members who support that Government; the policy being that it is not desirable to have direct representation on the Fremantle Harbour Trust of any particular interest.

I would point out that it has been the custom in this State for years to give direct representation to the farming community, and the Farmers' Union is invariably asked to submit a nominee; and it was so asked by me on occasions. The nominee submitted by the Farmers' Union was appointed to the Fremantle Harbour Trust by the Labor Government, when it could quite easily have appointed some of its own supporters. But this was done in recognition of the principle that it has always been acknowledged that the Fremantle Harbour Trust is representative of certain interests.

For example, let us take the shipping interests. One would require a pretty lively imagination to believe that appointments on the Fremantle Harbour Trust from time to time, representing shipping companies, supported, or voted, Labor. But invariably Labor Governments have made appointments to the Fremantle Harbour Trust of shipping interests. Mr. Grace, who is at present on the trust as representing shipping interests, was appointed by myself.

All down the years it has been a recognised principle. I can well remember the late Alex Thomson when he was a member of this House, and I was not; though I read about it in the newspapers. The late Alex Thomson was fighting strenuously to ensure that the representatives of the farming community would always be on the Fremantle Harbour Trust. He pointed out that because the export of wheat formed such a large proportion of the business of the trust, it was right and proper that a direct representative of the farming interests should be on the trust. Accordingly, there has been a representative of the merchants.

Whom did Mr. Bateman, the chairman of the trust, represent? He was appointed and reappointed by Labor Governments. Can it be said that he was a Labor supporter? He was appointed because he was a representative of the merchants; of the mercantile interests. The Labor Party has, up till now, faithfully recognised the justice of giving representation and appointment to the interests concerned—the shipping interests, the mercantile interests, the farming interests, and the labour interests.

But what does this Government do? At the very first opportunity, off goes the representative of the working people; off goes Norman McKenzie, who is acknowledged as being a valuable member of the trust and a responsible member. At the first opportunity, the Government took this direct representative of the working men off the trust. Whom did the Government appoint in his place? It appointed Mr. Manford, who represents one of the big commercial interests, and thus added to the commercial interests' representation on the trust. That is the policy which this Government supports and which it now says, through the Minister for Works, is the desirable policy.

All right! Remember that those opposite will not always be in office. They have set the pattern. They have given an invitation to the Labor Government to put off the trust the direct representative of the farmers, the direct representative of the shipping interests, and the direct representative of the mercantile interests. They have said it was undesirable to have direct representation. If they want it that way, I am glad to have their declaration of policy; but let them not squeal when we put it into operation.

Mr. Hawke: They will.

Mr. TONKIN: At the very next opportunity there was a vacancy created on the Milk Board. Mr. Collins, a blind man, had given very valuable and useful service, according to the reports which I have read from time to time. If any member opposite doubts this, I suggest he have a talk to Mr. Stannard, the chairman of the board, to find out what he thought of the value of Mr. Collins's services on the board. At the very first opportunity, this Government put Mr. Collins off.

Whom did the Government appoint in his place? It appointed one of the important officers of Amalgamated Collieries, who had lately retired, as the consumers' representative on the Milk Board. Just imagine that! A man who had been a supplier of a commodity for years is appointed to displace a working man as the representative of the consumers. This sort of thing is on all fours with the sackings from the Public Works Department and the reduction of the personnel in the railways. They are all of the same policy—spoils to the victors.

Mr. Graham: Boots into the workers.

Mr. TONKIN: I would like to know if all members opposite believe that it is an undesirable policy to have direct representation on the Harbour Trust. If they subscribe to the policy which the Government is following in this matter, it is as well to have it laid down, so that there can be no argument in future. I am glad to know the Deputy Premier, who is the leader of the Country Party, believes that there should be no direct representation; because if a time comes when it is necessary to appoint a working man in the place of the farmers' representative on the trust, there will be no kick coming from him. It is as well that we understand the position. I thank the Minister for Works for stating it so clearly.

Mr. Graham: That was a "Wild" statement of his.

Mr. Hawke: He was not a "Jerry" to what was going on.

Mr. TONKIN: The Premier endeavoured to capitalise on the fact, when he was at the last Loan Council meeting, that this State sent a representative to the Arbitration Court to oppose an increase in the basic wage.

Mr. Graham: He felt proud of it.

Mr. Brand: For the purpose of stating the facts.

Mr. TONKIN: To oppose the increase.

Mr. Brand: Not to oppose it at all.

Mr. TONKIN: To oppose it, the same as the Commonwealth Government did with considerable success.

Mr. Brand: Not to oppose it at all.

Mr. TONKIN: That was certainly not done to support the case. This is the same sort of argument we heard from the Attorney-General last night as to whether or not we had a promise.

Mr. Watts: That is incorrect.

Mr. TONKIN: Did the honourable member not say something about interjections last night?

Mr. Watts: I regret that I did; but I did not mean to interject now.

Mr. TONKIN: Example is better than precept.

Mr. Watts: It will not always do to take an example from you.

Mr. TONKIN: That's twisting the argument.

Mr. Watts: I suggest that you should examine *Hansard* to find out how many times you interject.

Mr. TONKIN: The honourable member has told us that one should always do that which is right, rather than that which is expedient. That is what he says, but his conduct is always the opposite.

Mr. Watts: You examine *Hansard* and see how many times you interject.

Mr. TONKIN: I venture to suggest, if you, Mr. Speaker, would permit me to record the number of interjections, those that I made would be found to be not nearly as many as those made by the Attorney-General. We can make a count from the commencement of this Government's term of office. The Attorney-General will be surprised.

I hasten to get back to my theme. I quote from an article published in *The West Australian* of the 27th June last under the heading of M. C. Uren's "Canberra Diary." The headline is illuminating for the Government. It is—

Premier Brand's Points Win.

What that amounts to, the Lord only knows! The article states—

Prime Minister Menzies made most Premiers feel uncomfortable when he charged them with having failed to appear before the arbitration tribunal on the margins issue. Here were the States asking for more money to meet rising costs arising out of higher margins, yet they had failed to state their case when margins were under review.

Apparently most of the State Governments kept away, although the majority were not Labor Governments. The article continues—

Not so W.A. for Premier Brand was able to reverse this argument by declaring—

Mark the following words, because the Premier stated that the representative of this State was there to tell the facts.

— that because W.A. had taken the unpopular course of appearing before the tribunal, it had a greater right to sympathetic consideration.

Why should he go before the court for the sole purpose of stating the facts? The point is this: The Government did not want a basic wage rise. Whatever facts it presented were submitted with the object of preventing an increase. I ask the Premier: Under what circumstances would he be prepared to support a basic wage rise? What would have to be the necessary conditions? I propose to show that if ever a basic wage rise is justified, it is justified now, under existing conditions.

I refer to a further article in *The West Australian* of the 1st August, which is very recent. The heading is, "Australia's Picture is Still Bright". The article states—

A picture of a still rapidly expanding Australian economy was drawn up by the Commonwealth Treasury in its information bulletin for 1959-60 and the June quarter, released today.

Now this one from the *News Review* of 1960—

Australia Well Off. A Sound Economy.

It goes on to say what these various points are with regard to this sound economy; but the point I want to emphasise is that

the heading of the article is, "Australia Well Off. A Sound Economy." Now the next one, taken out of *The West Australian* of Saturday, the 25th June, from the Investors' Note Book, under the heading, "Higher Profits This Financial Year."

