

Hon. W. R. HALL: Yes. The various Commonwealth Governments—not merely the present one—have been approached with a view to exempting from the means test applying to old-age and invalid pensioners the payments made by the relief fund to beneficiaries. I regret that no success has been achieved as a result, and so we find these unfortunate people in the same position today as they were at the inception of the fund. The board established under the Act consists of five members, two being representatives of the employers and two representatives of the employees, together with a chairman, who is the resident magistrate and is nominated by the Government. I maintain that the Government could, if it so desired, at least instruct its representative to vote for increased payments to the men, women and children coming under the fund. I am sure the representatives of the workers would do likewise. I sincerely hope the Government will give this suggestion its serious consideration. As I have mentioned before in this Chamber, the days of the men under this fund are numbered; and it is the duty of all concerned to make their remaining days as happy as possible. They should not have to struggle along on a measly pension, with no opportunity to derive some pleasure out of life. If their pensions were increased their lot would undoubtedly be happier.

Much has been said in this House about education. As I have already stated this evening, a matter which vitally affects my constituency is the insanitary condition of the schools. Recently, two schools in Kalgoorlie, particularly one, were in a disgraceful state so far as sanitation was concerned. People today in Western Australia are forming themselves into associations called parents and citizens' associations and they are doing an excellent job.

Members: Hear, hear!

Hon. W. R. HALL: They are bringing pressure to bear upon the Government to get for their children the education which they are entitled to. The parents and citizens' association at Kalgoorlie sent an ultimatum refusing to allow the children to attend school because of the insanitary conditions prevailing there. I am a member of the local authority and had a health inspector sent to the school. He made an inspection and condemned the place under the

Health Act. As a result, pressure was brought to bear in certain quarters, and, although it took many weeks, the out-houses were finally put in a proper condition for use by the schoolchildren. They had got into such a condition as to be unfit for use even by sheep. We are stepping out on the wrong foot when we try to bring up our children in unhealthy surroundings. We should give our children a right start in life, particularly as far as health matters are concerned. I hope the Government will take steps to ensure that all these places are put in proper order.

Members: Hear, hear!

Hon. W. R. HALL: I understand that the sanitary conveniences at Government buildings generally are in a parlous condition. A septic system ought to be installed at all schools.

Members: Hear, hear!

Hon. W. R. HALL: We cannot have the sewerage tank system at all Kalgoorlie schools, because they are too scattered. We have a sewerage system in the municipality, but I consider that septic tanks ought to be installed wherever possible in those places to which the sewerage system does not extend. There is nothing further I wish to add, except to say that I have very much pleasure in supporting the motion for the adoption of the Address-in-reply.

On motion by the Chief Secretary, debate adjourned.

*House adjourned at 6.14 p.m.*

## Legislative Assembly.

*Thursday, 23rd August, 1945.*

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

**QUESTIONS.****WYNDHAM MEAT WORKS.***As to Hours of Employees.*

Mr. WATTS asked the Minister for the North-West:

1, Is it a fact that one or more men are employed at the Government Meat Works at Wyndham who are required to work 84 hours a week without payment for overtime?

2, If so, how long has this state of affairs continued, and when will arrangements be made for the hours of employment and/or the terms of payment favourably to compare with the general conditions prevailing in the State under industrial awards and agreements?

3, When the positions were filled, were the persons accepting employment advised of the terms and conditions of the employment at the work concerned, and if not, why not?

The MINISTER replied:

1, Two watchmen have been engaged at the Wyndham Meat Works on a seven-day per week basis of 12 hours per shift, which entailed these men working 84 hours per week for a salary of £8 2s. 5d. per week.

2, Since their engagement in April last. In the past watchmen have only been engaged by mutual agreement with men who have been partially incapacitated by injury whilst employed in the industry. Recently arrangements were made to reduce the hours to 56 per week, through the representations of the A.W.U. at Wyndham.

3, Yes, and the men gladly accepted the positions.

**RT. HON. WINSTON CHURCHILL.***As to Invitation to Visit State.*

Mr. WATTS asked the Premier:

1, Is the Government willing to extend an invitation to the Rt. Hon. Winston Churchill to visit this State in the near future, or, alternatively, to request the Commonwealth Government to extend such an invitation?

2, If no invitation as mentioned in (1) is to be made to Mr. Churchill, and a representative non-political organisation were to extend and receive acceptance of such

an invitation, would the State Government take part in entertaining Mr. Churchill when in this State?

The ACTING PREMIER replied:

1, This question will receive the consideration of Cabinet in the near future.

2, It goes without saying that the State Government would with pleasure entertain Mr. Churchill if he were in the State at any time.

**WATER RAILED.***As to Charge to Farmers.*

Mr. STUBBS asked the Minister for Water Supplies:

1, Has a decision yet been made as to the charge for water carried by rail during recent drought to areas east of the Great Southern Railway?

2, If so, is it proposed that the State should bear the whole of the cost?

3, If not, what portion of the cost will be borne by the State?

4, If a decision has not been made, are claims for payment being made on those to whom such water was supplied; and if so, will these claims be withdrawn pending decision, and when will such decision be available?

The MINISTER replied:

1, 2 and 3, No decision has yet been made.

4, No claims for payment are being made at the present time. A decision is likely to be made available during the next two or three weeks.

**NOXIOUS WEEDS.***As to Destroying by use of "Methoxone."*

Mr. McLARTY asked the Minister for Agriculture:

1, Has the Department of Agriculture any information in regard to a weed killer known as "methoxone," which has been tried out on a nation-wide basis by the British Agricultural Department and the Imperial Chemical Industries of England?

2, Are the Western Australian departmental officers aware that trials already carried out have shown that where methoxone has been applied at the rate of one pound per acre, such noxious weeds as wild

turnip and other noxious weeds have been destroyed without damage to growing crops?

3, Will he have trials made with this "weed killer" in this State?

The MINISTER replied:

1. The Department is aware of research with the use of complex organic compounds upon the growth of certain plants. Such compounds or hormones in minute quantities promote vigorous growth. Where the concentration is increased, the result is harmful and the plant usually after several weeks ultimately dies. There are many such substances which are selective in their action.

2, The proprietary substance Methoxone is one of these compounds developed by the Imperial Chemical Industries, Ltd. This compound has not been released yet for commercial use, but experiments indicate that it is most effective against flat cruciferous weeds which would include wild turnip, dandelions, buttercups, etc. The discovery of the effect of these organic compounds opens up a new vista for the control of many weeds.

