

year done a wonderful job; and, with the prospect of two ships being added to the State shipping fleet, we can look forward to a brighter future.

Hon. G. Bennetts: I might get my ship returned to Esperance now!

Hon. C. W. D. BARKER: I think this Government has done more during its term of office than any other Government has done in the past 20 years. It has done more for the North than any previous Government, regardless of its political colour. It has made the residents in the North realise that they are not entirely forgotten and that public works are being carried out, and not, as in the past, neglected. They realise that this Government is not living in the past.

The Public Works Department has made great progress in putting the sadly neglected public buildings into good repair. The Jetty and slipway at Shark Bay, which the people of the North have for so long tried to induce past Governments to build, are under way, as are several other undertakings. All around there is a better set-up today than ever before. With the Ord River Crossing, and another crossing erected across that river connecting Turkey Creek with Hall's Creek, people will be able to travel on the roads in the North for at least nine months of the year. Those who are aware of the bad roads which existed in the North only a few short years ago will realise how much good work has been done in this regard.

Before concluding, I wish to thank all members of this House who in the past year have been so kind as to render me assistance. That remark does not apply only to members on this side. Since I was elected to this House I have made many good friends, and I hope to keep them. I am grateful to you, Mr. President, for your tolerance towards me, and for the way you have looked after me throughout the year. I support the motion.

On motion by Hon. J. G. Hislop, debate adjourned.

ADJOURNMENT—SPECIAL.

THE CHIEF SECRETARY: (Hon. G. Fraser-West); I move—

That the House at its rising adjourn till Tuesday, the 23rd August.

Question put and passed.

House adjourned at 5.32 p.m.

Legislative Assembly

Wednesday, 17th August, 1955.

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

QUESTIONS.

GOVERNMENT PRINTING OFFICE.

Marginal Increases.

Mr. NIMMO asked the Minister for Labour:

(1) Did all skilled employees of the Government Printing Office receive marginal increases as per the Kelly formula?

(2) If not, what percentage of such employees have not received such increases?

(3) Referring to his remarks on the Address-in-reply debate on the 10th August, is it considered that the failure to pay all skilled employees of the office such marginal increases is "conducive to industrial peace"?

(4) Is it a fact that the printing office is short staffed at present?

(5) If so, is the absence of the marginal increases contributing to the shortage?

(6) What does he propose to do about the matter?

The MINISTER replied:

(1) They received increases in accordance with a decision of the State Arbitration Court, based on the Federal graphic arts award in which the formula was applied.

(2) Answered by No. (1).

(3) See reply to No. (1). The allegation contained in this question is false. It is considered that the sympathetic attitude of the Government in connection with the adjustment of margins for printers and all other Government employees, including members of the Police Force, nurses and schoolteachers is conducive to industrial peace and harmony.

The matter of margins for unskilled and semi-skilled employees of the printing office, who were not entitled to any increase under the formula, is already under consideration.

(4) No.

(5) No.

(6) No action is necessary.

STATE BATTERIES.

Menzies Milling Operations.

Mr. O'BRIEN asked the Minister for Mines:

(1) When did the State battery, situated at Menzies, commence milling operations, and has the plant operated continuously?

(2) When will a weighbridge be installed?

(3) What was the total tonnage crushed to the 30th June, 1955?

(4) What was the total gold recovery to the 30th June, 1955?

(5) What is the estimated gold content in the sands?

The MINISTER replied:

(1) The milling plant commenced crushing at the beginning of January, 1955, and has been crushing continuously since that date.

(2) Weighbridge and incidental extras have now been completed.

(3) To the 30th June, 1955, 2,238½ tons have been crushed.

(4) To the 30th June, 1955, 1,375 ounces of plate bullion (gold) have been obtained.

(5) It is estimated that the sands of the crushings contain 463½ ounces of fine gold.

SAVINGS BANKS.

Reduction of Deposits and Wage Rises.

Mr. JOHNSON asked the Treasurer:

(1) Does the amount in savings banks at the 30th June show a reduction this year?

(2) Is there also a reduction in the amount per head?

(3) Can any connection be seen between this reduction and the failure of the basic wage and margins to rise during the same period?

The TREASURER replied:

(1) No.

(2) There was a reduction of 12s. 4d. per head of population in Western Australia.

(3) There could be some connection.

TRAFFIC LIGHTS.

(a) Pedestrian-Operated Type.