For most of Australia's leading public companies—

Mr. Speaker, will you please mark the use of that superlative adverb, "For most of Australia's leading public companies." It goes on—

next Thursday, June 30th, will mark the end of another financial year. With few exceptions—

that is, with few exceptions of most of these Australian companies—

profits are likely to be higher than in 1958-1959.

Well, when will there be a time when this Government will be prepared to support an increase in the basic wage if it opposes it when Australia's economy is sound, and when profits are high; when companies, with few exceptions, are making higher profits than they made the year before? Surely those are the conditions under which we should anticipate that a favourable view would be taken of a request for increased wages. But is it? The Government opposes it.

Mr. Graham: Naturally.

Mr. TONKIN: So I ask the Premier to tell the House, on some occasion, just under what circumstances he would be prepared not to oppose it.

Mr. Hawke: He would not know.

Mr. TONKIN: I will read a little more from this.

Mr. Brand: Good old Bert!

Mr. TONKIN: To continue—

The expected higher profits over a wide range of companies may not mean increased dividends. Companies today are inclined to stabilise dividends and retain more of their profits for expansion.

Yes, by issuing bonus shares for nothing and maintaining the same rate or an increased dividend upon the bonus shares. That is what is going on; but they are the conditions under which one is supposed to oppose a basic wage rise.

Mr. Graham: A Liberal's paradise.

Mr. TONKIN: I now quote from *The West Australian* of the 16th July, under the heading, "Broken Hill Pty. Earns Record £9,400,000." It goes on to say—

Australia's biggest industrial enterprise continued its run of record profits in the year to May the 31st, 1960. The directors announced yesterday that subject to audit total net profit was £9,404,293 compared with £7,203,889 last year.

On a rough subtraction, that is more than £2,000,000 extra profit over and above the previous year; or, from my rough calculation, about 30 per cent. increase on what was a very high profit the previous year. But conditions are not right for a basic wage rise. To continue—

Trading profit of the parent company jumped from £3,699,347 to £5,333,500 and has more than doubled in the past two years.

Nothing for the workers! We must oppose a basic wage rise of a few shillings a week while we permit this sort of thing to go on month after month and year after year, with the sky the limit.

Mr. Graham: What about a comment from over there?

Mr. TONKIN: Now from *The West Australian* of the 29th July under the heading, "Manufacturer Pays 10 Per Cent."

Cleo-Cladders Ltd., clothing and button manufacturer, is raising the dividend from 8 to 10 per cent. for the year ended June 30th.

The final dividend is increased from 4 to 6 per cent. following an interim 4 per cent. The 8 per cent. rate had ruled for three years.

This year it goes to 10 per cent. The earning rate on capital goes from 10.8 per cent. to 20 per cent. A firm in the clothing trade—which affects the basic wage—has raised its earning rate from 8 per cent. to 20 per cent.; but there is no increase in the basic wage for the workers. This Government sees to that so far as it is able.

Mr. Hawke: And Menzies's judges do the rest.

Mr. TONKIN: From *The West Australian* of the 14th July, under the heading, "Fowlers Vacola Profit Up."

Fowlers Vacola Manufacturing Co. Ltd., food processor and fruit preserving equipment maker, earned a profit of £55,080 (previously £53,192) in the year to April 30. This was after steady tax of £26,500.

This is the important part—

A steady ordinary dividend of 12½ per cent. is payable on August 1.

Now from *The West Australian* of the 5th August under the heading, "Lend Lease Dividend."

Lend Lease Corporation Ltd. is raising its dividend from 8 to 10 per cent. for the year ended June 30. Final dividend is increased from four to five-and-a-half per cent. after an interim raised from four to four-and-a-half per cent.

The previous 8 per cent. rate had been paid for the company's first year of trading.

Latest earnings represent 22 per cent. on the year's average capital, compared with 17 per cent. on much smaller capital for 1958-59.

There is no sign of stagnation or difficulty there. Profits are on the up and up. But these are not the conditions under which the workers should be given an increase in the basic wage. Oh no! The Government believes the wage should be kept down. All this means higher prices. We cannot have these increasing profits on watered capital without higher prices; but wages are kept down. I notice I am getting a lot of interjections, Mr. Speaker.

Mr. Graham: They are ashamed of themselves.

Mr. Ross Hutchinson: Are those the sentiments you expressed when you went on a world trip looking for capital?

Mr. TONKIN: Now from *The West Australian* of the 5th August, under the heading, "Blyth Chemicals"—

Blyth Chemicals Ltd., maker of insecticides, fungicides and lead oxides—

Mr. Graham: What about exterminating some from over there?

Mr. TONKIN: It goes on to say—

—improved consolidated net profit from £77,164 to £80,100 in its latest year to June 30.

I would like the Premier and his Ministers to note this—

The ordinary dividend is held at 12½ per cent. by a final dividend of 6½ per cent., payable on October 5.

Shares of the recently announced bonus issue of one-for-two qualify for the final 6½ per cent. dividend. The effective dividend for the year is thus 15½ per cent.

Lovely, isn't it? On no subscribed capital at all, but on a bonus share issued for nothing to the existing shareholders, this company can pay the final dividend, so that its effective rate of profit goes up to 15½ per cent. But these are the conditions under which the Treasurer would not give a basic wage rise. Does he not think it is somewhat remarkable?

Mr. W. Hegney: Of course he does!

Mr. Graham: But does he think?

Mr. TONKIN: In *The West Australian* of the 26th July is the following extract:—

Cheney Motors Holdings Ltd, Melbourne, metropolitan distributor of Vauxhall cars and Bedford trucks, and associate dealers for Chevrolet sedans, had its best year since 1955 in the twelve months to 30th June. Profit rose 70 per cent to £104,372.

Now those profits would have to come out of the prices which farmers and working people pay when purchasing these vehicles. The profits of this company rose by 70 per cent.; and under these conditions the Government sees fit to oppose a basic wage rise.

Mr. Crommelin: Surely that motor company does not control the selling price of the new vehicles. They are only the agents.

Mr. TONKIN: Profits have to come out of the sale price.

Mr. Crommelin: Exactly.

Mr. TONKIN: Who pays that?

Mr. Crommelin: Whoever buys the vehicles.

Mr. TONKIN: Exactly.

Mr. Crommelin: And who fixes the price?

Mr. TONKIN: Is it not obvious to the member for Claremont that they are paying too much when they buy those vehicles? I should not be too hard on the honourable member, though, because he is the only one over there who has shown any guts this session. He did rise in his place recently to complain about the median strip which is being laid in Stirling Highway. How on earth he got away with it I have not been able to work out; but he certainly displayed a very welcome sign of some independence on that occasion.

Mr. Brand: You would not understand, because you would not permit it on that side of the House.

Mr. TONKIN: The Premier would not understand anything except what Peat or Berry told him. That is the sort of clap-trap he understands.

Mr. Brand: You are taking a risk!

Mr. TONKIN: That is the sort of clap-trap we have to put up with.

Mr. Brand: If you want it that way you can have it that way!

Mr. TONKIN: The Premier runs about the place talking about affidavits and then denies he has them.

Mr. Hawke: Lowest of the lowest!

Mr. TONKIN: And if the Premier wants some evidence of that, I will give it to him. I realise, Mr. Speaker, that this is a little irrelevant to the subject. I quote as follows from *The West Australian* of Thursday, the 21st July:—

Minster Lifts Its Profit

Minster Ltd., maker of Westminster rubber-bonded carpet, lifted net earnings to a new peak of £695,498 in the year to June 30.

Dividend is held at 20 per cent. on capital increased by a one-for-two bonus issue during the year.

So there is another example of watering down of profits—one additional share for every two held and a dividend of 20 per cent. on the lot.

