

waiting for two months to send down an inspector? Surely officers of the State Housing Commission can take the word of a health inspector of a local authority. If difficulties such as that could be overcome it would considerably reduce the overhead costs in that particular department. There are several matters I would like to discuss but will do so when the Estimates come forward.

On motion by Mr. May, debate adjourned.

House adjourned at 10.35 p.m.

Legislative Assembly.

Thursday, 17th August, 1950.

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

QUESTIONS.

PASTORAL LEASES.

As to Watering Places and Tenure.

Hon. A. A. M. COVERLEY asked the Premier:

In view of his statement in the "Sunday Times" of the 6th August, 1950, to the effect that between 300 and 400 new watering places are to be provided in the Kimberleys on private properties, will he advise—

(1) How many of these watering places are to be provided on the properties of resident owners or small companies, as distinct from large land holders such as Vestey's and Bovril Estates?

(2) Does he consider it necessary to subsidise large companies, especially foreign companies, to provide watering points on leases which have been held for very lengthy periods and upon which meagre improvements, including waters, have been provided?

(3) Is he of the opinion that large companies which have not considered the welfare of the land they use should continue to hold millions of acres, under different company names, and not be responsible for the carrying out of vital improvements from their own resources?

(4) Does he consider that land held in millions of acres to the exclusion of small holders should continue to be held by large companies until the present leases expire in 1984?

The PREMIER replied:

(1) The long range objective is to ensure that one watering point is established for approximately every 28,000 acres of grazing land in the Kimberleys.

(2) The Government regards the provision of additional water points as the first step towards controlling the increasing land erosion in the Kimberleys, and as therefore essential in preserving the land.

(3) The Government policy is to induce all lessees to improve their properties and assistance in provision of water points is a practical means of carrying out this policy.

(4) The provisions of the Land Act define the conditions under which the present lessees hold the land until 1984.

BASIC WAGE.

As to Amounts Allowed in Computation.

Mr. W. HEGNEY asked the Attorney General:

What are the respective amounts allowed by the Court of Arbitration in regard to the following items for the purpose of computing the basic wage under the provisions of the Industrial Arbitration Act—

- food;
- rent;
- clothing;
- miscellaneous?

The ATTORNEY GENERAL replied:
The last quarterly adjustment of the basic wage was made on the following figures supplied by the Government Statistician in accordance with the provisions of the Industrial Arbitration Act, 1912-1949:—

	Food.	Clothing.	Miscellaneous.
	£ s. d.	£ s. d.	£ s. d.
1. Metropolitan Area	2 14 3	2 1 0	1 1 4
2. South-West Land Division (excluding Metropolitan Area)	2 14 11	2 0 4	1 1 4
3. Goldfields, etc.	2 19 0	2 0 10	1 1 6

	Rent.	1947 Interim Basic Wage loading of 5s. adjusted for changes in total monetary equivalents.	Total.
	£ s. d.	£ s. d.	£ s. d.
1. Metropolitan Area	1 0 3	0 6 8	7 3 6
2. South-West Land Division (excluding Metropolitan Area)	1 0 0	0 6 8	7 3 3
3. Goldfields, etc.	1 3 7	0 6 7	7 11 6

PUBLIC SERVICE.

As to Car Purchase Subsidy to Officers.

Hon. A. R. G. HAWKE asked the Treasurer:

(1) What is the amount of subsidy paid by the Government to a departmental officer purchasing, say, a £1,000 motor car which is to be used by him on Government business?

(2) Are officers in the Police Department eligible to take advantage of the subsidy system?

(3) If not, why are they excluded?

The TREASURER replied:

(1) £187 10s. spread over five years.

(2) No, but "Free of Interest" loans are made to officers in charge of country stations.

(3) Constant changes in the personnel of stations would involve the payment of subsidies on many cars which would be used for a relatively short period on Government business.

NATIVE AFFAIRS.

As to Opposed Applications for Citizenship Rights.

Hon. A. A. M. COVERLEY asked the Minister for Native Affairs:

How many applications for native citizenship rights have been opposed by the Native Affairs Department since the inception of the Act in 1944?

The MINISTER replied:
One hundred and thirteen.

KOREAN WAR.

As to Re-instatement and Pay of Civil Servant Volunteers.

Mr. McCULLOCH asked the Premier:

(1) Has the Cabinet given any consideration to the question of re-instatement in employment to those public service employees in the employ of the State Government who have volunteered or may volunteer for active service in Korea?

(2) In the event of any State Government employees volunteering and being accepted for service in Korea, will he favourably consider the payment to such volunteers of the difference between their service pay and the pay they are receiving at the date of enlistment?

The PREMIER replied:

(1) and (2) This subject is listed for consideration at the forthcoming Premiers' Conference.

RAILWAYS.

(a) As to Employees Consulting Members.

Hon. A. R. G. HAWKE ask the Minister representing the Minister for Railways:

Will he lay upon the Table of the House a copy of the regulation which prohibits railway employees from soliciting the assistance of members of Parliament in matters affecting their employment?

The MINISTER FOR EDUCATION replied:

Yes.

The prohibition is contained in Railway By-law No. 54, Rules and Regulations, which is issued to every member of the permanent staff and a copy of the rule is attached.

By-law 54 was gazetted and tabled in the Legislative Assembly on 14/5/1940 and is on file in the records.

Copy of Rule 32 of Railway By-law No. 54.

32. Employees must not address communications in connection with their public duties or positions in the railway service other than through their immediate superior officers, or use or obtain outside influence either directly or indirectly, to represent their requirements.

(b) As to Reports on "PM" Boilers.

Mr. STYANTS (without notice) asked the Minister representing the Minister for Railways:

Will he have a copy of the reports of the undermentioned officers on the boilers of "PM" engines issued during the months

of December, 1949, January, February and March, 1950, laid upon the Table of the House—

Benson, A.;
Dewar, A.;
Dixon, C. E., Boiler Inspector;
Coulter, A., Deputy Chief Boiler Inspector;
Proctor, S. W., Works Manager;
Farr, J., Chief Boiler Inspector;
Marsland, T., Chief Mechanical Engineer?

The MINISTER FOR EDUCATION replied:

I shall refer the matter to the Minister for Railways and advise the hon. member on Tuesday next.

HEALTH.

(a) As to Chest Clinic Examinations.

Mr. NEEDHAM asked the Minister for Health:

(1) How many people have been examined at the Chest Clinic in Murray Street since it was opened—

- (a) males;
- (b) females?