Mr. JOHNSON asked the Minister for Transport:

(1) Is the installation of pedestrian-operated traffic lights being considered for any points in the metropolitan area?

(2) Will priority for this type of installation be given to crossings outside schools?

(3) Has the volume of traffic passing the Leederville State school been surveyed in regard to this type of installation?

(4) What priorities for traffic lights installation apply to the intersections of Oxford and Cambridge-sts. and Harbourn and Grantham-sts.?

The MINISTER replied:

(1) Yes.

(2) Not necessarily.

(3) No.

(4) These intersections have not yet been studied and no priorities have been assigned.

(b) Installation and Local Government Responsibility.

Mr. COURT asked the Minister representing the Minister for Local Government:

(1) With reference to traffic lights and the answers given by him to my questions on the 10th August, 1955, would he please clarify—

(a) the nature of the work each of the local governing bodies concerned has to do related to widening of roads for purposes of light installations and any other work connected with the lights;

(b) is the work to be actually undertaken by the local governing authorities or are they responsible only for the financial cost of the work;

(c) if they are responsible only for the finance and not for the actual work, have they agreed to make the finance available and, if so, when did they agree to make the finance available?

(2) What is the reason for the further projected delay in installation in view of his answer on the 10th August indicating that it will be "at least 12 months" before the lights will be operating?

(3) Is not the decision to bring the lights into operation progressively a change from the original announcement which indicated that they would be simultaneous at the several points on Stirling Highway selected for installation?

(4) (a) Are there any advantages in simultaneous introduction as against progressive introduction;

(b) if so, what are such advantages?

(5) Is he in a position to give some indication of the overall cost of the proposed installation of lights at five selected points on Stirling Highway?

The MINISTER FOR RAILWAYS replied:

(1) (a) The following work has to be undertaken by the local governing bodies or by the Main Roads Department as their constructing agent:—

Nedlands Road Board: Broadway-Hampden-rd. intersection; kerb alterations and provision of bus bay. Dalkeith-rd. to be widened on north side of highway for about 80 feet.

Claremont Municipality: Queenslea Drive-Stirling-st. intersection: realign both kerbs in Queenslea Drive in order to move the parking area from the west side to the east side; alter kerbs at entrance to garage at Stirling-st.

Peppermint Grove Road Board: Leake-st-Napoleon-st. intersection: Small alteration to bus bay in Leake-st.

(b) Work is to be undertaken as follows:—

Broadway-Hampden-rd — by Main Roads Department.

Dalkeith-rd—by local authority.

Queenslea Drive-Stirling-st.—by Main Roads Department.

Leake-st.-Napoleon-st. — by local authority.

(c) The Claremont Municipal Council and the Nedlands Road Board have agreed to make finance available towards the cost of the road works to be carried out by the Main Roads

Department. Agreement on this provision was made as follows:—

Nedlands Road Board on the 5th April, 1955;

Claremont Municipal Council on the 13th April, 1955.

(2) Engineering staff has not been adequate to complete the plans and specifications for tenders. The period of 12 months is the estimated time required to complete tenders, obtain delivery and install equipment.

(3) There seems no reason to delay using any of the lights pending the installation of the others.

(4) (a) and (b) Answered by No. (3).

(5) A firm figure cannot be given until tenders are called. The five installations are expected to cost something in the order of £17,500.

WATER SUPPLIES.

(a) Meters and Valuations.

Mr. JOHNSON asked the Minister for Water Supplies:

(1) Is there any shortage of water meters?

(2) Has the valuation of land for rating by the Perth City Council been raised considerably in Leederville and Wembley?

(3) Is the valuation by the Perth City Council used by his department for water rates?

(4) Has this increase of rating values made it unlikely that the residents of this area can, or will, use the whole of their entitlement of water?

(5) Will he give consideration to removing water meters in this highly rated area for use in districts deficient in meters?

The MINISTER replied:

(1) Present supply of meters is reasonably adequate to meet requirements.

(2) Valuations in Wembley-Leederville have been raised approximately 25 per cent. on year 1954-1955.

(3) Yes, in accordance with the Metropolitan Water Supply Sewerage and Drainage Act.

(4) No substantial alteration is anticipated because of increasing rating values being partly offset by reduced entitlement due to lowering of rate in the £.

(5) Consideration is being given to removal of unprofitable meters in all districts.

(b) Canning Vale Scheme.