Mr. Bovell: Is that a Western Australian company?

Mr. TONKIN: Yes, *The West Australian* of Thursday the 21st July.

Mr. Bovell: I said Western Australian "company," not "cutting."

Mr. TONKIN: I thought the honourable member said *West Australian* "cutting."

Mr. Hawke: He is mumbling in his beard over there.

Mr. TONKIN: I beg pardon. I thought the Minister said "cutting".

Mr. Hawke: And it was not a Western Australian court to which the Treasurer went in order to try to prevent a basic wage increase.

Mr. TONKIN: The Minister wants a Western Australian company. I will give him one. In *The West Australian* of the 14th July was the following:—

Atkins Gives Bonus After Profit Rise.

After a year of notable expansion and a big increase in gross profit, the directors of Atkins (W.A.) Ltd. are proposing a bonus issue to ordinary shareholders on the basis of two bonus shares for every seven shares already held by them . . .

At the same meeting to which the resolution is submitted for the bonus issue, the directors will recommend an increase in the preference dividend from 5 per cent. to 6 per cent. . . .

The final result, however, showed an improvement in net profit, before tax, of £14,541. Net profit, after providing £41,500 for tax (£5,000 more than in 1959), was £70,752 against £61,211 last year.

The steady 15 per cent. ordinary dividend, plus the repeated bonus of 1½ per cent., takes a well-covered £28,875. The preference charge needs another £3,750.

I trust that that illustration of a Western Australian company will satisfy the Minister's curiosity.

Mr. Ross Hutchinson: What would you suggest would be the profit which this company should make?

Mr. TONKIN: I suggest that this Government should not have approached the Arbitration Court under these conditions and opposed a rise in the basic wage.

Mr. Ross Hutchinson: You are making—

The SPEAKER: Order!

Mr. Ross Hutchinson: You are making quotations about these profits. Tell us what profits you feel they should make.

The SPEAKER: Order!

Mr. TONKIN: A further quotation from *The West Australian* of the 16th July is as follows:—

Paper Firm's Profit Rises.

The latest annual report of Edwards Dunlop & Co. Ltd., paper and machinery merchants, for the year ended 30th April, 1960, reflects a period of accelerated expansion.

Net profit, after providing £31,771 for depreciation and £100,560 for tax, jumped to £135,436 against £121,248 in 1959.

The year's dividend remained at 10 per cent. on higher capital. To reserve, £32,803 has been added, making this item £900,000.

Mr. Crommelin: You are helping a little towards that profit because you are using an awful lot of paper in front of that *Hansard* reporter.

Mr. TONKIN: To some effect, apparently! A further extract from *The West Australian* reads—

Cement Company Pays the Same Dividend.

Australian Cement Ltd. has declared a steady final dividend of 5 per cent. payable on July 29. This maintains a payout at 10 per cent. for the fifth consecutive year. The company holds a 50 per cent. interest in Australian Portland Cement Pty. Ltd.

Mr. Roberts: All those contribute to the Treasury coffers, which would not be a bad effort.

Mr. TONKIN: I would prefer to see a contribution of a few shillings per week placed in the workers' pockets, so I ask the member for Bunbury whether he does not believe that under conditions like these an increase should be made in the basic wage. If he does not agree, I would like to ask him what the conditions would have to be before he would agree. If the conditions such as I have described—profit after profit, and statements that companies had a better year than the year before—do not warrant an increase in the basic wage, what conditions would?

Mr. Rowberry: A Labor Government!

Mr. Hawke: The member for Bunbury does not have much to say now.

Mr. TONKIN: I will leave those newspaper cuttings now—although I could supply many more—because I want to give the other side of the story. In *The West Australian* of the 12th July is the following:—

Big Rise in Cost of Food.

Higher food costs shown in the wholesale price index for May published today by the Commonwealth Statistics Bureau confirmed prospects of a sharp increase in the next living cost index.

The C series index, the official guide to living costs, will be published next week.

The wholesale index for food rose during May by 2.2 per cent.

This rise followed a jump of 12 points (3.4 per cent.)—the biggest movement for years in April.

No wonder the cost of food is jumping! But we have this situation: Profits are on the up and up, with companies issuing bonus shares and maintaining their dividends on watered capital; the cost of living is rising, but the workers are told that their wage cannot go up because the conditions are not right! There is something radically wrong when that sort of thing can happen.

If members opposite are honest with themselves, they should be asking "Under what conditions would we be prepared to agree to an increase in the basic wage if that sort of thing does not justify it?"—because food costs are rising, profits are rising, and therefore wages are buying less. But wages have to stop where they are! Some of them have the cheek to say, "Keep them where they are for 12 months."

Mr. Hawke: That is what everybody over the other side thinks; but none of them is game enough to say it.

Mr. Jamieson: They ought to get 12 months for saying it.

Mr. TONKIN: I leave that portion of what I wanted to say by repeating my query to members opposite. The statements I have quoted from the Press are not some figment of my imagination, or some collection of statistics from a doubtful source; they are authoritative statements taken from balance sheets to show that that is the set-up in the commercial world today. Yet the Commonwealth Government, which is of the same colour as this State Government, opposes basic wage rises. I say without hesitation that that Government is responsible for the fact that increases in the basic wage were not granted; I could come to no other conclusion.

Mr. Graham: What about it over there, boys?

Mr. TONKIN: I now wish to conclude my address by reference to some matters which have been discussed previously, but about which some new points have been raised. Last evening the Attorney-General went out of his way to try to prove—and might have proved it to his own satisfaction, but to the satisfaction of few others—that the Government gave no assurance with regard to the redistribution of seats. I thought we were in for trouble when the Attorney-General started, because he opened by referring to what he said was an alleged promise. Surely the Government is not going to hide behind that!

At page 39 of the No. 1 edition of *Hansard*, 1959, is shown very clearly what the situation was. The Attorney-General said—

The revocation of the proclamation, however, as proposed in this Bill, is only to do this: To give the present Government an opportunity of seeking the agreement of Parliament to proposals for the alteration of the law

so that if Parliament accepts those alterations, and in the light of those alterations, the necessary proclamation can be issued—

So the Government envisaged the issuing of a proclamation if the proposed law was agreed to. The Attorney-General went on—

—to enable the commissioners to proceed with adjustments of electoral boundaries in accordance with the amended law to which Parliament would then have agreed.

On the other hand, if Parliament should reject those amended proposals, or any proposal which might be brought forward, then it is quite clear that the present statute will remain and the onus would be placed upon the Government of issuing a fresh proclamation to ensure the law is carried into effect.

I would like members to try to keep those exact words in their minds. I shall repeat them—

... the onus would be placed upon the Government of issuing a fresh proclamation to ensure the law is carried into effect.

That is very clear.

Mr. Hawke: An unqualified undertaking.

Mr. TONKIN: The onus would be upon the Government, not to think about it, as the Attorney-General would have us believe now; not to consider what it ought to do; but the onus would be upon the Government to issue a fresh proclamation to ensure the law is carried into effect. At page 56 of the No. 1 edition of *Hansard*, 1959, the Attorney-General said—and this should be taken in conjunction with his previous utterance—referring to whether the Electoral Districts Act was intended to be automatic or not—

It was certainly intended that when a certain state of affairs was reached, a proclamation should be issued in reasonable time. I do not think I have ever used the word "automatic"

So there the Attorney-General says straight out that the Act intends—and remember that this Act is still in force—that when a certain state of affairs is reached a proclamation should be issued in reasonable time. Who would deny that that state of affairs has been reached—a state of affairs when five seats were out of balance and the electoral officer reported accordingly. Now 10 seats are out of balance and the electoral officer has so reported. So the state of affairs envisaged by the law exists; and under that state of affairs the Attorney-General said, last session, that a proclamation should certainly be issued.