3, The Department will experiment as soon as material is available.

#### NORTH-WEST.

*As to Encouraging Production, Etc.*

Mr. LESLIE asked the Premier:

1, Who are the members of the widely representative Committee, mentioned in the Speech of His Excellency, appointed to report on measures to encourage increased production and population in the North-West, and to investigate prospects of improving amenities and conditions of residents?

2, Has this Committee met yet?

3, Is the Committee prepared to accept evidence from persons or organisations in connection with the development of the North-West?

The ACTING PREMIER replied:

1, Mr. R. J. Dumas, Director of Works (Chairman); Mr. G. Gooch, representing the Pastoralists' Association and assisted by a sub-committee from that association; Mr. W. V. Fyfe, Director of Land Settlement; Mr. J. J. Farrell, General Manager, Wyndham Meatworks; Mr. J. W. Young, Commissioner of Main Roads; Mr. G.

Drake-Brockman, Engineer for the North-West; Mr. J. S. Foxall, State Mining Engineer; Mr. G. B. Barnett, Tropical Agricultural Adviser; Mr. T. E. Owen, Manager, State Shipping Service; Mr. W. A. McCullough, Assistant Chief Civil Engineer, Railway Department; Dr. L. J. H. Teakle, Research Officer and Adviser in Plant Nutrition.

2, Yes, on several occasions.

3, The report is now in preparation following the receipt of information and suggestions from a number of sub-committees appointed by the authorities directly represented on the Committee. The taking of any additional evidence would delay completion of the report.

#### LEAVE OF ABSENCE.

On motion by Mr. Wilson, leave of absence for two weeks granted to Mr. Cross (Canning) on the ground of ill-health.

#### ADDRESS-IN-REPLY.

*Eleventh Day.*

Debate resumed from the previous day.

**MR. ABBOTT** (North Perth) [4.36]: I want to express my appreciation of all the kindness and courtesy shown to me by the former Premier, Hon. J. C. Willcock. Anyone listening to the debate from the public gallery might perhaps think that the eulogistic reference to the former Premier was perhaps something merely formal. For my own part, I desire to express my sincere thanks for all he has done and suggest that the appreciation expressed by other members was voiced as a result of the everyday courtesy and assistance that he has always rendered to everyone. I agree with the suggestion of the Leader of the Opposition that the appointment of a Public Works Committee from the members of this House would be of great advantage. I would like to see similar committees constituted to assist and advise the Government on many other matters of vital importance to the State. With regard to matters such as housing, health, secondary industries, education and rehabilitation, the Government is faced with difficult problems. Although these matters are of vital importance to the State, very few private members have an opportunity to consider them or have the information about them which is necessary in order that they may apply their

minds to the consideration of those problems before the Government has made decisions that cannot be altered. Only Ministers have the necessary information to enable them to consider those problems properly, and it would be of considerable benefit to the people of this State if all members of Parliament had a chance to give attention to such matters.

The building programme of the State is a matter in which we are all vitally interested, but how many private members know that a very large building programme, in connection with the provision of buildings for the training of ex-servicemen, has been put forward by this State to the Commonwealth? It is a proposal that the Commonwealth Government should assist in buildings at Perth, Midland Junction, Leederville and many other places, running into hundreds of thousands of pounds. If the Commonwealth agrees that this should be done, members on this side of the House will have had no opportunity to discuss the proposal or offer any advice that might be of assistance to the Government. That is an example of what I submit would be the use of the committees suggested. Surely when hundreds of thousands of pounds are to be expended on public works, before a decision is made, private members should have an opportunity at least to put forward their views to the Government in connection with such matters. In my opinion, the housing programme of this State is not satisfactory.

Mr. Thorn: We have not one.

Mr. ABBOTT: Has the Government done all it could have done to forward the housing programme? If it has, I can only say that it has not achieved the success that has been achieved in some of the other States. I will quote from Bulletin No. 5 of the War Housing Division of the Department of Labour and National Service, which sets out the State housing quotas. The position is set out there—I presume—up to the date of the Bulletin, which is May. The State quota disclosed there for Western Australia, up to June, 1945, is 475 houses, of which it is stated there are 90 in progress, while 54 have been completed, making a total of 144 houses either in progress or completed, which amounts to 30.3 per cent. of the total quota. Victoria's quota for the same period was 2,160 houses. In progress there were 575 houses, and 388

completed, giving a total of 1,163 houses either completed or in progress, 53.8 per cent. of the total. South Australia's quota for the same period was 645 houses, of which 250 were in progress and 136 completed, giving a total of 386, or a percentage of 59.8 per cent. of the quota. It will be seen that, at least in comparison with those two States, Western Australia has not attained great efficiency. I do not know whether the fact that both South Australia and Victoria are under Governments other than Labour has any relation to this position.

Mr. Styants: Western Australia put up a lot better war record than either of those States did.

Mr. ABBOTT: I think that is very doubtful.

The Minister for Lands: Statistics prove it.

Mr. ABBOTT: Mr. Chifley does not say so.

The Minister for Lands: But we say so.

Mr. ABBOTT: Of course the Minister does. In Victoria, the organisation dealing with the question is the Victorian Housing Commission, which is comprised of five members all of whom are appointed by the Government, but they are appointed from persons other than those who are under direct Government control. One of the members is a chartered accountant, another is a lawyer. One member is a lady who is recognised as a leading social worker, and there is also a resident of the country districts who has had wide building experience. I suggest that such an executive is more likely to be efficient than is an organisation such as our Workers' Homes Board, which is appointed entirely from within the Civil Service. Again, that commission uses the services and advice of six architects from the leading firms in Victoria, who form a panel and, in my opinion, they are likely to do a better job than a single Government architect.

Mr. W. Hegney: Do you think the Victorian Housing Commission has built better houses than has the Workers' Homes Board in Western Australia?

Mr. ABBOTT: They have already shown that they are putting up more houses, in less time, but I very much doubt whether the houses here are any better. I mentioned

that a permanent committee to deal with matters of health would be an advantage. It is time a serious blitz was started to deal with tuberculosis, and I think this is a matter in which the assistance of the Commonwealth Government must be obtained. It is a matter of very great importance, as this disease is one of the most menacing and cruel scourges that the human race is now subject to. The method of dealing with it is by examination so that early diagnosis can take place, and segregation after diagnosis is advocated to prevent the occurrence of new cases. Dr. Lyght, of the Health Directorate of the National Tuberculosis Association of the United States of America, recently pointed out that 150,000 of the personnel who had been examined for the Services in America had been told for the first time that they were suffering from T.B. All the Allied Services have had similar experiences. This disease often lies dormant for a very long time before it becomes apparent to the sufferer, and early detection can only be obtained by chest x-ray examination. In Tasmania provision is being made to have x-ray examinations available to the public at 6d. per head, and I think that clinics of this nature should be established here.