Mr. WILD asked the Minister for Water Supplies:

(1) Is it intended to proceed with the Canning Vale water supply scheme this financial year?

(2) If "Yes" is the answer to No. (1), what amount of money will be made available and how far is it expected to proceed with the scheme?

The MINISTER replied:

(1) No. Funds are not available.

(2) Answered by No. (1).

SEWERAGE.

(a) Plan for Metropolitan Area.

Hon. C. F. J. NORTH asked the Minister for Works:

(1) Did he notice the recent report in "The West Australian" that 500,000 of Sydney's population are without deep sewerage facilities, and have to rely on sanitary services?

(2) What proportion of our metropolis is served now by deep sewerage?

(3) Is there a plan to cover the whole area ultimately?

The MINISTER replied:

(1) No.

(2) 64 per cent. of the population.

(3) Extensive surveys have been made and investigations are in hand for the preparation of schemes to ultimately complete the sewerage of the metropolitan area.

(b) Wembley-Floreat Park Areas.

Mr. J. HEGNEY asked the Minister for Water Supplies:

(1) What amount was spent on sewerage works in the Wembley and Floreat Park areas during the years—

(a) 1953-54;

(b) 1954-55?

(2) What is the estimate of expenditure during the year 1955-56?

The MINISTER replied:

(1) (a) 1953-54, £66,500.

(b) 1954-55, £49,400.

(2) £27,500.

HOUSES OF ILL FAME.

Payment of Rates and Taxes.

Hon. Dame FLORENCE CARDELL-OLIVER asked the Minister for Police:

(1) Is he aware that there are houses of ill fame in Roe-st.—by that I mean houses where people who either own or rent the premises are making a living by trading the bodies of females to be made use of by males so that they (the owners or tenants) can make a living by such means?

(2) Are these houses licensed to conduct this trade?

(3) If not, why does the Government allow these places to continue this inhuman trade?

(4) Do the owners or tenants of these houses pay rates and taxes?

(5) If so, why does the council or the Government take rates and taxes from owners or tenants of an illegitimate, unlicensed trade?

(6) What other class of owner or tenant has a similar privilege?

(7) What is the approximate profit that these traders make per year?

(8) Are their rates and taxes based on the disclosed profits?

(9) As rates and taxes are a State or municipal matter, if the Government cannot disclose profits owing to its being a Commonwealth matter, how does the State or municipality assess the rates of profits of an illegitimate trading concern?

The MINISTER replied:

It is understood the position in these matters is as it was when the member for Subiaco was Minister for Health in the previous Government.

Hon. Dame Florence Cardell-Oliver: That is no answer to the questions. You have no courage.

"PETER REED."

Tabling of Papers on Charter.

Mr. COURT asked the Minister representing the Minister for Supply and Shipping:

Will he lay on the Table of the House all the papers dealing with the charter of the ship "Peter Reed"?

The MINISTER FOR MINES replied:

The papers will be tabled at the next sitting of the House.

RENTS AND TENANCIES.

Deposit for Damage.

Hon. A. F. WATTS asked the Minister for Housing:

(1) Is it true that a number of landlords require a deposit of £20 or more when letting flats or other premises as an assurance against damage by the tenant?

(2) If so, does he know whether the tenant is able to assess the condition of the premises before paying the deposit?

(3) Does he consider that such deposits should be sought by landlords?

(4) Is there any suggestion that, in some cases, these deposits are asked for as an alternative to "key money"?

(5) Is the taking of "key money" still unlawful?

The MINISTER replied:

(1) The position regarding private landlords is not known but it is understood that it is a practice with some.

(2) It is considered that the tenant would be entitled to draw attention to conditions existing on entering premises.

(3) It is considered that the requiring of a small deposit is reasonable.

(4) Have no knowledge.

(5) The taking of "key money" is still unlawful under the Rents and Tenancies Emergency Provisions Act and the Land Agents Act.

HOUSING.

(a) *Commission's Funds.*

Hon. D. BRAND asked the Treasurer:

(1) In what month during the last financial year did he become aware that the Minister for Housing had expended all funds available to the State Housing Commission in that year?

(2) To what extent will the funds available this year to the State Housing Commission be pruned to recuperate the draw of £1,700,000 of trust funds?

The TREASURER replied:

(1) April, 1955.

(2) Provision is being made in the allocation of funds to the State Housing Commission for 1955-56 to replace trust funds used in last financial year to finance the excess expenditure of £1,700,000 on housing.