What does he say now in dealing with this matter? He says it is an alleged promise. He says that when we talk about the onus being upon the Government—as he said it was—and that the proclamation should certainly be issued, it only means this—

The burden of coming to a decision in regard to the issuing of a proclamation was upon the Government.

All that I have just read to members—that a proclamation should certainly be issued when a certain state of affairs was reached; and that the onus would be upon the Government to issue a fresh proclamation—according to the Attorney-General now means that the burden of coming to a decision in regard to the issuing of a proclamation is upon the Government! What burden is that?

The decision is made in the law; and provided a certain state of affairs exists, a proclamation shall be issued. The Attorney-General used a quotation of mine in order to try to prove that I did not believe he was giving any assurance. This is what he said I said—and this is supposed to prove that there was no promise to do anything at all—by taking text out of context—

The Government will immediately do precisely nothing about it.

Let me now quote what I did say, which is very different from that. It shows how well I judged this Government, and how well I knew which way it would act.

What I said appears on page 46 of Vol. I of the 1959 *Parliamentary Debates*. It is as follows:—

If it had, it would introduce a Bill now instead of making two bites at the matter. What it wants to do is to evade the law, and then take its own time in coming to agreement on the provisions for an amendment of the Electoral Districts Act. If the House agrees to the Government's proposal, this will be the situation: We will have a law which says that when the Chief Electoral Officer has reported after a triennial election that there are more than five seats out of balance, a proclamation shall be issued. That law will still remain if we pass the Bill that the Government has introduced, and the situation will be that the Government will be in possession of a report from the Chief Electoral Officer saying that 10 seats are out of balance, and we will have a law requiring that a commission shall be set up as a result of a proclamation; that a redistribution shall proceed; and the Government will immediately do precisely nothing about it.

The perfidy of the Attorney-General to take the last sentence of that utterance, wherein I stated that the Government would do precisely nothing, to prove that

I did not believe an assurance was given! What I was saying there was that the Government would not honour an assurance; that it would do nothing, despite the existence of a law which says it ought to do something. How anyone could have the colossal hide to stand up in this House and submit that statement, when it is printed in *Hansard*, I will never know.

The Attorney-General concluded his remarks with some Latin quotation which floored me at the time, and I think everyone else as well. He mentioned something about the Chief Electoral Officer being *functus officio*. I could not argue the point at that stage, and neither could anybody else. However, I have had the opportunity since of looking up what it means, and I nearly died laughing when I read it. Nobody on this side of the House has ever, at any stage, suggested that the Chief Electoral Officer has to do something which he has not yet done. On the contrary, what we say on this side of the House is that, under the law, the Chief Electoral Officer has already done all that he is expected to do in the initial stage; that is, to submit a report stating that the number of seats are out of balance. Where does it get us to say, as the Attorney-General said, that the Chief Electoral Officer is *functus officio*?

Mr. Hawke: The Attorney-General is “*defunctus officio*.”

Mr. TONKIN: I do not know whether you know what that means, Mr. Speaker; but it is supposed to mean that the Chief Electoral Officer has completed his job and therefore has nothing more to do, and there is no more he can do. What we say is that His Excellency the Governor is not *functus officio*; that is the point.

Mr. Hawke: It sounds like a bad disease, doesn't it?

Mr. TONKIN: I have here a book called *Words and Phrases Judicially Defined*, Vol. 2. For the information, and perhaps the erudition, of members, I propose to read what it says. It is as follows:—

Functus officio—

Mr. Graham: What, again?

Mr. TONKIN: I must admit that I rather like saying that, because it makes me feel important. Perhaps that is why the Attorney-General said it. It continues—

The first point . . . was that the medical referee, having given a decision which everybody agrees is no decision at all is *functus officio*. I will only say this on that point, that I entirely share the difficulty of Slessor, L. J., in understanding how it can be said that a person is *functus officio* when he has never performed his duty at all.

I think we can apply that to the explanation given by the Attorney-General. Having given an explanation, which is no explanation at all, he is *functus officio*.

Just imagine his coming here and trying to get out of a situation, which every reasonable person will admit he is in right up to his neck, by going in for these theatricals and talking about the Chief Electoral Officer being *functus officio*! Where are we getting? Why will not the Government face up to its responsibilities and do the decent thing? We are asking it only to obey the law, which it has an obligation to obey and to carry out. I am reminding the Minister for Railways that he is in this, too.

Mr. Hawke: Yes, up to his ears.

Mr. TONKIN: To refresh his memory, I shall read what Mr. Hawke said at page 41 of Vol. 1 of the 1959 *Parliamentary Debates*—

Of course he does not commit himself to the new Bill! But he cancels out the operation of the existing Act; and that is a very vital consideration.

That is the suggestion the Government is now taking; that the action which has been taken by the cancellation of the proclamation cancels out its obligation under the statute. When the Leader of the Opposition made that statement, this is what the Minister for Railways had to say, by way of interjection—

No he doesn't! The Attorney-General explained why it would not do that.

So the Attorney-General accepted the position that the obligation would be upon the Government to issue a fresh proclamation in the circumstances set out, and he denied the suggestion which came from this House that the Government was aiming at cancelling out the provisions of the existing law. We know the responsible positions which these two senior Ministers occupy in the Cabinet. Can anyone tell me that if they were honest in the Cabinet their colleagues would overrule them in regard to this proclamation? The position is absolutely preposterous!

Now I can come back to the priceless gem of the Attorney-General delivered in connection with the 1947 Electoral Districts Act, which is still the law. In his plausible way, he said that we should do that which is right rather than that which is expedient. He used that as an argument in support of the Electoral Districts Bill, which we did not like. He was supporting it and asking the House to accept this Bill because it would do that which was right rather than that which was expedient.

The SPEAKER: The honourable member has another five minutes left.

Mr. TONKIN: Thank you, Mr. Speaker. That will be ample. What does he do now? He does that which is expedient,

although he knows—and every one of his colleagues knows—that it is the expedient thing to do and not the right thing to do. I suggest to the Government that if it continues with this attitude, it will lose the respect of all decent-thinking people—

Mr. W. Hegney: It has lost it already.

Mr. TONKIN: —because I have yet to believe that public life has sunk so low in this State that one cannot accept the assurances given by responsible Ministers to the Government. We would come to a pretty pass if we just had to sit and listen to assurances being given and wonder whether the Government had any intention of keeping them. When the Government says it is "expedient," what it says will apply not only to this but to every other assurance given; and responsible government is thus reduced to a farce—to an absolute farce and a travesty.

Mr. Hawke: Perhaps that is the better word.

Mr. TONKIN: We do not ask for favours, but that the law, which the Liberal-Country Party Government put on the statute book, be carried out; and that a redistribution of seats shall be undertaken so that at the next election we will not have ten seats out of balance—some seats with a few thousand under and other seats with a few thousand over their quota—completely out of balance. The Minister for Railways is always talking about proper balance; surely he will do something about this, if he is so keen on balance.

Mr. Court: I have my hands full with the workshops at the moment.