The Minister for Lands: So they will be as soon as we can get the machinery and the men.

Mr. ABBOTT: I am very pleased to hear that. We should do everything possible to assist people to protect themselves in this manner. Of course I am not expecting the Government to carry out my suggestions in toto immediately, but steps should be taken to that end.

The Minister for Lands: We have already ordered the radiograph.

Mr. Doney: With the object of cheapening the cost considerably, as suggested?

Mr. SPEAKER: Order!

Mr. ABBOTT: Steps should be taken to ensure that any suspected case is detected. Such action is already taken in regard to some diseases and it should apply also to T.B. If the disease were found to be active in any person the sufferer should be compelled to receive proper treatment and go to a hospital pending his restoration to a reasonably safe state of health so that he would not be a danger to other people.

Provision should be made for all handlers of food to be examined periodically. I have known of people suffering from T.B. handling food in cafes. There is no more contagious disease or at any rate very few more contagious diseases than this one, and yet affected people are permitted to handle food. Action should be taken to ensure that people who handle food are not suffering from this complaint or, if they are, that the complaint has not reached a contagious stage. The member for Victoria Park and the member for Nedlands spoke of the necessity for controlling advertisements relating to patent medicines. That is a good idea, but I should like to see it carried further; I should like to see control taken of advertisements for foods. There are many foods advertised as being of great value when in fact they are not. When I was in the Service there were foods that were not permitted to be sold in the canteen although they were popular, because they had no food value. Yet the same foods are advertised as being of very great value. Children and others should be protected by our preventing parents from being misled by advertisements that are absolutely untrue.

While on the matter of food, I should like arrangements to be made for all school children to be given a mid-day meal. I know that the Minister for Education is favourable to this. If a free mid-day meal cannot be supplied, provision ought to be made for a mid-day meal at a reasonable cost. The average mother finds it very difficult to provide a child with a mid-day meal, and the child is invariably given soggy sandwiches or a little money to spend at the nearest pie-shop in order to buy food that is not only of no value to it, but is really bad for it. I believe that the British Government has instituted some such provision and steps should be taken here to see what can be done in that direction. This is one of the ways in which we might assist the people. A healthy child is of more benefit to the community than an unhealthy child, although it might have acquired considerable knowledge.

The Minister for Education: It would be very difficult to do that in the country.

Mr. ABBOTT: I admit that it would be very difficult indeed in the country, but I

think it could be done in the principal centres. Having had some experience of messing as a messing officer, I know how cheaply and how well the Services feed their personnel. The Minister mentioned the country schools. I think the size of the country schools will have to be increased and transport employed to convey the scholars to them, instead of having smaller schools. By increasing the number attending a school, the calibre of the teachers and the quality of the equipment could be raised. I believe this matter is already receiving the attention of the Minister and it has my support. If possible, schools of not less than 70 to 100 pupils should be arranged for.

Now that the war is over, I would like to see an inquiry made into tramway fares and sections. It is many years since an inquiry was held. On the body appointed to make such an inquiry, not only the Tramway Department or Railway Department but also the general public should be represented. The section for the trams proceeding north starts from the Barrack-street jetty. Is not that ridiculous? The passengers proceeding to the north of the city have, therefore, to pay considerably more for their fares than they should pay. I have heard it suggested that this cannot be altered because the North Perth section was a very paying one and that the tramways could not afford to lose the revenue. That is not the only matter which should be taken into consideration in fixing the fares charged for the various sections. Every person feels that his taxation is too heavy. It cannot be denied that very shortly some consideration must be given to this question. At present it is not a matter for the State Government, but sooner or later the State Government will have the taxing power restored to it. Before that power is restored, I suggest that our Taxation Assessment Act should be considered and amended. It contains many anomalies, and there are provisions in the Commonwealth Act which are missing from our Act. One anomaly is that no allowance is made for depreciation of commercial buildings on account of obsolescence. If a commercial building becomes too small for the increase in business, that is a loss of capital. Nor is any allowance, I think, made for obsolescence of plant.

Other points need consideration before the Act becomes operative again.

Whether we like it or not the affairs of this State are becoming more and more interwoven with those of the Commonwealth. Many decisions are made by the Commonwealth which affect the State without the Commonwealth even consulting the State. As an example, I would refer to the port of entry for oversea airways from Colombo. The port of entry is to be changed from Perth to Exmouth Gulf. I think it a great pity that the port of entry for planes from Colombo should not remain at Perth. I doubt whether the State Government has made any representations in the matter, or has even yet had the opportunity to apply itself to it. If we had a representative in the Eastern States who could make himself conversant with all matters affecting the State and not likely to come to the notice of the Government, such decisions might be changed with benefit to the State. I assure you, Mr. Speaker, that South Australia has such a representative. He is the Auditor General for that State and he spends much of his time with the various Commonwealth executives. As a result, his Government is always well informed of any intended moves contemplated by the Commonwealth. I was recently speaking to the secretary of the Secondary Industries Commission. A man came to the door of his office. He said, "That is Wainwright; he calls about three times a week and says 'How do you do?'" I asked him whether this State had such a representative. He replied, "I believe you have, but I do not remember ever seeing him."

The Minister for Works: The man is Mr. Fernie.

Mr. ABBOTT: That may be so. I am referring to a representative in the Eastern States.

Hon. J. C. Willcock: We have a man there.

The Minister for Works: A very good man, too.

Mr. ABBOTT: He was not even known by name to the secretary of the Secondary Industries Commission.

Mr. McDonald: I do not think any member on this side of the House knows his name.

The Minister for Works: The Chamber of Manufactures and the Chamber of Com-

merce know him and interview him a great deal.

Mr. ABBOTT: They may.

Hon. J. C. Willecock: In fact, there are two men.

Mr. SPEAKER: Order! The member for North Perth will address the Chair.

Mr. ABBOTT: I suggest we should have a type of man there different from the one we have. One organisation with which this State should be constantly in touch is certainly the Secondary Industries Commission.

The Minister for Works: We have a liaison officer on that Commission, Mr. Fernie.