(2) How many of those examined have shown signs of pulmonary tuberculosis—

- (a) males;
- (b) females?

The MINISTER replied:

(1) Up to December, 1949, 47,310; from 1st January, 1950, to date, 25,505.

(2) Up to December, 1949—Tuberculosis and suspect tuberculosis, 821; probable number of active cases, 358.

Figures relating to incidence during 1950 are not available yet.

Division between male and female is not available.

(b) As to Health Council's Recommendations.

Hon. A. H. PANTON asked the Minister for Health:

In reference to her reply to question 12 on Tuesday of this week in connection with resolutions of the State Health Council, will she specify the nine resolutions which have been implemented?

The MINISTER replied:

(1) A committee formed to study hospital requirements.

(2) A survey made of the hospital bed position throughout the whole State.

(3) A survey and estimate of the needs of aged and chronic sick made throughout the State.

(4) Mental Health Services reviewed and reported on.

(5) More adequate arrangements for medical attention to natives provided.

(6) Extended laboratory services to be provided free or at reduced charges for those unable to pay.

(7) School Medical Service considered and recommendations made to give an inspection every two years.

(8) Hospital construction recommended for priority attention.

(9) A scheme for formation of a Commonwealth Council on Poliomyelitis prepared and submitted to the Prime Minister.

(c) As to Minister's Attendance at Conference.

Mr. NEEDHAM (without notice) asked the Minister for Health:

(1) Why is she not at the conference of State Health Ministers at present sitting in Canberra?

(2) Is this State represented at that conference?

(3) If so, by whom?

(4) If not, why not?

The MINISTER replied:

As the member for North Perth courteously supplied me with copies of his question beforehand, I am able to reply to his queries as follows:—

(1) I am not at the conference of State Ministers referred to because I knew it was to be held, and when in Sydney I saw Sir Earle Page and arranged that this State should be represented by the Commissioner of Public Health and another officer.

(2) Yes.

(3) By the Commissioner of Public Health and Mr. Thurkle.

(4) Answered by Nos. 1 to 3.

BUSH FIRES.

As to Commonwealth Aid and Basis of Assistance.

Mr. HOAR asked the Premier—

(1) Has the Commonwealth Government come to the relief of this State with respect to the bush fire damage of earlier this year?

(2) If so, what is the nature of this aid and of the agreement between the State and Commonwealth?

(3) Whose responsibility is it to determine whether financial aid to a farmer should be on the basis of a free grant or a loan, and what methods are used to resolve the matter?

(4) Has he given consideration to making the minimum basis of assistance 50 per cent. grant and 50 per cent. loan, and increasing the percentage of grant money to the more distressed cases? If so, with what result?

The PREMIER replied:

(1) This matter is still under consideration by the Commonwealth Government.

(2) See (1).

(3) The Bush Fire Relief Committee appointed by Cabinet, after careful consideration of each application.

(4) No. Each application is treated on its merits by the Bush Fire Relief Committee, which takes into consideration the severity of losses sustained and general circumstances of each case.

PIG COMPENSATION FUND.

As to Credit, etc., and Cancellation of Levy.

Mr. FOX asked the Minister for Lands—

(1) What amount is standing to the credit of the Pig Industry Compensation Fund?

(2) What amount was paid by way of compensation during 1947, 1948 and 1949?

(3) Is it the intention of the Government to cancel the levy paid to the fund by pig raisers?

(4) If not, why not?

The MINISTER replied:

(1) To the 30th June, 1950, £16,527 5s. 10d.

(2) To year ended the 30th June, 1947, £2,789 9s.; 1948, £2,288 17s. 5d.; 1949, £3,004 11s. 3d.; 1950, £2,042 6s. 9d.

(3) No.

(4) It is considered that a reserve fund of £50,000 at least should be established. It is probable that this amount would be required to cope with an outbreak of swine fever.

ONIONS, IMPORTED.

As to Cost, Freight and Profits.

Mr. FOX asked the Attorney General:

(1) What price was paid in Egypt for onions imported into Western Australia recently?

(2) What was the cost of freight landed at Fremantle?

(3) What profit per ton will wholesalers make on the disposal of the cargo?

(4) What profit will retailers be allowed to make?

The ATTORNEY GENERAL replied:

(1), (2), (3) and (4) Under the Prices Control Act, 1948-1949, the Prices Control Commissioner is prohibited, excepting for the purposes of the Act, from directly or indirectly communicating or divulging any information relating to any matter which comes to his knowledge in consequence of his official position.

HOUSING.

(a) As to Mr. L. F. Barry's Experience.

Mr. MAY asked the Honorary Minister for Housing:

(1) Will he enumerate where, and with what timber firms, was experience gained in the timber industry by Mr. L. F. Barry, Production and Liaison Officer, now attached to the State Housing Commission?

(2) Will he say whether there have been any protests made by timber millers in this State as a result of the activities of Mr. Barry? If so, from whom, and nature of same?

The HONORARY MINISTER replied:

(1) This officer had no previous experience in the timber industry, but as the duties involved inquiries and reports into various activities of the State Housing Commission demanding initiative, thoroughness and commonsense, he was considered most suitable for such a position.

(2) Protests have been made by the Timber Millers' Association and Mr. Antonovich, who controls nine small mills in the South-West, as a result of Mr. Barry's activities in connection with the export of timber to the Eastern States and oversea. Some timber operators are paying between £9 and £11 per load for timber and shipping it out of the State at various prices between £15 and £18 per load. These suppliers of timber for export are protesting, as Mr. Barry is endeavouring to have this timber diverted to the State Saw Mills so that it will remain in the State.

(b) As to McNess Funds and Homes Built.

Mr. FOX asked the Honorary Minister for Housing:

(1) What amount of funds has the McNess Housing Trust at the present time?

(2) How many McNess homes were built during the last two years?

(3) Where were the homes erected?

The HONORARY MINISTER replied:

(1) Invested, £26,109 4s. 4d.; funds at Treasury, £13,800 13s. 10d.; total, £39,709 18s. 2d.

(2) Nine McNess Trust homes have been completed in the past two years and two are under construction.

(3) Belmont and Fremantle.

(c) As to Homes Built and Cost.

Mr. GRAHAM asked the Honorary Minister for Housing:

(1) How many rental homes have been built during the last two six-monthly periods by—

(a) contract;

(b) day labour?

(2) How many men have been employed on the construction of rental houses during the last two six-monthly periods?