Mr. TONKIN: The Minister has more than his hands full, but that should not stop him from doing the decent and honest thing. He knows that the obligation to do that is upon the Government, and that the Attorney-General acknowledged that fact at the time he said it. Therefore, I just cannot believe, Mr. Speaker, that after the Ministers have thought about the situation and realised what their attitude amounts to, they will continue to do what they are doing. I trust that even at this late hour they will acknowledge that they are wrong and advise His Excellency the Governor that there is still an obligation upon him to carry out the law. Although the Attorney-General said that it is the Government's responsibility to advise the Governor, I would remind the Government that it is laid down in *Halsbury's Laws of England* that if the Ministers give wrong advice to the Sovereign or his representatives, they can be punished. Not only are they expected to give advice, but they are expected to give the right advice; and I trust that they will.

MR. HALL: I move—

That the debate be adjourned.

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

Ayes—22.

Mr. Bickerton	Mr. Jamieson
Mr. Brady	Mr. Kelly
Mr. Curran	Mr. Molr
Mr. Evans	Mr. Norton
Mr. Fletcher	Mr. Nulsen
Mr. Graham	Mr. Oldfield
Mr. Hall	Mr. Rhatigan
Mr. Hawke	Mr. Rowberry
Mr. Heal	Mr. Sewell
Mr. J. Hegney	Mr. Tonkin
Mr. W. Hegney	Mr. May

(Teller.)

Noes—23.

Mr. Bovell	Mr. W. A. Manning
Mr. Brand	Sir Ross McLarty
Mr. Burt	Mr. Nimmo
Mr. Cornell	Mr. O'Connor
Mr. Court	Mr. O'Neil
Mr. Crag	Mr. Owen
Mr. Crommellin	Mr. Perkins
Mr. Grayden	Mr. Roberts
Mr. Guthrie	Mr. Watts
Dr. Henn	Mr. Wild
Mr. Hutchinson	Mr. I. W. Manning
Mr. Lewis	

(Teller.)

Pairs.

Ayes.	Noes.
Mr. Andrew	Mr. Mann
Mr. Toms	Mr. Nalder

Majority against—1.

Motion thus negatived.

MR. HALL (Albany) [10.7]: I would like to express my sympathies to the relatives of the late Mr. Lawrence, who, at the time of his death, was the member for South Fremantle. At the same time I wish to pay a tribute to his successor, Mr. Curran, the present member for South Fremantle, and congratulate him on the fine maiden speech he made this evening.

When entering this Chamber this afternoon I had no intention of speaking to this debate. But going through the reports of *The West Australian* concerning the amounts granted for work on the different roads, and finding a grant of £52,000 for road works for the Elleker-Young siding road, I asked the Minister if that would include the section of the road between Elleker and the South Coast road rail crossing. The Minister answered "No."

My second question was "If the answer to No. 1 is "Yes," will the course of that portion of the road be altered?" The Minister replied "No" to that question. This is no new subject. It has been raised and discussed with the Albany Road Board, and myself, together with a member in another place. At times we have had, by means of different grants, relief from the Main Roads Department in relation to this section of the road. I believe the last grant was about £500; and previous Governments have made small grants for this section of the road, which is practically impassable in the winter. In the past, with small grants, the road has been patched up and traffic has been able to go through. However, that is not my main concern.

The inhabitants, and the parents of the schoolchildren living around the Elleker area, and the various sidings along the railway line, are worried because the road crosses the line at many points. The parents of the schoolchildren are greatly concerned when the school-bus leaves each day to take the children to school. The Minister for Works may smile, but this is not the first time I have brought this matter forward. The chances of an accident are great because the bus crosses the line five times in its journey to the school. With the development in the port of Albany and with heavier rail traffic using that line, these children will be exposed to a greater extent. They will have to depend on the ability of the bus driver.

There may be some urgency for spending £52,000 at the other end of that district, but we should always have regard to the likelihood of accidents on this patched up road. Only recently, in an Eastern States motor accident, bodies were strewn everywhere. If the same thing were to happen here, would not the responsibility be placed at our feet? As member for the district, my conscience is clear. I have raised a complaint in the right quarters. I expect consideration of my representations. It will not be my concern if an unfortunate accident should occur on this section of the road.

A portion of this area comes under the Stirling electorate represented by the Attorney-General and by the three members of the South Province in another place. They must share with the Attorney-General the full responsibility if an accident should occur. The response which I have received to my representations places me in very low spirits. The residents of this area were given to understand that the recent allocation of funds for the improvement of roads would include the road to which I refer. They were completely under the illusion that this section had been incorporated in the programme. I raise this matter because it is one of urgency.

I do not want it to be said later that we were not aware of the circumstances. I do not want the blame to be placed on the road board, on past Governments, or on the present Government. That would not bring back the lives of any children lost in an accident. This section of the road was originally routed by the carts travelling over the line.

Although some expenditure will be involved in building up portions which are low-lying, I feel sure the expenditure will be well justified. If it is improved, the people will be provided with a good road, instead of a patched up one on which a few hundred pounds yearly was spent by successive Governments in maintenance.

This area I am referring to has supported the town of Albany for many years. Long before I was born it was developed for agricultural purposes—for potato growing and market gardening. In my opinion this area has not always received just consideration. Like a new-born baby it gets all the handed down garments of an elder child.

Mr. Watts: Can you give me the name of the bus contractor?

Mr. HALL: Yes. He is a driver for Proudloves.

I have been on his bus; I have travelled on it in the morning and in the afternoon. At one stage the road was practically impassable. However, the danger of accidents is still present irrespective of the condition of the road. The Commissioner of Main Roads is well aware of the number of crossings which this road makes over the railway line. I have discussed the safety angle with the bus driver. He is worried. If it is some consolation to the parents of the schoolchildren, the bus driver is considered to be the safest one available; and his son, who helps him, is also a responsible driver. He shares my fears because there have been near misses at the rail crossings.

I did not intend to begin my contribution to the Address-in-Reply on that note. I did so because there was an emergency. I am not ridiculing this Government; I am only asking for something which is of importance.

The development of the harbour at Albany is a matter of great urgency. This development is not getting a fair share of finance from the Government. By giving some figures with regard to imports and tonnages, I am sure I can impress on members the merits of my case for claiming that greater development of Albany Harbour should take place by increasing the berthage, reclamation of the harbour, and reclamation of the foreshore adjacent to the railway yard, which will enable the old warehouses to be demolished and new ones to be erected on an industrial site adjacent to the harbour. By this means a greater area of land will be available for the marshalling yards. At times these yards are cluttered up, and trains have to be shunted up the line to enable another train to pull in.

The reasons for greater development of the port are quite obvious. In 1955-56 the number of vessels which entered the port was 66; in 1956-57, the number increased to 87; in 1957-58, it increased to 124; in 1958-59, it was 122; and in 1959-60, it increased to 137. We can see a gradual increase from 1955 to 1960. The inward tonnage of cargo for the port was as follows:—

1955-56	.....	82,257	tons
1956-57	.....	116,302	"
1957-58	.....	144,806	"
1958-59	.....	165,783	"
1959-60	.....	131,325	"

The imports and exports keep rising. Last year 85,887 tons of wheat were exported from that port, but this year there was an increase to 155,754 tons. In the case of barley there was an increase from 15,000 tons to 46,000 tons. Apple exports were down this year owing to unfavourable weather conditions. Last year 282,253 cases were exported, but this year only 61,000 cases. It is the intention, and it is in the best interests of growers, for Manjimup apples to be freighted to Albany in order to avoid dehydration and a loss of value in the fruit. The figure of 282,000 cases will be increased greatly. With the apple production in our own area increasing under favourable weather conditions, we can look forward to bigger harvests; therefore we require more storage.