Mr. ABBOTT: But he resides in Western Australia. He may think he is in touch with all that is going on in the Commonwealth. Probably he is in touch with everything going on in Western Australia; but I want the Government to be informed of everything that is going on throughout Australia.

The Minister for Works: He is constantly in touch with the Commission, and the Commission with him.

Mr. ABBOTT: But on matters connected with Western Australia only.

The Minister for Works: No, matters relating to the whole of Australia.

Mr. SPEAKER: Order! The member for North Perth will address the Chair.

Mr. ABBOTT: I would further suggest that our Government arrange with the Commonwealth Government, or with the Postmaster General's Department, for trunk line charges between Perth and other capital cities to be no greater than they are between, say, Melbourne and Sydney. I know the distance to Perth is very much greater; but surely that is a consideration we can expect from the Commonwealth Government. We are isolated and our businessmen experience great difficulty in carrying on transactions with the Eastern States requiring quick decisions. It would be of great benefit to the businessmen of Western Australia if the trunk line charges were so reduced, as then they could make much greater use of the telephone. Although Western Australia must depend principally for its national income for many years upon pri-

mary products, it is generally admitted that secondary industries are essential, so it was very disappointing to read what Mr. Chifley is reported to have said recently, namely, that the Commonwealth Government had caused a survey to be made, through the Secondary Industries Commission, but that the results were not up to the Government's expectations. It was most disappointing to read that statement, particularly when one considers the glowing way in which our secondary industries were dealt with in the Lieut.-Governor's Speech.

I would like a committee of this House to be constituted to deal with secondary industries. I am aware that there are outside bodies dealing with those industries; but, after all, the members of this House are the paid servants of the people and very few of us have had the opportunity to deal with such a vital question as secondary industries. We do not know what is happening with respect to them. Let me quote an example. When I was in Melbourne recently, I interviewed a high official in the Manpower Department. I was surprised when he told me that an application—which was refused—had been made for four men to be released from the Army. Such releases would have enabled an additional brick kiln to be opened in Western Australia. The application had been approved by the Manpower authorities, but the releases were not agreed to. I asked whether, if the application had been made by either the Victorian or the New South Wales Government, it would have been refused. He replied, "No, they would not have stood for it." The Minister probably knows more about the matter than I do.

The Minister for Lands: You must have brought it under our notice.

Mr. ABBOTT: The Minister made the application.

The Minister for Lands: Are you sure?

Mr. ABBOTT: Someone in Western Australia certainly did.

The Minister for Lands: Someone!

Mr. ABBOTT: If the committee which I suggest is formed, members would be given an opportunity at least to consider these vital questions. Such a committee would be of material advantage to the State.

Hon. J. C. Willecock: What are the relative values of the secondary and primary industries in this State?

Mr. ABBOTT: I know the relative values of those industries in Australia.

Hon. J. C. Willcock: But in this State?

Mr. ABBOTT: I do not know the figures. The primary industries are all-important to the State just now.

Hon. J. C. Willcock: So are the secondary industries.

Mr. ABBOTT: Yes, but the value of the primary industries is very much higher.

Hon. J. C. Willcock: If you knew the values, you would be surprised.

Mr. SPEAKER: Order! After answering those questions will the hon. member please address the Chair?

Mr. ABBOTT: Yes, Mr. Speaker. I am entirely in agreement with the policy of high employment economy. We all agree upon that point. One of the most serious criticisms levelled at such a policy is that incentives to efficiency are very much reduced. One of the chief incentives is the incentive to work. I would like to read to the House what Dr. Coombes has to say on this subject, because in my opinion he is, or will be, the chief economic adviser to the Commonwealth Government on these matters.

Mr. Leslie: You can describe his title briefly. He is the dictator of the Commonwealth.

Mr. ABBOTT: The hon. member says so! This is what Dr. Coombes said in the Joseph Fisher Lecture on Commerce delivered to the University of Adelaide in June, 1944—

In the past labour discipline was based primarily upon the threat of dismissal, with its consequent fear of unemployment. If that fear is removed there may be reduced output, increased labour turn-over, absenteeism, and so on. If we are incapable of finding other incentives to efficiency, these results will follow. They may follow at any rate while we build up new attitudes and incentives. We cannot expect to transform the basis of labour discipline overnight after 150 years during which it was based essentially on a threat.

What can these new incentives be? In the broadest community sense we can educate people to understand the relationship between efficiency and national income as a whole, and consequently its effect on wages, and on communal services, education, housing, public utilities, hospitals, clinics, etc. We can interest workers in figures of production, costs and effi-

ciency for individual plants, and for production as a whole. We can educate them in the relationship between wages and profits on the one hand, and national income on the other.

In the more detailed sense we can build up a consciousness in the worker that his work is significant to production as a whole, and sense of participation in the total achievements of the economy.

We all know the value of propaganda. Anyone who has been associated with the Services knows what vast sums of money have been spent on propaganda, and how successful it has been. Therefore it is very necessary that statements made on public matters by people in authority should be accurate, and that a proper stand should be taken. We have just experienced an unfortunate incident of organised absenteeism at Collie, which cost this State many hundreds of thousands of pounds in production, yet I much regret to say I did not see one Minister of the Crown stand up and tell these men how wrong of them it was to carry on the way they did. I did not see the member for Collie do it.

Mr. Wilson: He will by and by.

Mr. ABBOTT: I hope so.

The Minister for Works: Did you have two days off?

Mr. ABBOTT: Did the doctors and the nurses? I did, yes, but unfortunately my services to the State at that time were not nearly so valuable as were those of the Collie miners.

Mr. Wilson: Hear, hear!

The Minister for Lands: If all the coal-miners in the world worked as well as do the Collie miners there would be no worry about coal.

Mr. ABBOTT: Would there not?

The Minister for Lands: No.

Mr. SPEAKER: Order!

Mr. ABBOTT: In the words of Dr. Coombes, we must educate the people to understand the relationship between efficiency and national income. It is only by increasing the national income that the standard of living for all of us can be improved.

The Minister for Lands: He is only a baby. Give him some experience in a coal mine.



Mr. ABBOTT: In conclusion, I agree with the Prime Minister when he said recently that if Australians, irrespective of political philosophies, would pull together they could make a great country out of their native land. It behoves us all to see that we do so.