(3) What is the average cost of building four- and five-roomed brick and wooden houses by

(a) contract;

(b) day labour, taking into account reasonable administrative costs?

The HONORARY MINISTER replied:

(1) 1st July, 1949-31st December, 1949; (a) contract, 425; (b) day labour, 63; total, 488. 1st January, 1950-30th June, 1950: (a) contract, 407; (b) day labour, 87; total, 494; total (a) contract, 832; total (b) day labour, 150; grand total, 982.

(2) 1st July, 1949-31st December, 1949, 935. 1st January, 1950-30th June, 1950, 974.

(3) (a) The cost per square as at January, 1950, of contract built houses is as follows:—

Base Type 7A, two-bedroom, brick, £136 10s. per square; timber, £135 2s. per square.

Base Type 56B, three-bedroom, brick, £128 10s. per square; timber, £126 7s. 6d. per square.

The increase in price since that date is approximately 6 per cent.

(b) The cost per square of day labour built houses has been the subject of a report by an Audit Officer who reported that as between houses of similar types (let alone one type and another) costs are subject to variation by any (or a combination of any) of a number of influences which he detailed. The officer stated that under the circumstances it was felt that there were too many disturbing factors to enable a figure to be quoted which, for comparison purposes could be called the average cost of building.

PREMIERS' CONFERENCE.

As to Federal Aid Roads Agreement.

Mr. ACKLAND asked the Premier:

(1) Is it his intention at the forthcoming Premiers' Conference, when the new Federal Aid Roads Agreement is being discussed, to press for a continuance of the previous basis of distribution of the petrol tax to the States, which was upon an area and per capita basis?

(2) Is he aware that road boards desire an alteration in the existing system of allocation of grants by the State to permit a greater degree of latitude to road boards in deciding where and how grants should be spent in their respective districts?

(3) Is he aware that road boards desire that instead of the existing system of annual grants they be allocated a minimum amount spread over a period of years in order to permit more economical and efficient application of the money?

(4) Is he aware that road boards desire more direct participation in the agreement and are therefore anxious that the points raised in (2) and (3) will be included in the terms of the agreement, and is he prepared to agree to this at the conference?

(5) In view of the fact that a large sum of money is being held by the Commissioner of Main Roads, who has sole power of allocation, and further, that many parts of the State are in urgent need of roads, will he give consideration to an amendment of the Main Roads Act to enable Parliament to allocate this money, either through the Estimates or by special resolution?

(6) In view of the importance of the Federal Aid Roads Agreement to the development of this State, will he arrange for a parliamentary debate on the agreement prior to his departure to attend the Premiers' Conference?

The PREMIER replied:

(1) Yes.

(2) Yes.

(3) Yes.

(4) The question of allocation of funds for individual works is not a subject for discussion at the Premiers' Conference, as it is considered to be entirely a State matter.

(5) No. All unexpended funds are already authorised and committed. Local authorities have full knowledge of developmental road allocations at present unexpended in their respective districts.

(6) The Address-in-reply affords members the opportunity to express their views.

LOCAL AUTHORITIES.

As to Plant Pools.

Mr. CORNELL (without notice) asked the Minister for Works:

Will he lay on the Table of the House the file relating to the set-up for the establishment of plant pools?

The MINISTER replied:

Yes.

ADDRESS-IN-REPLY.

Ninth Day.

Debate resumed from the previous day.

MR. MAY (Collie) [4.48]: Not because it is customary, Mr. Speaker, nor because a few members have already done so, I desire to congratulate you on your re-appointment to the Chair, and do so from a personal point of view. I adopt that course because, after sitting in this Chamber throughout the last Parliament, I appreciate the work that you carried out

and the many kindnesses you extended to new members. I can most sincerely congratulate you on again being appointed to fill your high office—although possibly I am unable to say that I hope you will retain it for a very long time. On the other hand I trust that during the period you will occupy the Chair, your term will be of pleasure to you, as it will be to me and to all other members who work under your jurisdiction.

With regard to the Chairman of Committees, I congratulate him on his re-appointment but I issue a warning to the newer members of this Chamber to safeguard themselves against the experience that I and other new members had in the last Parliament owing to his quick actions in the Chair. However, we profited by that very circumstance as we went along. Due to his ability in the Chair, there is no doubt that if a member desires to speak or to move an amendment he must act smartly and be quick on the uptake.

There are one or two matters regarding price-fixing to which I wish to refer, though I do not intend to say very much on the subject. I consider that the member for North Perth in his "maiden" speech the other evening, analysed the position fairly accurately. While listening to him my mind reverted to the days when the referendum was taken on price-fixing and I began comparing the position then with that which exists today. I have a vivid recollection of having seen published during the referendum campaign a certain photograph and realised that it was a photograph of the Premier because, apart from the picture, his signature appeared. The Premier is still very good looking, though not looking so well now as he was then. The wording of the advertisement was—

Price control. "I say this to you now! . . . A 'No' vote will not end price and rent control. The State Government has always controlled rents and will control prices when Canberra's control ceases."

If the Premier and those associated with him who supported that contention will recall what prices were at that time and compare them with the prices for commodities today, I think they should hide their heads in shame.

The Attorney General: They have been and will be controlled.

Mr. MAY: We need not discuss that point because I am afraid the Attorney General would not come out too well. If I had made such a statement three or four years ago and the position had worsened to the extent it has, I would feel inclined to creep into the nearest rabbit burrow, because I would not be able to face the people.

The Premier: Do you think that our people were ever better off than they are today?

Mr. MAY: In reply to the Premier, I would refer him again to the statement appearing over his signature that he would control prices. If the Government cannot control other things better than it is controlling prices, it should not be in office.

The Premier: The Government did not say that.

Mr. MAY: It is possible to fool the people some of the time.

Mr. J. Hegney: The Government has not a majority.

Mr. MAY: However, as the Government appears to be very touchy on this matter, I shall pass on to another subject.

Dealing with the railways, I desire to make a small suggestion in the hope that it will be adopted. While travelling on the diesel train on a long distance such as from Perth to Geraldton, I noticed that there was no indication on the train as to where passengers could obtain refreshments. Amongst the passengers were women and children to whom that question was very important. I suggest to the Minister representing the Minister for Railways that on the diesel trains a framed route map should be exhibited, just as pictures of Western Australian wildflowers are displayed, showing the stations where refreshments might be obtained. Women with children were concerned to know when the train would reach the next refreshment station. I ask the Premier to convey my suggestion to the Minister for Railways with a view to its adoption. It is not always possible on such a journey to contact the conductor on the train and, if my suggestion were carried out, it would be beneficial to passengers.