I think the Government has made provision for finance for the erection of the No. 2 transit shed which will be a great asset to the port of Albany and which will eliminate double handling, with decreasing costs. I feel confident that the No. 1 shed which exists today, with its refrigerating unit, will hold all the fruit coming in from the Manjimup, Pemberton, and Mt. Barker areas in perfect condition and enable us to have a full cargo of fruit available without having to wait for it to come in piecemeal, as it does today. That shed could also be used in the off-season for storage of wool from the wool sales.

As I have already said, the advancement of the port of Albany is well justified. I have articles here which touch on the same thing. This one is headed, "Albany's Port Trade Shows Increased Exports and Ship Totals Rise". Mention is also made of oil imports. There was an increase in the petroleum imported from 55,758 tons to 60,613 tons, but oil bunkers supplied to shipping fell slightly from 14,490 tons to 13,889 tons.

Increased whaling is taking place, and more ships are calling to pick up whale oil. That is brought about by the success of the firm's activities with sperm whales, which is complementary to its hump back whaling activities. The company operates on a fixed quota for hump back whales while there is no quota for the sperm whales, of which there seem to be quite a number about 40 miles out from Albany.

I would like to quote from an article which appeared on the 26th June, 1959, in the *Albany Advertiser*, headed "Axe Threat to E.S. Shipping Service—More Imports are Needed".

At this point, I would draw the attention of the House to the fact that neither Albany nor Bunbury has a liaison officer to draw up amongst the merchants a list of the articles which they require to be brought by shipping. Therefore, we are faced with the responsibility of obtaining sufficient cargoes to warrant a continuous supply of shipping to Albany. I am happy to say that since the article I propose to read

was written, we have had an increase in our tonnages; but this matter is very worrying to the people who live in these outports, whether it be Albany, Bunbury, or Esperance. We have to face a centralised policy of ordering.

As I mentioned previously, goods for Albany go through the metropolitan area; and, in many cases, that cargo by-passes the ports of Esperance and Albany and is then railed back to those areas. This is borne out by research recently made in Katanning, when it was found that 80 per cent. of the cargo in that area, which is channelled through the shops, was being railed through the metropolitan area. The people of Katanning, like the people adjacent to Albany, are anxious to see the port get its full reward. I think the member for Katanning and the member for Stirling would support me to the maximum.

Therefore, I would like to see the Government supply a liaison officer to the port of Albany and, perhaps, to the port of Bunbury. This man should have some experience and some contacts in the Eastern States to enable him to obtain the right amount of cargo which, I think, is 1,000 tons before a trip can be made to Esperance or Albany. I believe the ships can leave Newcastle with 900 tons and pick up other cargo on the way.

With the appointment of a liaison officer, it would be possible for cargoes from these areas to be ordered and sent direct from Albany to the Eastern States, thus reducing, in many cases, the high charge for dead freights which is incurred by ordering from the metropolitan area instead of ordering directly against a firm in the Eastern States. A tractor was ordered by a person in Albany, and this order went through the metropolitan area. Had the tractor been ordered direct from Albany, by-passing the metropolitan area, it would have been £100 cheaper.

These costs have to be considered. We have heard a good deal about increased rail freights and their effect upon the agricultural areas. I have no doubt that this will represent a hardship to people in the decentralised areas; and therefore, the Government should do what it can to reduce charges in other directions. I am sure that the Minister for Railways has the accounting ability to do this; and I ask the Government to give consideration to my suggestion. If freights have to be added to costs, let us economise in some other direction.

Our exports are increasing, and we are achieving a reasonable balance between these and imports, although the Eastern States are on the winning side, as has been proved on many occasions. I will now quote from the *Albany Advertiser* of the 26th June, as follows:—

A growing export trade between Albany and Eastern States ports has been reported by the Australian Steamship Owners' Federation.

In the past two months several interstate ships have been diverted to Albany to pick up extra cargo.

The freighters *Koorawatha* and *Balarr* have lifted more than 20,000 bags of potatoes and 30,000 cartons of canned fish between them—most of it for Sydney and Melbourne.

Most of it is for Sydney and Melbourne, which proves that we have some argument for building up a balance of our trade. We have our woollen mills which send a considerable amount of produce to the Eastern States in competition with the mills in those States. There used to be 36 woollen mills in competition with the Albany mills, but I do not know what the present figure is. In addition, the Albany mills are seeking further fields in foreign countries.

Grain silos are now being built at Albany. I would remind members of the figures which I quoted when oats were being shipped through the port of Bunbury. At that stage, 264,083 bushels of oats were going through Bunbury from Albany's agricultural area. These oats should have been going through the port of Albany. As a result of representations, the grain silos are now being built, in addition to tremendous foreshore development. It is not Government money that is being spent; but I think the Government may have had a lot of influence on the establishment of grain silos at Albany.

I am sure that the Government's finance is not being used. It is as a result of the agricultural development in the area that the bins have had to be built there. In *The West Australian* of the 12th March an extract from an article headed "Extra Grain Bins Boost Store Space" is as follows:—

At the Albany terminal, plans had been approved for the construction of 1,000,000 bushels of storage in the form of vertical concrete cells alongside the existing terminal, permitting three grains to be handled instead of two.

As I previously stated, we had two bins until a request was made to have the goods shipped through the port of Albany instead of through the port of Bunbury. There has been some response to that effort and now the Albany agricultural area will be sharing the benefit, as it should be.

I asked questions today dealing with the grain fungus and the discomfort experienced by workers handling the grain. Dr. Letham made an investigation on the spot of the effects of grain dust on the workers handling grain at Albany. I will not weary members by repeating the questions and answers which they have already heard today. But what we have to watch, in the interests of these workers, is that we do not get too much repetition of this type of cargo. In part (b) of my question today I asked, "If the wheat is

chemically treated, what are the component parts of such chemical treatment?" Though I was not given the component parts in the answer, I did receive some of the information I requested. I was informed that the wheat is treated with the insecticides, cyanogas and lindane. Judging by the name of the first one it contains cyanide; I do not think I would be far wrong in coming to that conclusion.

Reaction on the workers at that time was so pitiful that the work had to be stopped. It is impossible to handle the wheat in bulk. The doctor was called in on this case to see the effect; and he definitely considers that the wearing of effective masks will prevent disease. He stated that frequent exposure, without protection, to mouldy grain could have long-term effects on workers so exposed. Before the House we have pending, I believe, legislation relating to workers' compensation for miners, and I feel that workers connected with this dusty grain should be included in the benefits of that legislation. After all, it is quite possible that in about four or five years' time a worker's health will be affected by work done in 1959 or 1960. We must, however, not forget that prevention is better than cure. It is far better that they be prevented from suffering from the ill-effects of this grain handling than that they should be entitled to appear in our courts of law to gain compensation for such ill-effects.

There is a further sign of development at Albany with which the Minister for Industrial Development will be acquainted, because I made representation to him about it when he was first appointed as Minister. I am referring now to the new factory for the Wallace Engineering Company's new works, which is rapidly taking shape on reclaimed land on the Albany waterfront. This factory will produce agricultural machinery, and it will also be equipped to execute shipping repairs. I congratulate the Minister for his foresight in allowing the reclaimed area to be used to provide an engineering shop adjacent to the shipping service to cater for shipping repairs. I have no doubt that when the factory opens next Friday it will be found to be a very progressive one.

Further development is evidenced by the extensions at Borthwicks; and I believe a further extension is contemplated. This is understandable when we look at our meat exports which are rising. In 1958-59 they amounted to 1,000 tons; and in 1959-60, to 2,000. With the extension at Borthwicks we will find that our meatworks are becoming very important. They regularly employ over 100 people and many workers are employed in addition during the killing season.