**MR. WILLMOTT** (Sussex) [5.20]: I would like to join with the other speakers in saying how sorry I am that the member for Geraldton is unable to carry on the Premiership owing to ill-health. I hope that his health will improve so that he will be of great assistance to the House, as a private member, for many years. I wish to congratulate the ex-Minister for Lands on his rise to the very important position of Premier of this State. I also congratulate the member for Murchison on being raised to Ministerial rank. I congratulate the Government on appointing him Minister, not only of Railways, but also of Transport. That is a move in the right direction because the time is coming when railways will not be the only means of transport. We must have better roads in order to have an extension of road transport, and there is no doubt that there will be considerably improved transport by air compared with what there has been in the past. Air transport has been of great benefit during the war and I am sure that it will revolutionise transport throughout the world. I congratulate the member for Roebourne on being raised to the position of Chairman of Committees. I feel sure that he will endeavour to carry on the good work of the past. He will have a job to emulate the previous Chairman. I hope that when we are in Committee he will not go quite so fast as did the previous occupant of the position, but will give us a chance to see how things are going. The member for Murchison went so quickly at times that we did not know exactly where we were.

Our job, as members of this House, is to do our best for the rehabilitation of the returned Servicemen and women. I hope the Government has in hand the main essentials for this task. We do not know exactly what has been done, but I presume that some arrangement has been made by which our Servicemen and women will be put to employment and able to resume their old positions when they return. As far as I can see at present the Manpower authorities

do not seem to know what they are doing. I frequently have to go to the Manpower Department to try to get people released from the Army, and it is almost an impossibility. Certainly I have got a few out but, in connection with some very deserving cases, I have not been able to get a hearing. In some instances Manpower might agree to the release and then the Army would turn it down, and vice versa. At present I do not know exactly what the Manpower authorities are doing. I was at the department last week trying to effect the release of an Air Force man, and I was told that Manpower had nothing further to do with releases; that since peace was declared it had nothing to do with getting men out of either the Army or the Air Force. What these people are there for I really do not know. Perhaps the Minister will be able to explain why they are there.

People seem to be going to different jobs and leaving jobs as they like. It seems that Manpower has no control—not that I believe in the control of labour. I believe that a man should be allowed to decide where he is going to work and for whom he is going to work. We are in peacetime now. The Minister for Works has quite a lot of work in hand. A few weeks ago he notified me of certain works to be commenced on main roads in my electorate, and they have started. Unfortunately, owing to the very heavy winter, which we could not foretell, the work has been held up considerably and has inconvenienced the users of the road quite a lot. It is impossible to go round the road on which these men are working because it is a main road. As a result the traffic has to plough through the material of which the road is being built, and it is very slushy and boggy at the moment. I hope that in the near future this road will be surfaced with bitumen. There has been a good deal of talk about the standardising of our railway gauge. I am in agreement with that to a certain extent. It is all right to have a standard railway gauge from the Eastern States to Fremantle, but if we are going to standardise the gauge right throughout the State it will cost us many millions. It will probably be of more benefit to this State if that money were put into improving our roads so that they could carry heavy traffic.

I think our present railways could be improved, too, if heavier rails were substituted for the present ones. By doing that our trains could travel faster and carry heavier loads. The Government should give serious consideration to this position. I am glad to see that our Premier is going carefully into this matter at the Premiers' Conference now being held at Canberra. On his return the Government should give serious consideration to whether this State can stand the heavy expenditure involved in standardising the railways throughout the State, rather than putting our main roads in such good order that they would carry very heavy traffic. If we are going to improve our roads in that way we will have to put in proper foundations. While I am on the subject of roads I am going to ask the Minister for Works to assist the local authorities in improving roads other than main roads because—and I hope the Minister for Education will take notice of this—there are bus services bringing children from outlying districts to the main school at Busselton. Great difficulty is being experienced, especially during heavy weather such as the present, and the local road board has not the necessary plant or manpower to put the roads into satisfactory order to carry this traffic.

I agree with the system of conveying children in buses from outlying districts so that they may have the benefit of the educational facilities at central schools, but it is essential that the roads over which the children are transported shall be in a satisfactory condition so that there will be no risk of accidents. I trust the Minister for Works will be able to see his way clear to render some assistance to local governing bodies that cannot carry out this essential work. I was rather disappointed when I read a statement by the Minister for Education a few weeks ago to the effect that he did not think Western Australia was a fit and proper place for area schools.

The Minister for Education: I did not say that.

Mr. WILLMOTT: The Minister was credited with saying that during his tour of the North-West. I do not know if he had in mind the North-West or whether his remarks applied to the whole State.

The Minister for Education: What I said was that Western Australia did not lend

itself to the establishment of area schools like a State such as Tasmania, and that there were few places in this State where such schools could be satisfactorily established.

Mr. WILLMOTT: I am glad to have the Minister's explanation, particularly in view of the proposed establishment of an area school at Margaret River, in connection with which matter I have been closely in touch with him. A committee has been formed at that centre, and the members of that body are everlastingly at me on the subject. The Minister has had dealings with the committee and, in fact, I think the secretary saw him only recently. We are in hopes that the area school at Margaret River will be an established fact in the near future. There again, I must emphasise the necessity for the roads being put in better condition to enable the buses that will convey children to the school from outlying areas to travel without risk of accidents.

Mr. McDonald: Are the roads there dangerous?

Mr. WILLMOTT: They could not be described as dangerous, but they should certainly be in a better state of repair. No risks should be run in connection with the transport of school children in buses. We must certainly educate the children who will have to carry on the work of the country for us in later years.

Mr. McDonald: Some of your roads down there are frightening.

Mr. WILLMOTT: Unfortunately, on one occasion I had a frightening experience, due to the condition of a road. Before I deal with other matters, I would draw the attention of the Minister to the fact that some inconvenience is being experienced at the Busselton school because there is no place where the children can have their luncheon. Many of them come from smaller schools in outlying districts and, particularly during the rationing period, were unable to bring their own lunches. The tearooms at Busselton could not cater for the requirements of those children and consequently the local Parents and Citizens' Association provided Oslo lunches. There is no part of the school buildings where the children can eat those lunches. At present we are renting the R.S.L. hall for the purpose but the association has written to the Education Depart-

ment several times with a view to securing one of the empty schools close handy to Busselton. The proposal is that one of the small schools should be removed and re-erected at Busselton so that it could be used by the children as a luncheon-room. I trust the department will consent to the move in the near future, and I am sure the Parents and Citizens' Association will assist both in the transporting of the building and in its re-erection.