I am a little concerned about the supply of railway rollingstock, more particularly as it affects the coal situation. During the last six months, the production of coal lost owing to a shortage of railway wagons was in the vicinity of 48,000 tons. According to "The Sunday Times" of the 21st January last, the then Minister for Railways outlined the Government's proposals with regard to replenishing rollingstock. He mentioned the number of trucks of all descriptions proposed to be procured, mostly from overseas, and he said he expected that the orders would be filled by the end of June, 1951.

I want to tell the Minister that, long before the end of June, 1951, he is going to be a long way out as regards the transport of coal. Almost immediately, production at Collie will be speeded up by the introduction of another open-cut. Part of the coal so raised will have to be railed to Kalgoorlie, and I am afraid that unless something is done very quickly,

the shortage of rollingstock will be felt more acutely than it has been in the past. I hope that the Railway Department will make an effort to cope with the output, not only of coal but also of all other commodities being produced in the State and requiring railway transport.

Some time ago the Government was successful in purchasing the grain distillery built at Collie and owned by the Commonwealth, and I consider the State made a very good bargain. I understand that the distillery was obtained for about £156,000. It was proposed, and I have made efforts to try to encourage the idea, that some industry should use that structure. It will be a crying shame if it is allowed to fall into decay or is pulled down for some other purpose. The Minister for Industrial Development eventually made a statement that it was to be used by a firm for the purpose of making substitute rice. The suggestion was made that it would be a very good move if that industry were started in the grain distillery at Collie. I believe it would. But it is a long time ago since the announcement was made and there is no sign of anything being done towards establishing the industry there. I am wondering, therefore, whether the Government has gone cold on the project. I think that would be a great pity. I understand that the necessary wheat has been made available and I would be interested to learn what is holding up the project.

Mr. Grayden: To whom are you going to sell it?

Mr. MAY: I am not going to sell it. That is not my job. I want to know why the project has not been proceeded with. If the hon. member's Government was interested enough to suggest the project should be started, I think it is up to the Government to say where the produce will be sold and how.

Mr. Grayden: What about leaving something to private enterprise?

Mr. MAY: I have so much to do keeping the Government up to its responsibilities that I have to leave something for it to decide itself. I would be glad if some reference could be made by the Minister for Industrial Development to the project that was announced 18 months or two years ago.

Another matter upon which I desire to touch is the Lurgi gas plant. This project was announced at the same time as the Great Southern comprehensive water supply scheme and several other schemes that were going to be put into operation, such as the establishment of a steel industry. But somebody has gone very cold on this particular scheme, too. I would make the suggestion that while the comprehensive water scheme is being established, the Department of Industrial Development, or whoever is responsible,

should be getting things tied up in regard to the installation of the Lurgi gas plant immediately the water scheme has been completed.

Hon. A. R. G. Hawke: The Department of Industrial Development has been butchered.

The Premier: "Reorganised" is the word.

Mr. MAY: It seems to me that several matters which were given publicity with a great flourish, particularly in the "Sunday Times," have died a natural death. But I hope that the proposal for the installation of the Lurgi gas plant is not one of them. In regard to this matter, I have a report here by the ex-Director of Industrial Development which reads as follows:—

Lurgi Gas: Investigations of the best methods of producing town gas from Collie coal are proceeding. Dr. Uusna has recently received information of recent developments in gas synthesis using a new catalyst which, when applied to the Lurgi process, should overcome one of the main objections, i.e., the provision of a plant large enough for economical operation. Dr. Uusna proposes a plant to produce 16,000,000 cu. ft. of gas of high calorific value daily. The amount of gas in excess of that at present required will be converted into motor fuel and diesel oil. As the State's gas requirements increase, the amount of motor fuel and diesel oil will be decreased, or alternatively the capacity of the gas plant will be increased. The economics of this large-scale plant appear to be attractive when compared with the present cost of producing town gas from Eastern States coal.

I think the last sentence is the one upon which we should concentrate. I recollect going to Fremantle not very long ago to see a plant in operation which was using Collie coal entirely without being boosted with oil in any way. That plant was supplying half of Fremantle's gas requirements, and the manager told us that if he had another unit like the one in operation he could produce all the gas required for the Fremantle district. I think that proves there is something worthwhile in the Lurgi gas plant, and I hope the Government is not going to let this opportunity slip through its fingers and go back on its statement that it was prepared to install this plant.

I am wondering whether any effort is being made by the State Electricity Commission to try out the gas plant as it has been tried out in Fremantle. I have not been given an opportunity to go to East Perth to see whether any effort is being made to use our own coal for the production of gas; but I am satisfied, after having seen the plant at Plaimars, that there is

nothing wrong with Collie coal so far as the production of gas is concerned, and I see no reason why this Government or any Government should go cold on a scheme to produce gas at Collie and transfer it to Perth by means of pipes. I have brought this matter under notice in the hope that some statement will be forthcoming regarding the Government's intentions in the matter.

Some reference must be made to housing. The State Housing Commission has done a good job but I am curious to know why so many of the staff have been retrenched. I know that those who have been retired are a fair age but they were competent men because they had been working with the Commission for a long time. Why were they retrenched and girls and young boys employed in their place? I think that was very improper at a time when the Commission was working at top pressure, as indeed I think it still is. Why should experienced staff be removed, through reasons of age, and inexperienced people be employed to replace them when so much is needed from the Housing Commission in relation to the housing problem? I know it is not the practice to retain clerks after they have reached the retiring age but in many cases these men were doing a good job, and it was a shame that they should have been retrenched and inexperienced young people substituted.

I want to make a reference to the proposition submitted by the member for West Perth the other day when he said that building operations should be taken away from the State Housing Commission. I do not think he is quite aware of what is going on, or he could not have been sincere in that statement. A certain number of builders in Perth were given permits to build what are called spec. houses which were, I understand, to be sold to people, particularly those on the lower standards of living, requiring homes. The idea of spec. houses might have been quite all right, but the allocation was not too good. I want to refer to one particular instance affecting two building contractors in this town. The Minister can have their names later if he requires them. I wish to show the attitude of some builders who were allowed to build spec. houses. They built them to their own design and sold them to clients approved by the State Housing Commission. I do not personally know the two builders to whom I have referred, but I know an individual who wanted a house from them—he happened to be my son; an ex-Serviceman. He went to these two builders and said, "I understand you are building spec. houses." They said, "Yes." As a matter of fact my son was given a list of the builders by the State Housing Commission. He said, "I would like to pay a deposit on one and the War Service Homes Commission will take over the balance." I think the house was to be between £1,800 and £2,000.