I come now to a very important point in the Address-in-Reply. On Plan No. 3913 which accompanied Sir George C. Buchanan's report dated the 31st January, 1927, the berthage which would be required

by 1959-1960 at Albany is outlined. I am happy to say that, although the design has been altered, the three-berth system which it was estimated then would be required now, will be necessary to meet adequately Albany's demands. As I have already said, the reclamation of the foreshore for the harbour extensions for our warehouses is the first step. The warehouses now occupying part of railway land, will have to go back and the third berth, perhaps, put into operation with further reclamation on the east side of the harbour running towards the Albany meatworks.

The reason for the necessity for these berths is not very hard to picture when we have a look at the map of the south-west portion of Western Australia showing the Crown land areas in the course of development. On the map I have here, the portions coloured green indicate the agricultural land which has been developed; and it includes such places as Denbarker, Jerramungup, and the North and the North-East Stirlings. Therefore it is quite possible to have an over-all picture of the great necessity for finance to be spent at Albany.

The point I would like to impress upon the Minister for Shipping, who is not here at present, is that Albany is situated 4,880 miles from Cape Town. What I am about to say is important not only for this State but also for the Commonwealth nations of the world and for Great Britain. We know today that the Suez Canal is in the hands, and under the control, of the Egyptians. If the Suez were closed—which is quite likely, as the Egyptians have the control of it—we would be in a very bad position. The situation in Africa is not very pleasant, and the people there are not very happy about us; and we are losing our lifeline between the British Isles, or the United Kingdom as it might be termed, and Australia.

That brings me to the very important point I was about to mention. What avenues are left open to us to traffic between the United Kingdom and Australia? Albany would have a big advantage as a terminal port, especially in view of the proposed road linking Albany with the Eastern States via Ongerup, Ravenshorpe, Esperance, and Norseman where it connects with Eyre Highway. If Albany were used—and I know the member for Fremantle will not like this—it would avoid the necessity for the ships to come to Fremantle, turn around, and then go back. I believe that Albany could be used as an overseas shipping terminal, not only to the United Kingdom but also to other places. Road hauliers would have the advantage of a three-way link because there is also the South-West Highway which leads through Manjimup to Albany. There is no doubt that this point must be emphasised and considered by any Government.

If these ships were turned around at Albany, to shipping coming from overseas it would mean a saving of many weeks in the transport of goods, and of time when the ships tie up at different ports. This would mean the elimination of many expenses because thousands of miles of travel would be cut out. The distance from Albany to Melbourne is 1,350 miles; so members can see if ships have to go on to Fremantle, by-passing Albany, and back past Albany again, it adds all that extra distance on to the 1,350 miles. That is a point which must be looked at carefully when the economics of this business are being studied. It should also be taken into account when considering the further development of the port of Albany; but it is a point which has probably been overlooked.

Talking about sea freights, I should like to quote an article which appeared in *The West Australian* of Tuesday, the 14th October. It reads—

Talks involving millions of pounds, affecting everyone in Australia—at least indirectly—are beginning in Sydney between five overseas shipping chiefs and representatives of Australian exporters.

Since we live 10,000 miles from our main markets, shipping is vital to us. The talks are to amend the formula on which export freights are calculated. On wool alone, the freight is nearly £20,000,000 a year.

I wonder what that will represent when Albany becomes the main wool-selling centre, which it will eventually become. The article goes on—

Dairy produce and general cargo, including canned fruit, canned meat and dried fruit as well as refrigerated meat, are carried for us to the other side of the world by what are known as the Conference shipping lines.

The services provided, and their regularity, are of immense value because they make world markets possible for us.

I think the vessels of the Conference shipping lines call at most of the smaller ports, and provide a continuous service. Therefore we have to look at the position of sea freights. The article goes on—

Running costs of all sorts have increased, too. But there have been some savings. More efficient gear, as well as more efficient ships have contributed to these.

The last annual report of the P & O company, the biggest in the Australian trade, said: "Improvement in the turn-round of ships in Australian ports has continued".

A little further on in the article it states—

The matter is so important to the whole community—from the Treasury down to the Stock Exchange, the retail shop, the taxi driver, and everyone else depending on rural spending power—that it seems a pity the farmer is left to face the London financier without even Government aid.

I would say it is. Unless we can economise on outport development, it will mean added costs to everyone in the community. We must realise that although the berthing facilities at Fremantle are not taxed to capacity, that position has almost been reached, and something will have to be done about it.

The other point I wish to discuss on the matter of harbour development is the tug for Albany. The port of Albany has to be provided with a tug; and this matter has been tugged around for some time now! I know for a fact that prior to our Government going out of office the Treasurer, who was the Leader of the party, was just about to sign an agreement. But the new Government took office and we had a new Treasurer, and a new Under Treasurer. Since then there has been more tugging going on. I do not know whether Albany is going to end up with a tug, but according to statements made recently, and published in the Albany Press, it looks as though some finality has been reached and the tugging will be over soon, with Albany ending up with its tug. I give my thanks for it to the Minister in control of shipping.

One other matter I wish to raise is the provision of a dry dock. Undoubtedly many claims will be made for the installation of a dry dock, and I have endeavoured, through questions and answers, to get the Minister to commit himself to ensure that those who will have the say in this matter will be taken to Albany to have a look at the site we can offer. I must thank the Minister for this; he has given me a complete assurance that that will be done.

I do not raise this question of a dry dock without having given some thought to it. During the last war, when the late John Curtin was Prime Minister, Albany was recognised as the best place for the building of a naval base. There was talk of it—and even a plan prepared—in a previous report of the harbour development committee. The site chosen was inside the harbour, and it was hoped that a dry dock would be established. As ideas about defence are changing these days, and it may be considered that a naval base is not required, I believe a modified naval base would be the answer, with the provision of a dry dock. I can think of no better place for that than at the outer harbour of Frenchman's Bay, where we have a drop from 20 feet to 70 feet. There it is possible to utilise cheap land, with an

abundance of water, and a good power supply, thanks to the previous Minister for Works. I also wish to thank him for the provision of a good road that serves the whaling station. That road would also serve the dry dock.

The member for Bunbury would not appreciate this point, but unfortunately I must mention it. According to the public accounts for the financial year ended the 30th June, 1959, the vote for the Albany Harbour was £18,000, of which £6,790 13s. 6d. was spent. The allocation for the Bunbury Harbour for that year was £120,000, of which £103,261 12s. 9d. was spent. According to an article in the paper recently, the Government intends to spend something like £300,000 over the next three years at Bunbury; and I wonder where we are going to stop. We realise that the port of Bunbury has to be kept open; but whether it should be kept open, and running at its present losses, to the detriment of an area that should be developed fully, such as Albany, is another matter. Albany requires harbour extensions, and those extensions should be provided. I would hate to approach the Government today to ask for extensions to be made to the harbour if all I could show was that a substantial loss had been made by the port for some years.

Albany has a population of 12,350, with Bunbury about the same, and for the life of me I cannot see why Bunbury should get preference over Albany in port extensions. The Albany Harbour needs money to be spent on it—needs it badly—for the benefit of the State as a whole.

One other point I would like to mention is that the Government has been making a lot of propaganda out of the question of coal tenders. One heading in the Press is "No Decision on Coal Tenders," and it reads—

The Government had made no decision on coal tenders and was considering all the aspects of the question which had been ventilated in the Press . . .