With regard to land settlement in the South-West, I can assure the House that we have vast areas of good agricultural land available for selection, and I hope that quite a lot of settlement will take place there in the near future. I trust that some bulldozers will be engaged in the work of clearing holdings. I regretted the information conveyed to me in answer to a question when the Minister for Lands informed me that the first bulldozer that has been procured would not be available for present farmers in order that they might clear further portions of their holdings. I believe the settlers there were informed by an officer of the Agricultural Department that when the bulldozer was in the district they would have an opportunity to get additional land cleared, but unfortunately the Minister now says that the plant will not be available for that purpose. I trust the Government will reconsider the position and endeavour to get more bulldozers than are contemplated at present so that one or two could be used in assisting present settlers. Some months ago a bulldozer was working in the Harvey district and attempts were made to arrange for it to engage in operations in the Sussex electorate. Later it was sent to Denmark and Mt. Barker, after which it was despatched to the wheat-belt where it did excellent work in sinking dams. It was for that reason that it was not sent to the South-West. I was informed by the Agricultural Department's officials that the Government was procuring a larger bulldozer, which was then being repaired, and that it would be available in the Sussex district after the winter months. I hope that is so, in order to undertake the work of cleaning up many vacant holdings and other areas that may be made available for soldier settlement.

At present there is no country available on which men could be put and the soldiers are bound to be released very soon in large

numbers from the Army and other Services. Many will rush to the South-West to take up farms, and none will be available. The sooner the work is carried out the better. About 18 months ago I suggested to the department that groups of prisoners-of-war should be employed in cleaning up holdings for post-war settlement, but instead of that they were sent to individual farmers, which was not altogether satisfactory. Some farmers certainly got very good men but a large percentage of the prisoners-of-war so employed was very unsatisfactory. If they had been sent down in groups under military control, they could have been employed much more effectively and many blocks would have been cleaned up and made ready for post-war settlement. I trust the Government will do everything possible to ensure that preparations are made at Nauru Island and Ocean Island so that we can once again secure superphosphate supplies from there. The super we have had during the war period has been much inferior to the Nauru product and at present agricultural land in Western Australia is hungry for super. Due to the rationing system, we have not been able to use anything like the requisite quantity and the sooner we can get good super in larger quantities, the better it will be for production in the South-West and elsewhere. In every part of Western Australia super is required, although in some parts it is more essential than in others. I trust the Government will pay due regard to this matter.

One problem that vitally concerns settlers all through Australia and more particularly in the heavily-timbered and coastal country, is the supply of galvanised wire for fencing purposes, especially as many fences have been destroyed by fires. I have been trying to find out why it was not possible to procure galvanised wire. I understand that the galvanising and also the materials to be galvanised have been released, but apparently the shortage is due to lack of manpower.

The Minister for Lands: The one goes with the other.

Mr. WILLMOTT: Now that hostilities have ceased I hope the Government will see that manpower is released so that galvanised wire may be put on the market at the earliest possible date. On the coastal areas black wire does not last very long. Especially is that so in the heavily timbered country. Wire-netting in that part of the State ac-

cumulates quantities of leaves and rubbish which blow up against it, and when a fire comes along and burns the leaves and rubble the netting is very quickly ruined. I hope arrangements will be made so that the wire may be galvanised and put on the market at no distant date. I wish to say a word or two about transport. We hope that in the outlying areas where the train service cannot be made to run faster, it will be possible to establish a bus service, either connected with or run by the Railway Department. Such a service has been established already between Perth and Kojonup, and is working satisfactorily.

Mr. Doney: A very profitable one, too!

Mr. WILLMOTT: The train service to Busselton is bad enough, but we have to put up with it. From Busselton to Flinder's Bay, however, a matter of 60 miles, the journey takes practically the whole day. A bus service could well be established between Busselton and Flinder's Bay. At present there is only one train a week. Something should be done to meet the convenience of passengers in that part of the State. The trains could be left to carry the heavy traffic. The people of whom I speak are most unfortunate, for they have to get into the train about nine o'clock in the morning at Flinder's Bay and do not arrive at Busselton until about 7.30 p.m. The trip thus takes about a full day.

Mr. Thorn: That must be the slowest train in the world.

Mr. WILLMOTT: I admit that a good deal of timber and other heavy freight as well as numerous passengers have to be picked up by the train. The Government should endeavour to give these people some better means of travel. I suggest the installation of the bus service to overcome the difficulty even if that service operates only once a week. That would allow people to make a good trip to Busselton where they could pick up the train to Perth.

MR. SHEARN (Maylands) [5.48]: I understand it is the desire of the Leader of the House and of the majority of members that we should not sit beyond 6.15 p.m. today. I shall therefore have to curtail my remarks, and, later, on the Estimates deal more extensively with numerous questions that call for comment. I should like to associate myself with the expressions of

deep regret that the necessity has arisen for Hon. J. C. Willcock, the member for Geraldton, to resign from the high post of Premier of this State. I desire to offer also my sincere appreciation for the many courtesies which he has extended to me from time to time. As is the case with other members I know there are many things which he did not do and which I wished he had been able to do. With that consistency that characterises every member of this Chamber, I am sure we shall approach the hon. member's successor, the new Premier, in the hope that we shall meet with success where previously we failed. We all hope that Hon. J. C. Willcock will quickly be restored to normal health, and be able to enjoy life with somewhat reduced responsibilities, as we trust is already the case with the member for Mt. Hawthorn, Hon. H. Millington. I feel that in the person of the Hon. Frank Wise we have a Premier full of capability and enthusiasm, together with that sincerity of purpose which is such an essential quality in the Leader of the House, more especially in view of the many difficulties that lie ahead. He is indeed fortunate to have climbed to the top of the tree, and I congratulate him also upon having as his deputy the Minister for Works, whom we all know and appreciate so well.

Mr. Doney: Hear, hear!

Mr. SHEARN: The hon. member ought to know; he is never wrong. Then again the Government is fortunate in having with it so energetic and capable a member as the Minister for Mines and Railways, Hon. W. M. Marshall. I am sure that if that hon. gentleman displays the same amount of enthusiasm with the same volume—

Mr. J. Hegney: Driving power.

Mr. SHEARN: —as he displayed when filling the position of Chairman of Committees we can safely say that things will move faster, at all events in the Railway Department, than they ever did before. I am sure we all wish him success in his portfolios. We have no doubt that his disposition and nature, to say nothing of his experience, will fit the member for Roebourne to discharge the onerous duties of the new Chairman of Committees.