Mr. J. Hegney: Did that include a refrigerator?

Mr. MAY: He would be lucky to get that. He wanted to know what the deposit would be and whether the firm would agree to the War Service Homes Commission taking over the balance of the capital cost. The reply was that the deposit would be £800, and no War Service Homes Commission! A lad who enlisted at the age of 18 and served four years in the war—he is back again in industry now—could not save £800 for the purpose of paying a deposit on a house. Also, in the meantime he had got married and had had to meet all the consequential expenses. Such men as these builders are not helping the position. They should be exposed.

Mr. Graham: He was lucky he had a wealthy father!

Mr. MAY: Yes. I would not have paid that for the house, but would have told them what to do with it. The reason these builders do not want anything to do with the War Service Homes Commission is because the specifications for war service homes are much more severe than they are for the ramshackle places that some of them are building. The war service homes authorities interfere with the margin of profit they make, I take it, because of the class of materials they are using. Yet, they have the audacity to ask £800 deposit. That is not helping the housing situation for the working class.

Another thing I want to know is why in this State ex-Servicemen are not given a reduction in the duty payable on transfers of land and the preparation of documents. In the other States some concession is given, but here they are charged one per cent. I think that could be looked into and a gesture made in respect of the stamp duty on the transfer of properties, and that sort of thing. I make the suggestion to the Government in the hope that some relief will be afforded ex-Servicemen in this direction.

I want to say a few words about our railways. I am concerned with the fact that it is anticipated that before long the tonnage of coal will be somewhere around the 1,000,000 ton mark. I am also mindful of statements made in this House during the last Parliament by the then Minister in regard to what was anticipated would be done to relieve the situation on the Perth-Bunbury and the Brunswick-Collie lines. He said it was proposed to install a separate electrical control system, and he felt that after that installation the situation would be eased. I am dubious about such a system because our railways have suffered many accidents of late.

It is difficult to appreciate that the amount of traffic travelling over the Bunbury-Perth line—a single line—can be controlled by this central electrical system.

After having talked with railway men and others who are able to appreciate the position, I am still of the opinion that there is only one solution to the problem of relieving the traffic on the line in the South-west, and that is the duplication of the line. We already have it as far as Armadale. I am still an advocate of the duplication to Bunbury; and naturally it is no good doing that unless the line to Collie is duplicated.

I am told on reliable authority that there is room at the present time to roster only three more trains per week on the Collie-Brunswick line, and then it would not be able to take another train. The only reason the traffic can be controlled there now is on account of running five or six trains on a Sunday. Were it not for that, the Collie-Brunswick line could not take the haulage required to go over it. It is a great pity to see trains loaded, and empty, standing in stations waiting for other trains to come through. The cost must be terrific to the railways over a period of 12 months. My opinion, after talking with men who are conversant with the position, is that duplication of the line is the only solution. I hope consideration will be given to the matter.

The introduction of the bus service from Brunswick Junction to Collie has been of material benefit to the people of Collie. Before it was instituted, it always took eight hours to go from Perth to Collie, and one never knew how much longer it would be. I am happy to say that now, due to the bus service, the trip to Collie takes four hours and the people of that centre appreciate the improvement very much.

On the question of coal, I will give some figures and make some observations with regard to the production of that commodity. I believe it will be possible for me to expose some of the present weaknesses in the working of that field. I will deal with the matter on a ten-years basis, covering the period from 1939 to 1949. In 1939, the total production of coal from all sources at Collie was 557,535 tons. In 1949, production had risen to 750,592 tons; an increase of 193,057 tons. On the surface, that would appear to be satisfactory, but when we analyse the position and the present methods of production, we realise that the picture is not nearly as satisfactory as it would first appear to be.

I will deal with the output of the individual mines and open-cuts in order to show the decline in the production of deep-mine coal. In 1939, the Co-operative Mine produced 197,032 tons. In 1949, it produced 77,531 tons, representing a decrease, over the 10-year period, of 119,501 tons. That is alarming, and reasons should be given why the mining of deep-mine coal in the Co-operative Mine has declined to that extent. It seems that there is something

radically wrong with the development of that mine. Had development gone forward as it should have over that period, the Co-operative Mine could still have been producing as much, and possibly more, in 1949 than it did in 1939, instead of slipping to the extent of 119,501 tons. Unfortunately, that coal is of very good quality. It is a hard coal and an excellent steaming coal for our railways, so one can imagine what a difference this huge decrease of production has made to the running of our trains. Furthermore, there are large deposits of coal in that mine and, intermingled with the coal, is a certain amount of what is called siderite. On account of that content, the State Electricity Commission has decided that it does not want that coal.

I am given to understand that the Government Fuel Technologist has been experimenting with that coal, in regard to its action in the furnace, and I believe that if his suggestions for its use in boilers were carried out, there would be no trouble with it. I desire to impress on the Minister that we must continue to press the Electricity Commission, or any other State instrumentality which should be using our coal, to use it if that is at all possible. Where it is shown to be possible, such instrumentalities should be forced to use the coal. If the suggestions of the Fuel Technologist were put into effect, I believe production from the Co-operative Mine would increase considerably and, in any case, there should be a good deal of developmental work in progress there so that an assured output of deep-mine coal would always be available.

I come now to the Cardiff Mine which, in 1939, produced 97,291 tons of coal. In 1949, it produced 108,038 tons; an increase of 10,747 tons. That, on the face of it, sounds all right, but there has been very little coal mined in that mine from the face during the last three or four years. The coal constituting that tonnage has been got from tops—coal that has been left behind and is now being taken out.

Mr. Marshall: What progress have they made with developmental work?

Mr. MAY: Action has been taken in that mine to develop the second seam and it is intended to open the mine up by mechanisation, but they are having great difficulty. They have already got down and have struck the coal face, but the mechanical units that are being used to bring the slurry and rubbish out have been bogged so often that it is almost impossible to work them. However, I feel sure that the engineer-in-charge will overcome that difficulty. If that mine is opened up on the lines proposed, something substantial will have been done. It is a low-grade coal, but is nevertheless suitable and, in my opinion, superior to any of the open-cut coal produced at

Collie. I wish to give the management of that mine credit for taking steps to provide suitable bathrooms and so on for the men. They are doing a good job in that connection and it is hoped that these amenities will be ready by the time the mine is opened up.