(b) *Amounts Available for Various Schemes.*

Mr. WILD asked the Minister for Housing:

In view of the Treasurer admitting that most of the £1,700,000 overspent last financial year, was utilised by the State Housing Commission—

(1) what amount will be available this financial year for—

(a) Commonwealth-State rental;

(b) war service;

(c) workers' homes?

(2) How many houses will be completed under the respective schemes?

The MINISTER replied:

(1) (a) Commonwealth-State, £5,000,000;

(b) war service—unknown;

(c) workers' homes, tentatively fixed at £1,852,000.

(2) (a) Commonwealth-State, 1,500;

(b) war service homes—unknown;

(c) workers' homes—800.

(c) *Subiaco Flats Rents.*

Mr. WILD asked the Minister for Housing:

What are the rents of the one-bedroom flats already completed in the Subiaco flats?

The MINISTER replied:

The rent is £3 4s. per week.

EDUCATION.

Perenjori State School.

Hon. D. BRAND asked the Minister for Education:

(1) What number of children attend the Perenjori State school?

(2) What is the estimated cost of an additional room to the school building?

(3) What is the estimated cost of installing a septic tank system?

(4) Will the construction of the school be undertaken during the first half of the financial year?

The MINISTER replied:

(1) Ninety-three.

(2) and (3) Plans and estimates provide for—

(a) New classroom and headmaster's room, £4,605.

(b) Septic tank installation, £4,050.

(4) This is entirely dependent on the loan moneys made available.

GAMBLING.

Use of Slot Machines.

Hon. D. BRAND asked the Minister for Police:

(1) What is the law in this State relating to gambling slot machines?

(2) Is the use of these devices increasing?

(3) What points will be covered in the investigation which he promised to a deputation received by him on the 12th August, 1955?

The MINISTER replied:

(1) The question as to the legality or otherwise of the use of slot machines is entirely dependent upon the manner and place in which they are used.

(2) It is understood that some additional clubs have recently installed slot machines. This type of machine has been in use in clubs in this State for many years.

(3) The question at present being investigated is the desirability of using tokens instead of money in slot machines.

HOSPITAL AND MEDICAL BENEFITS.

Change of Claim Form.

Mr. NORTON asked the Minister for Health:

As the Commonwealth law, namely, the National Health Act, 1953, provides that registered organisations (hospital benefit or friendly societies) can make payments of either hospital benefit or medical benefit direct to the person or institution (to whom payment is due) on a procuration order signed by the contributor; will he give a direction that the instruction which is printed in red on the top of each claim form be changed so that it will not mislead the contributor?

The MINISTER replied:

This is not a State responsibility but the department is approaching the appropriate Commonwealth authority on the matter.

MIDLAND RAILWAY WORKSHOPS.

Increase in Efficiency.

Mr. BRADY asked the Minister for Railways:

Has any consideration been given to the possibility of bringing the Government Railway Workshops to such a stage of efficiency that it will be possible to build all cars and wagons required for the Government railways in the Midland workshops in lieu of calling tenders from outside workshops?

The MINISTER replied:

Considerable alterations and additions to these workshops are in progress. It is intended to construct the new Westland coaches at the Midland Junction workshops although present facilities will not permit the simultaneous construction of new ADG railcar bodies required.

It is anticipated that when these alterations and additions are completed the workshops should be in a position to meet normal wagon requirements.

NATIONAL ROAD COURTESY LEAGUE.

Departmental Recognition.

Mr. JOHNSON asked the Minister for Transport:

(1) Does he know of the existence of the National Road Courtesy League?

(2) Is this body connected with the National Safety Council?

(3) Who are the known officers of the National Road Courtesy League?

(4) Is this body authorised or recognised by his department?

The MINISTER replied:

(1) Yes. There is a National Road Courtesy League listed in the telephone directory.

(2) No. Not in any way.

(3) The only official known is Mr. A. C. Elliott who claims to be the founder and president.

(4) No. Not in any way.

QUESTIONS WITHOUT NOTICE.

(a) Mr. Speaker's Ruling.

Hon. Sir ROSS McLARTY (without notice) asked the Speaker:

Would you, Sir, permit me to ask a question relating to the ruling you gave last Thursday on questions without notice? I was not in the Chamber at the time. I would ask you to call a meeting of the Standing Orders Committee with a view to giving consideration to your ruling on

this matter. I do this because I feel that a traditional right has been taken away from members, a right that has existed in every Parliament—

Mr. SPEAKER: I cannot allow the Leader of the Opposition to make a speech when asking a question without notice.