There have recently been many momentous happenings and, unfortunately, some

of them have been of a calamitous nature. I am sure that all members will agree with me that it was a calamity to the Commonwealth, as well as to the individual States, when the late Rt. Hon. Mr. Curtin passed away. Although some of us may have differed from him in some respects on political questions, I am sure we all have a deep and lasting admiration for his sincerity of purpose and for the wonderful service he rendered Australia during the period of war. Today we find that we have not only finished the European war but have brought to a successful conclusion the war in the Pacific. Those events are of momentous importance to the nation, and will have brought gladness to the hearts of all our people and a deep sense of relief to them. We also know that the war will have brought great grief as well to those families who have lost relatives in the course of the gigantic struggle, men and perhaps some women who have paid the supreme sacrifice in one or other of the theatres of war.

The conclusion of hostilities will bring to every State Parliament in Australia as well as to the Commonwealth Parliament heavy responsibilities. Other members have had the opportunity to deal at length with that question, but I am not able to do so this evening. As I have said, tremendous responsibilities are now cast upon all members of Parliament, to make ourselves worthy to discharge them on behalf of those men and women in the Services who will be returning to civil life, to the end that the sacrifices they felt obliged to make on behalf of their country—sadly enough all too many made the supreme sacrifice—will meet with their just reward. Reference has been made to the dawn of a new era. I feel that we are now entering upon it. There will have to be a new atmosphere not only in this Parliament but in every Parliamentary institution in the Empire, a new outlook on behalf of the people. The old status quo must go. No longer must it be the prerogative of a few persons to dictate as to the destinies, the future, and the social conditions of the masses of the people. We can say that sincerely and without being charged reasonably with holding any extreme political or social outlook.

Those of us who were members of this Chamber during the period of depression

can hardly contemplate with complacency any recurrence of the conditions and severe hardships that were endured at that time by thousands of families in this State. We can recall the extent to which individuals, private enterprise, and Governments co-operated to minimise the evils of that period. Then again we know the remarkable and excellent results that were achieved through the same spirit of co-operation during the war period, and it is clear to us that similar efforts must be continued in order to build up the nation during peacetime. I feel that with the necessary co-operation we can approach the question of rehabilitating our Servicemen and women with confidence. I am sure the Government realises its responsibility in that connection. Speaking on behalf of the members of the Opposition and other members on this side of the House, I know we are all anxious to contribute in every way that the Government may feel disposed to allow us to contribute towards that desirable and indeed imperative objective. We must get down to fundamentals.

Irrespective of our political views we must assist the Government, whether State or Commonwealth, to bring about a condition of rehabilitation in which every man or woman who is willing to work shall be provided with employment, whether in the case of ex-Servicemen or women, munition workers or other citizens. Our objective should be that they will be able to derive that comfort and well-being which a country such as this is so well able to provide because of its immense potentialities. I offer to the Government my own unqualified support in any attempt that it makes towards the attainment of this end. Whatever enthusiasm or ability there may be in members sitting on this side of the House is offered to the Government. I feel sure that the Government, too, is sensible of the trust and responsibility cast upon it in the extraordinary circumstances which will follow the completion of the most gigantic war in history. Notwithstanding the knowledge that must have been in the possession of the Commonwealth Government and the State Governments the suddenness of the termination of hostilities must have left them somewhat unprepared for the task confronting them. No doubt they all expected to have longer notice of the events that have occurred. Because of

that circumstance their task becomes the more difficult, and it is rendered more than ever necessary that Governments should avail themselves of that kind of co-operation which I and other members of the Opposition offer.

The member for Claremont yesterday referred at length to the public apathy towards this and other Party institutions. To some extent I am entirely in agreement with his observations. It occurs to me, however, that Parliament may not be entirely blameless in the matter. My own impression is that many features that are introduced at election time as well as on other occasions do not help in promoting a healthy public mind towards not only members of Parliament but Parliamentary institutions. I say sincerely, and irrespective of whether I please or not, that there has developed a sort of technique amongst some of our leading politicians, as they are termed, with the intention of swaying and confusing the public mind by the distortion of facts and by personal innuendoes. I submit that these frequently damage their case, of which fact we have had some evidence from time to time. I think I am justified in saying that it rightly nauseates the public mind. If this and other Parliaments are to win back the prestige that rightly belongs to Parliamentary institutions, there is a responsibility on members individually to see that neither by act nor word do they do anything to imperil that prestige and the usefulness of the institution. Though the suggestion comes from such a humble member as myself, I hope that in larger spheres than this the people to whom we look for a better lead will pay attention to what the member for Claremont and the member for Maylands have said and realise that there is a responsibility that extends beyond parties.

The day has passed when parties should subordinate the general public interest. I say quite frankly that the public good comes first. I know that party politics have played and still will play a very important part in our economic and social structure, but their interests should always be subordinate to those of the general public. Every member knows that there is a big section of people in Australia the members of which do not necessarily subscribe to any particular political platform and who, in the terms of democracy, are en-

titled to be represented. Parliamentarians indulging in practices that bring about a certain amount of public ridicule are doing a disservice not only to their parties, but also to that large unattached body to which I have referred. I contend that the sooner political parties and individual members realise the futility of those practices and exhibit a greater sense of their own political responsibilities, the sooner will there be a better informed and more politically-appreciative electorate. I hope that the member for Claremont will, in some measure, agree with my observations, which are not on all fours with his own, but which do draw some attention to the undoubted disinclination on the part of many people in the community to pay much attention to the onerous duties and responsibilities that members of Parliament, generally speaking, endeavour to discharge in the public interest.

The housing question has often been dealt with. It has been stressed and re-stressed, but one knows that on account of its acuteness it cannot be over-stressed. We had the spectacle of one of our newspapers recently publishing a photograph of a state of affairs which is typical, not only of the particular portion of the city to which it related but also to the metropolitan area generally. I want to be perfectly fair in my criticism—though I cannot deal with the matter at any length—by saying that I do not intend to place on either the Commonwealth or the State Government the responsibility for the deplorable conditions that exist. I do, however, regret that in 1936 the gentlemen occupying the Treasury bench refused to permit an investigation that I sought to have made into this matter. That investigation would not have solved the problem—I never presumed it would—but it would have covered a lot of the ground which it has since been found necessary and costly to cover. That investigation has proved what I told members at that time. We get nothing from recriminations, but I do want to point out that the housing problem goes back many years and tell those who are critical of the present Commonwealth Government that they themselves are not blameless.