The coal produced from the Proprietary Mine is one of the best coals ever produced at Collie. In 1939, the Proprietary Mine produced 180,775 tons. In 1949, it produced 135,904 tons; a decrease of 44,871 tons. That is alarming when we realise the quality of the coal that can be produced from the seams of that mine. It is unfortunate that production has slipped to that extent in ten years, particularly in view of the need for good coal in this State. It is obvious that sufficient attention has not been given to the keeping of that mine in full production. I know that three faults developed, on the right hand and left hand sides and the bottom of the mine, but no action has been taken to prove the existence of the seams beyond those faults. It should have been done by boring.

Many deputations from the Miners' Union have come to Perth suggesting to the Mines Department that some exploratory work should be done by boring to prove the field ahead of these faults. However, it has now been decided by the management of the company concerned to open up the second seam of the Proprietary Mine. A good deal of work is going on there and if that mine is opened up on completely up-to-date mechanised lines I hope—and I know the railway enginedrivers do, too—that that seam on the Proprietary Mine will be developed as was the old seam in days gone by.

I am putting emphasis on the question of development for the benefit of the Minister because I think he realises now, after meeting several deputations from the union, that the development of deep-mines is the secret of continued success in the good working of our railways. The Proprietary Mine offers a good quality coal, one of the best in the State, and it seems a shame that it has been allowed to drift to such an extent as to produce only 135,904 tons a year. I am sure that those of us who are directly interested will watch the development of that mine in the hope that once again it will become a good producer, producing the best quality coal, as it was in previous years.

The position with the Stockton Mine is not so bad. In 1939 it produced 102,769 tons and in 1949 it produced 140,303 tons, an increase of 37,534 tons. That presents quite a good picture. The coal is of fair average quality and providing that the development work is kept up-to-date we can look forward to a long life for this mine. If that is done it will produce a good supply of deep-mined coal which we all prefer to that mined by the open-cut

method. The Stockton Mine is a comparatively new one and on present indications should have a long lease of life.

I now wish to discuss the mine which belongs to the Griffin Coal Mining Company—what they call the Griffin Mine. In 1939 it produced 79,668 tons and in 1949 it produced 65,108 tons, a decrease of 14,560 tons. This particular company, and this mine, have met with a good deal of trouble and it is only fair to point out that it is not for the want of trying to develop the mine that that decrease has taken place. I understand that the country has been very faulty and the company has not been in existence long, and has not had time to "dig itself in" as have the older companies. Everybody in Collie, and those people who have used coal from the Griffin Mine, are hoping that it will come good because the coal is of good quality, especially for household use. If it does not improve it will not be for want of trying on the part of the management.

This company has another mine known as the Wyvern Mine, which commenced production in 1943. In that year it produced 410 tons and in 1949 produced 65,108 tons, an increase of 64,698 tons. That is a very good sign and efforts are being made to mechanise this mine. Incidentally, one side of the pit is being mined under mechanised conditions. However, there is a lot to learn about the mechanisation of coalmines and this company is making every effort to have the men efficiently trained in the working of mechanised units. Once the men do become proficient I am sure that the production of 65,108 tons for 1949 will be increased, if not doubled. The main point is that the men must become trained in the use of these machines so that the machines can be moved easily and quickly around the mine.

The management should be complimented on its efforts to increase output in the mine and also on the way it has gone about the mechanisation. This company has another smaller show, called the Phoenix Mine, which started in 1948. It is in the very early stages of development and in 1948 produced 1,480 tons and the following year 2,978 tons, an increase of 1,498 tons. The prospects for the development of this mine are good and we are hoping that it will be like the Wyvern and the Griffin and become a good producer.

Now I want to deal with the question of open-cut mining. This type of mining has not been in existence for many years; as a matter of fact it started in 1943 in Collie. It is a peculiar thing that since the introduction of open-cut coal mining the production of deep-mined coal has fallen off. It would seem to the on-looker that the company using the open-cut method has been more concerned with the production of open-cut coal than it has been with the development and production of coal from deep mines. That

may be all right from the company's point of view, but from the State's point of view, and State instrumentalities—particularly the railways—this question of open-cut coal is a serious one.

The other night I listened to the member for Kalgoorlie suggesting this and suggesting that as being the cause of the late running of trains. I know only too well that frequently the drivers of our locomotives are not able to keep up steam because of the class of coal being supplied to them. I am not saying that every train that runs late is doing so because of the quality of coal being supplied, but on many occasions that is the cause of the late running. I have seen, and other members must have seen, trains standing still because they could not produce sufficient steam. That is due entirely to dirty coal containing foreign matter from the open-cuts.

Until some method is adopted for the treatment of open-cut coal we will not be able to have a satisfactory rail service for the haulage of our produce. When I say "treatment" I mean the satisfactory cleansing and screening of the coal. Once that coal has been mined at the open-cut no serious effort is made to clean it, and we cannot expect firemen on engines to be able to fire their engines with coal permeated with gravel and other foreign matter. These mechanical machines throw all that foreign material in with the coal which is not hand-picked as it is with deep mining. It all goes in and eventually finishes up in the firebox of the engines, and that is where the system falls down with open-cut coal.

Mr. STYANTS: And they are paying about 30s. a ton gross for it.

Mr. MAY: I will come to that aspect shortly. The Stockton open-cut was commenced in 1943 and in that year produced 2,308 tons. In 1949, the production was 140,303 tons; an increase of 137,995 over a period of 10 years. It can be imagined what effect that tonnage of low-quality coal mixed with a great deal of foreign matter has on the rollingstock of the railways. The Black Diamond open-cut was commenced in 1948 when it produced 104 tons after a great struggle and in 1949 it produced 66,343 tons. This is a fair quality coal, but unless some system is adopted whereby that coal is cleaned and properly screened, it will ruin the coal trade of the State and produce chaos with the running of the trains. In 1949 all open-cuts produced 206,646 tons out of a total output for 1949 of 750,952 tons. Open-cut coal, therefore, constituted nearly one-third of the total production. The total output produced from the deep mines was 557,535 in 1939 and in 1949, 543,946 tons; a decrease of 13,589 tons.

The total requirement of the State is estimated now at 1,000,000 tons and if no open-cuts were in existence, this State, on that estimate, would be short of 456,054

tons. This will show how dependent we have become on this class of open-cut coal. It is quite possible that this State could have experienced similar weather to that in New South Wales over the last few months and, if that did happen, the total output of open-cut coal would vanish overnight. Every open-cut would be flooded with water which would mean their end. That fact, in itself, should emphasise the urgency for the development of deep mining in the Collie coalfield.