Another heading is "Government Plans Oil Switch—Coalminers"; and still a further one, "Power House: No Decision." That brings me into the argument. I asked questions and received answers about this matter when our own Government was in power. I asked the then Minister for Transport, now the member for East Perth, what would be the cost of hauling coal by rail or road so that we could establish a major power house in Albany to serve the outlying districts and the industries which are there. I believe those industries, and the people in the outlying districts, deserve a good power supply without having long lines of transmission open to the hazards of the weather. But there has been a lot of shuffling going on; and whether the Government is prepared to force millions into B.P. Kwinana's corner,

I do not know. It might be the pay-off, because there is one heading in the paper, "Oil Tenders to be Called Here," and it reads—

Of the £8,000,000 to £10,000,000 to be invested in the construction of British Petroleum's new lubricating oil refinery at Kwinana, a substantial sum will be spent in Western Australia.

From my point of view, and from the point of view of the electorate which I represent, I hope that before the Government makes up its mind—

Mr. Norton: On a point of order, Mr. Speaker, I cannot hear the honourable member for the noise that is going on in the Chamber.

Mr. Roberts: We can hear him over here.

The SPEAKER: The honourable member may proceed.

Mr. HALL: I did not think I was speaking very softly, but I must have been.

Mr. Roberts: I have been listening to you.

Mr. HALL: I am glad to hear that the member for Bunbury has been taking heed. The oil tenders were called for the purpose of establishing that refinery, and to put in abeyance the decision on the power house. To me, that makes it appear that if the Government is going to switch to oil as a fuel, I have a perfect right to ask that a power house be established at Albany. However, if it intends to retain the power house at Collie for the benefit and the economy of the State, I am prepared to waive my claim.

The other point I wish to deal with concerning the expansion of Albany relates to water supplies. A good water supply is something that is sadly lacking despite the fact that Albany enjoys a 40-inch rainfall. The position is that Albany has a certain amount of water stored but it is insufficient to meet the needs of major industry. When we take into consideration that Albany has a 40-inch rainfall with no attempt being made to conserve the water, it represents unnecessary wastage and lack of consideration on the part of someone. We have a good pipeline from Two People Bay which could be supplemented with water from White Chinikup Bay, but the size of the pipeline varies. The line is also made up of old and new pipes. If a direct pipeline was installed, it would open up a new channel and would help to establish industries at Albany.

The other matter I wish to mention is a far-sighted one for investigation by the Minister for Works. I have endeavoured to obtain as much data on this question as I can, and I am led to believe that during the last war, when it was allegedly proposed that the Naval Base should be built at Albany, a great deal of research was made in regard to water supplies for the purpose of serving any major industry

the Americans may have desired to establish there. The man responsible for that research has passed on. However, as we have two rivers which empty themselves into Oyster Harbour, the Americans had at the back of their minds a policy to develop a series of barrages to bank up the water running from the rivers; and they claimed that the salinity of the Oyster Harbour storage would be neutralised as a result. Whether that is true or not, I do not know.

If the engineers made some research into the matter, I am sure it would be found to be not beyond the bounds of possibility. There is no doubt that the salinity of the Oyster Harbour could be neutralised by the fresh water flowing from those two rivers. Therefore I cannot see how it presents any great difficulty. In any event the water which was not neutralised and still contained some salinity could be used for irrigation purposes. Members who formed the parliamentary delegation which travelled up that river will verify what I am saying. Therefore that is a matter for the Minister for Works to investigate on the basis of a long-range policy.

Another suggestion I wish to put forward in order to supplement Albany's water supply is to make uniform the size of a direct pipeline, and build up the supply in Two People Bay by tapping the White Chinikup reserve and re-laying a pipeline right through to Albany to service the scheme from there.

The other point I would like to raise is in regard to the ilmenite deposits at Albany. In connection with this, I have a cutting taken from the *Sunday Times* dated the 27th March, 1960. It is an article by the Minister for Industrial Development, and the paper has published a very nice photograph of him and even goes to the extent of calling him "Charlie." This article reads as follows:—

Industry is Welcome in Western Australia

Industrialists are entitled to ask, "Why should I establish in Western Australia?"

There are very good answers to this question.

Some of the important reasons which a progressive and far-sighted industrialist would acknowledge are:

Private enterprise is welcome here—it is basic to our rapid development.

Establishment costs are low in comparison with other States and countries.

Productivity is higher than other States given comparable machines and equipment.

The labour force is adaptable and stable—as demonstrated when new industries have established here.

I can commend the Minister for having made that statement. Continuing—

The climate permits a very high proportion of out-door work throughout the year which is important to industry where out-of-doors work predominates.

The State is about to make a big forward move over this decade.

The standard of living is high, which not only gives good local purchasing power but also gives stability.

The Minister for Industrial Development is to be complimented for that article. However, the first thing we see is that the paper mill is to be centralised. If the Government is to continue that policy, I fail to see how Western Australia can expand. If it does not cure this habit of centralising all our industries and population, I am afraid we are not going to be very long in Australia. Government support must be given to industries, but it must make an endeavour to have these industries established in decentralised areas. As far as our ilmenite sands are concerned, the following statement was made in an article published by *The West Australian*, dated the 20th August, 1959:—

W.A. Sand is Best—Expert.

"Western Australian beaches have the most extensive chrome-free ilmenite deposits in Australia."

Mr. Roberts: Where are they produced?

Mr. HALL: According to the newspaper report I have here, the Albany sands show the best percentage of ilmenite in the State. In a speech which I made previously, I said—

I should like to bring to the Minister's notice an anomaly which I think exists regarding the export of mineral sand, and the further development of the industry. Prior to the change of Government I had taken the matter up with the previous Minister for Mines and some spade work had been done. I also approached Mr. Brisbane of the Mines Department in regard to it. At that time the Griffin Coal Mining Company had taken up leases but had done very little about it. Only some elementary survey work was done and then the leases were sold to Jackson and Hancock—now known as Moore, Jackson and Hancock.

This industry could be expanded if it was given encouragement. At page 1147 of the *Parliamentary Debates* of the 20th August, 1959, appears the following question which I asked of the Minister representing the Minister for Mines:—

Are leases for ilmenite deposits in the Cheyne Beach area, Albany, held by the firm of Hancock and Jackson; if not, by whom are leases held?

The Minister replied—

The ilmenite claims in the Cheyne Beach area are held by P. R. Jackson, F. A. Moore, and Hancock Prospecting Pty. Ltd.

It is no good arguing on that basis, but if an industry is to come here we know that we have mineral sands of good quality in the Albany area. I ask the Minister here and now: Does he intend to transport the mineral sands at Albany to the port of Bunbury?

Mr. Roberts: Hear, hear!

Mr. HALL: The member for Bunbury says, "Hear, hear"; but in doing so he is apparently ignoring the economy of transporting those sands to Albany. If it is economical to transport freight, such as coal, one way, it must be economical to transport it the other way. The industry could be operated at Albany alongside the successful development of the harbour. We would have no trouble with harbour effluent if it were segregated.

I think I have covered all my points, so I say to the Government that, in fairness to the development of the district of Albany and for the sake of the industrial expansion which will be required for that purpose—supported by the activity of the woollen mills—my suggestions should be put into effect. Apart from that we have the expansion of Borthwicks taking place, and there is talk of further expansion. There is also expansion on the waterfront, and silos being built for grain storage. In addition, an engineering firm has established itself at Albany. I feel I have presented a case for the Government to develop the railway system at Albany with a view to further expansion of the Albany townsite and its surrounding districts.

On motion by Mr. W. A. Manning, debate adjourned.

House adjourned at 11.10 p.m.

Legislative Assembly

Thursday, the 11th August, 1960

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