Twenty years ago a Federal scheme was proposed—and, after all, if this problem is to be handled effectively, it must be regarded

as a national problem—for the expenditure of a huge sum of money. The money was allocated, but little of it was spent in the direction intended. Let us not be one-eyed about this matter, but let us rather admit that the housing problem has been with us for a long time, long before the war commenced. As a result of the cessation of building during the war period, we have that lag as well as the ordinary leeway to make up, so that the problem has become more acute. The families of men who are returning from the war are living in conditions which would be a positive disgrace to any semi-civilised community, to say nothing of a civilised community. We have arrived at a time when we should ask the theorists to stand aside altogether. I do not wish to be unduly critical of the theorists. They have done a good job, but there is no longer any need for them. They have done their work, and it is now up to practical men to take the situation in hand. I would like to see some better co-ordination. I would like to see a smaller body appointed to handle the question—and not so much to decide where we are going to put houses, but to consider first things first and set about obtaining the materials.

We had a Press announcement the other day from the Commonwealth Government concerning the removal of the need for obtaining building permits; but every member who knows anything about the building trade is aware that that does not amount to anything because of the fact that not only is it necessary to secure releases for some materials, but also—which is more important—the materials cannot be secured because they are not available. The Government is aware of that from the fact that its building target was not reached through shortage of both manpower and materials. In order to fulfil what obviously is a primary task, we must get busy on the manufacture of materials so that housing can be speeded up. There is an urgent necessity to find shelter for many people. There is another factor. Of the timber used in houses built over the last two or three years, and particularly in the last few months, 75 per cent. was unseasoned. I ask any member who has had any experience of the building trade just what he thinks is going to happen! We know what happens to furniture built with unseasoned timber. Instead of opening doors, one simply puts his hand in the back. If the equity of

people in their property is to be maintained and the Government is to maintain its security, it will be necessary for us to get busy and, as soon as possible, provide for some degree of seasoning of the timber to be used in house building.

I hope the Governments of Australia will get busy now and see that men are placed in key industries so that materials will be provided with much more celerity than is possible under present conditions. I think the Government will face a problem in the allocation of men to industries that are not regarded as congenial; and as the member for East Perth pointed out, we shall be compelled to provide better amenities for workers in those industries. One could instance many such occupations, but I speak in particular of the brickmaking trade. We should get busy in that direction now. I am sure it could be done; it has been done in other directions. We should see that some additional form of mechanisation is provided to do away with some of the unnecessarily laborious aspects of the work. In those circumstances, men will be more readily available. Certainly they are entitled to ask that the work should be made far more congenial than it is. We have passed the stage when men will be directed to un-congenial work when more congenial occupations are open to them; and in the interests of the State, it is up to the Government to explore the situation and find means of providing a greater degree of mechanisation for industries such as that of brickmaking than has obtained up to date.

Mr. North: From sweat to switch!

Mr. SHEARN: Yes. We could use conveyors and other mechanical devices to make the work more congenial and speed up production. When we think of the post-war period and the need for popularising our State, both for industrial and other purposes, the possibilities of the tourist trade come to our minds. In this regard, I hope the Government has in view the formulation at a very early date of some concrete plan for attracting a greater number of tourists than was the case after the last war. With faster means of transport at our disposal, countries previously far removed from Western Australia now appear to be almost next door. In such circumstances, there are great potentialities in the tourist trade. Properly managed, the tourist trade could be a great help in encouraging the expansion of secondary industries in this State.

What is needed is a better publicity campaign in the Eastern States and farther afield. We need to develop a proper tourist consciousness, and we should reorganise the whole of our activities in that direction. We should select capable men, with tact and ability, who know our State sufficiently to be able to give the people outside of it proper advice. Those men should be readily accessible to tourists, not only giving advice concerning the holiday attractions of the State, but making them fully aware of the resources of Western Australia and the potential industrial development it offers. I believe we have arrived at the stage, both nationally and as a State, when co-operation should be the keynote. Co-operation must animate this Parliament right through until perfection is attained in regard to the social and economic structure for which men and women have been willing to sacrifice their lives, looking to us to see that those sacrifices would not have been made in vain.

On motion by Hon. W. D. Johnson, debate adjourned.

*House adjourned at 6.14 p.m.*

## Legislative Council.

*Tuesday, 28th August, 1945.*

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

### ASSENT TO BILL.

Message from the Lieut.-Governor received and read notifying assent to Supply Bill (No. 1) £2,700,000.

### QUESTIONS.

#### HEALTH.

*As to Cottesloe Rubbish Tip.*

Hon. H. S. W. PARKER asked the Chief Secretary:

1, Has the rubbish tip at Cottesloe been inspected by officers of the Department of Health?

2, If so, (a) when was the inspection made; (b) what action has been, or is intended to be, taken by the Commissioner of Health?

3, Will the Minister lay on the Table the file in connection with the complaints about this rubbish tip?

The CHIEF SECRETARY replied:

1, The new site for the Cottesloe rubbish tip was approved by the Commissioner of Public Health in June, 1944. An area of low-lying land is being filled in. It has been inspected by officers of the Department of Public Health.

2, (a) On the 18th January, 1945, and on the 24th August, 1945; (b) on the last inspection sand coverage was found to be deficient. The council has been requested to employ a man to flatten all tins, rake down the tipping face and see that all glass is kept at the bottom of the tip. The sand coverage is to be increased to 9 inches and is to be applied immediately after tipping.

3, It is understood that complaints have been made to the council but none has been received by the Department of Public Health. However, departmental papers will be tabled if desired.

### FREMANTLE HARBOUR TRUST.

*(a) As to Revenue Collected.*

Hon. A. L. LOTON asked the Chief Secretary: What amounts were collected by the Fremantle Harbour Trust for the year ended the 30th June, 1944, for—

- (a) wharfage;
- (b) handling charges;
- (c) crane hire;
- (d) harbour improvement rate;
- (e) surtax?

The CHIEF SECRETARY replied:

(a) and (d) as from the 1st July, 1942, wharfage and surtax, harbour improvement rate and surtax were made a composite charge and the amounts collected under these headings for the year ended the 30th June, 1944, were £215,417, but the relationship between the two charges does not permit of assessment of surtax.

(b) £185,792, made up of handling on general cargo and bagged-wheat £160,545, and charges collected for the handling of bulk wheat, as sub-contractor for Co-operative Bulk Handling, Ltd., £25,247.