I will now refer to one or two alterations made to the Act during the last Parliament relating to the administration of the coalmining industry in this State. Amongst other things, an advisory board was constituted, ostensibly for the purpose of directing the operations of the various companies working on the field. That board comprised the State Coalmining Engineer, a representative from the Amalgamated Collieries and a representative of all the unions concerned with the industry. It was hoped that that board would have a better effect on the development of our coal seams and would tend towards smoother running of the industry. However, we find that its operations have not been nearly as successful as was first anticipated. In fact, its activities are quite unsuccessful. It appears that the rules by which it must operate are more or less unworkable. For instance, at present there are three companies operating on the Collie coalfield. The representative of the Amalgamated Collieries is the chief mining engineer of that company, and a very capable man, but one can imagine how the executives of the other two companies will feel about receiving instructions from him as to what they should do in their particular mines. It just will not work.

The appointment of a State coalmining engineer was an excellent step. However, it seems there is still some bottleneck which prevents this advisory board, with the State coalmining engineer as chairman, from doing the job for which it was appointed. Therefore, we, who are greatly interested in the smooth working of the industry both as to its employees and the State's needs, have come to the conclusion that there is no other method but to appoint a coal board, which will be entirely untrammelled and will work under similar conditions to those under which the board operating in the Eastern States does.

The Collie Coal Miners' Union has shaken the shackles of the Eastern States federation from it and I think it is only fair after doing that of its own accord, the Government should give consideration to the setting up of a coal board in this State for the purpose of ensuring that all our seams are properly and economically worked, and that there is no "mucking around" as there used to be in the early days when the companies mined the coal

near the surface and left a lot of economical coal in the ground as a result. Unless the Government does consider the appointment of such a board, which would have the power to direct, I feel that we will not have that smooth working and safe development of our coal seams that we anticipated we would obtain from the constitution of the advisory board.

I also wish to refer to the cleaning, screening and blending of coal. There has been a great deal of talk of establishing a blending plant to handle all classes of Collie coal and to bring about one standard. Whether that has been achieved, I do not know. This matter has been spoken about a great deal; but until some concerted effort is made respecting the cleaning and proper screening of Collie coal, we shall always experience trouble with our trains and other State instrumentalities which use that commodity.

There is a point to be made regarding the pensions paid to retired miners who formerly worked in the Collie mines. Men are forced to retire at 60 years of age, after which they are paid pensions. If married they receive £4 10s. a week, and if single £2 12s. 6d. That functioned quite satisfactorily until the cost of living went up. Now the Collie miners who are in receipt of pensions are well behind men similarly situated in the Eastern States. That position obtains despite the fact that they were given an assurance by the ex-Minister for Mines that the payments from the Collie Miners' Pension Fund would be kept in line with the pensions paid in the Eastern States. The position today is that the men at Collie are in receipt of pensions less than those received by pensioners in the industry in the Eastern States to the extent of 7s. 6d. a week. It should not be a matter of waiting until an actuarial report is received before action is taken. A promise was made to the men by the ex-Minister and it is up to the present Government to honour it. I certainly hope the Government will do something about it.

Much has been said on the coalfields with regard to mechanisation. At the present time it is estimated there is about £200,000 worth of machinery lying about the coalfields waiting to be used. The excuse previously advanced with regard to the lack of development in coalmining operations at Collie was that the companies were waiting for the necessary machinery to arrive. It has arrived now, and the companies are not ready for it. In some instances they will not be ready to make use of the machinery for the next two years. I wonder who is paying for the machinery and when it is likely to be used.

Hon. E. Nulsen: Why were the companies not ready for the machinery?

Mr. MAY: The officials of the Mines Department might be able to tell the hon. member; I cannot. For my part, I can see no excuse for it. We have certainly waited long enough. The dollar question, which caused some delay, was eventually overcome; the machinery was landed—and it is now lying around, much of it becoming rusty. I am wondering where the money is coming from with which to pay for the plant. If we ask that the retired miners should be put on a par with their colleagues in the Eastern States regarding their pensions, there is a lot of haggling about a mere 7s. 6d. a week. All this expensive machinery is lying around the coalfields, and nothing is said about it. When it comes to dealing with human beings, apparently 7s. 6d. a week is an extremely large amount! I will be interested to know how much of the money has been provided by the Government. I understand that another £51,494 worth of machinery is on order for the Proprietary Mine. I can only hope that that plant will be put into use as speedily as possible, and as much of Government money as possible saved out of the wreckage.

Next I shall deal with a leading article that appeared in "The West Australian" of the 9th August last. In the course of the article it was said that Western Australia had overcome the shortage of coal production. Evidently "The West Australian" is quite satisfied so long as the tonnage is there and does not worry about the quality of the coal produced. Members can visualise the writer of that leading article sitting back in his chair in the newspaper office and saying to himself that so many tons of coal had been produced on the fields during the 12 months; so much was required by the State and so much in other directions and the output was near enough to that; and so he would regard the situation as all right.

The position is not nearly as satisfactory as it would appear from the published figures. I have already remarked clearly upon the different quality of the open-cut and deep-mined coal, and it should be borne in mind that nearly one-third of the total coal production of the State has been obtained by the open-cut method. I do not feel that that is a very satisfactory position. Mention was also made in the article of the probability of the iron and steel industry being developed in the Bunbury area. The class of coal we produce at Collie will be quite suitable for use in that industry without the necessity of obtaining supplies from beyond the borders of the State.

The requirements of electricity and gas plants could also be easily supplied from the Collie mines, providing the development of the deposits there is properly

carried out and the coal is properly used. The leading article gives credit to the present Government for the increased output of coal, the expansion of the industry and its mechanisation. As a matter of fact, the only expansion that has taken place is in connection with open-cut mining and, as I have already shown by the figures, the output of deep-mined coal has seriously declined. If the Government is to take credit for the increased production, it must be prepared to accept responsibility for the decrease in the output of good coal, which can only be obtained by means of deep mining. Until action is taken to reverse the present situation, the State instrumentalities will experience trouble all the time respecting their coal requirements.

Then again, reference was made to the price of coal. The Government or anyone else desiring to purchase supplies can obtain coal at from 29s. to 30s. per ton at the pit's mouth, and that is a very reasonable price. Of course, when it comes to paying that amount for the class of coal produced by the open-cut method, it is certainly a very dear price because in the long run it means that our trains are running late and people tend to become prejudiced against the local coal. In the leading article in "The West Australian" mention was made of the co-operation of the workers in the industry respecting the smooth running of coal production in the State.

I do not think it can be denied, or that the Government would attempt to do so, that the union has tried to be most co-operative. In many instances it has gone to considerable expense by sending representatives to Perth to place various suggestions before the Government. When we have a body of workers prepared to co-operate, as the miners at Collie have, everything possible should be done to alleviate the conditions under which they are working. I sincerely hope that more attention will be given to the human factor in the industry as well as to the mechanical side. There is one way in which the Government could immediately extend some relief to the men and that is by bringing their pensions into line with those of coalminers in the Eastern States.

I have mentioned in this House on previous occasions that industrial expansion should be wrapped up with Collie. I see no reason why our heavy industries should not be established at or in the vicinity of Collie instead of cluttering up Perth and its environs. All the requisites demanded by industry, such as water, coal, sand, clay, etc., are available at Collie, which should be regarded as the industrial centre of the State. I predict that before long, at the rate Collie is growing, it will develop into one of the largest towns outside the metropolis. If the second world war

proved anything, it was the absolute folly of establishing our large industries on the seaboard. That is one reason, and perhaps the most important of all, why Collie should be made the industrial centre of the State. Then our industries would enjoy greater safeguards in the event of another war occurring.

I have endeavoured to give members a picture of the coal industry in this State. Much has been done, but much more could be done. I acknowledge that the present Government amended existing legislation so that to some extent the disabilities under which the coalminers worked were relieved. The amenities fund thus established will be very helpful, and care is being exercised that the money shall be applied in the right direction.

The Premier: Has it been used at all yet?

Mr. MAY: No, but a scheme has been laid down whereby the money will be used to the best advantage. The scheme, a comprehensive one embracing Minninup Pool, was planned by the Town Planning Commissioner, and provision is made for recreational facilities such as we like to see available to towns such as Collie. While the scheme is being brought into effect, the money is not being wasted. The only grouse I have in regard to the amenities fund is that the Government did not make the charge 3d. instead of 1½d. per ton of coal.

The State is getting the benefit of a fairly cheap coal from Collie when comparison is made with the Eastern States coal. In fact, I consider that the Government is on an excellent wicket, but much better results could be obtained if the coal were treated properly after being produced. Much can be done to ameliorate the conditions under which the miners work. The last Parliament passed amendments to the Coal Mines Regulation Act with the object of improving the conditions of the men working in the industry. The requirements under those amendments are being enforced against the companies—I refer to the provision of hot water and decent bath houses—but the companies are complying very reluctantly. I think the Mines Department should consider the human side of the industry as well as the financial side.

The men of Collie have done a great job. The present Government has received a good spin from them, and I feel that there is nothing too good that can be given to these workers. As time goes on, I hope that the conditions of the miners will be brought as nearly as possible to the stage where it will be a pleasure for the men to work in the industry. The conditions underground should be greatly improved, and it would be in the interest of everybody concerned if the Mines Department took as big an interest in the production

of coal and the condition of the coal-mines as it does in the goldmining industry. The coal industry always seems to have been at the bottom end of the Mines Department. More attention appears to have been paid to gold than to coal until the last couple of years, during which we have discovered how useful coal is.

I want to see complete unanimity in the field and the conditions under which the men work brought into line with those in other places in the Eastern States of which we have read and which some of us have seen. There is only one way in which that can be done, and that is by the Government paying attention to it. The segregation of the miners here from the Miners' Federation in the Eastern States was a wonderful lead to the Government here to take control of the industry and direct its destiny as we desire.

On motion by Hon. A. R. G. Hawke, debate adjourned.

House adjourned at 6.9 p.m.

Legislative Council.

Tuesday, 22nd August, 1950.

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

QUESTION.

EDUCATION.

As to Hilton Park School.

Hon. E. M. DAVIES asked the Minister for Transport:

- (1) What is the reason for the delay in opening the Hilton Park school?
- (2) Is he in a position to advise when this school will be opened?
- (3) To what standard will children be accepted?
- (4) Is he satisfied that the school building is capable of accommodating the children in the district?
- (5) If not, will he advise if additions are to be made?

The MINISTER replied:

- (1) Shortage of materials.
- (2) Early next month, it is hoped.
- (3) Standard 2.
- (4) From the information available, yes.
- (5) Arrangements will be made to increase the accommodation if necessary.

ADDRESS-IN-REPLY.

Seventh Day.

Debate resumed from the 16th August.

HON. L. A. LOGAN (Midland) [4.35]: Before dealing with the motion moved by Mr. Jones I would like to welcome to this House the four new members. That number, I think, constitutes a record for the Legislative Council. I have endeavoured to find out how long ago it is since we had four new members at one time in this House, but it seems that it is so long ago that no-one can remember. The age of the present members here is somewhat unique inasmuch as with the present young members the average age must be considerably less than it has been. This, I think, is all to the good. Naturally we need one or two of the older hands to curb the impetuosity of youth, but at the same time, we must have youth in order to progress.

I am hopeful that now we have some younger blood in the Chamber we will have some vim put into our proceedings, and, as someone said the other day, something controversial introduced. I hope that can be brought about without our being disorderly. I wish to bring before the notice of the Government that, in my opinion, not sufficient regard is paid to the intelligence of the present members of both Houses, particularly in respect of the areas which they represent. I say that because on many occasions private members have put suggestions to the Government, and, although they have known their suggestions have been correct and would have worked out all right, the Government has turned a deaf ear. I do not know where the Government gets the impression that it has all the brains in Parliament.

Hon. G. Bennetts: Some officials do not think they have the brains.

Hon. L. A. LOGAN: I am not referring to Hon. C. H. Simpson, Minister for Transport, because he is a new Minister, and I know, from the attitude he has adopted, that he is helpful to members and will listen to reason. But I am afraid that in the past Cabinet has been under the impression that it has had all the brains. I can point to many cases where the member of a district, by personal contact, knew just what the position was, and what was required. Although members have expressed their ideas and opinions, the Government has said, "Very good," and then conveniently forgotten about them. In this State we have 80 members of Parliament, yet we have to bring a man from the Eastern States to tell us about meat. If the 80 members in this State have not got a formula worked out which would cover the meat question, I am certain that Mr. Kelly, after three days in this State, could not work one out either.