Hon. Sir ROSS McLARTY: Would you call a meeting of the Standing Orders Committee with a view to giving consideration to the decision you gave relating to questions without notice?

Mr. SPEAKER replied:

I have no objection to calling a meeting of the Standing Orders Committee and I shall summon one as soon as convenient and ask it to make a report to the House. I might state that I informed the House, when giving my ruling, that the whole matter was in the hands of members, and that it was competent for them to amend Standing Orders by a motion. However, the same objective would be achieved by a report from the Standing Orders Committee. I am quite happy to have it done either way. While I am acting in my present capacity, my duty is to see that Standing Orders are obeyed, and if they are amended, I shall be happy to see that the amended Orders are likewise obeyed.

(b) Procedure.

Hon. Dame FLORENCE CARDELL-OLIVER (without notice) asked the Speaker:

Might I ask this question without notice—

Mr. SPEAKER: I require prior notice of all questions. The hon. member has not approached me prior to this sitting, in accordance with my ruling.

Hon. Dame FLORENCE CARDELL-OLIVER: Might I ask how I can approach you now?

Mr. SPEAKER replied:

The hon. member approached me yesterday about a question and she can take the same steps in future.

ADDRESS-IN-REPLY.

Fifth Day.

Debate resumed from the previous day, on the motion for the adoption of the Address, as amended.

MR. JAMIESON (Canning) [4.48] In my contribution to the Address-in-reply debate I would like to touch on a variety of matters. Firstly, I wish briefly to deal with the position in regard to classrooms, as was brought forward the other evening by the Leader of the Country Party. I am to a degree amazed that he should suggest that the Government should prune other ventures to an extent that they could not function properly at all, in an endeavour to make available additional moneys for building classrooms. I do appreciate the

importance of building to provide classrooms for the schoolchildren of this State, more especially as I am the representative of the numerically largest electorate of this State, and I know the needs of that district are ever-increasing in this regard.

However, referring to the Governor's Speech, the Leader of the Country Party might have mentioned that the cause of the present situation was the migration of 93,500 people to this State since July, 1947. When he was Minister for Education, I consider that he did not make full use of the funds available by providing classrooms. I know of one instance particularly where he, as Minister, had several classrooms added to a school and children are still being conveyed to that school by bus in order to fill the rooms. I checked up on the facts this morning and that school has an attendance of 26 children and five classrooms far in excess of the needs of the district and even the foreseeable needs of the district, and I cannot by any stretch of imagination understand the reason for providing the extra classrooms at that school. There were districts where housing was taking place and they should have received prior consideration. For some unknown reason, the classrooms were built at that school and I consider that the action of the then Minister was a little over the odds.

If the Leader of the Country Party has any energy to expend in this direction, he might approach his Federal colleagues and endeavour to get some additional grants for the State in order that extra educational facilities might be provided. We know only too well that the Commonwealth Government has just finished the financial year with a considerable surplus, and if he is keen to further the welfare of the State—I am sure he is sincere in that—he should, through his party, approach his Federal colleagues and ask them whether it is not time that some of those surplus funds were spent on providing very necessary school accommodation in this and other States.

In so far as the provision of high schools in the metropolitan area is concerned, I feel that immediate steps should be taken to overcome the position that now exists where almost every district in the metropolitan area requires a high school of its own. It would appear that over the past few years, parents have been sending their children to school for longer periods, which indicates that the economic position of most families must have improved, seeing that they are able to maintain the children at high schools till reaching at least the junior standard or even the leaving standard. I should think that in the near future one high school will be needed for each two primary schools, indicating that at least half of the scholars would remain at school till reaching the junior standard, if not the

leaving standard. Thus the immediate requirements exist, but how to provide for them is the difficulty unless the State Government is assisted in some way by the Federal Government, which has the finance readily available.

This winter we have been fortunate in having an abundance of rain and it has become apparent during the last few days that there will be very few dams and weirs supplying the various towns and localities that will not be filled to capacity. One thing hurts me and that is to know that in years of plenty such as this, there are rivers in close proximity to the metropolitan area over-flowing, but owing to a shortage of funds, the Government is not able to dam them and make use of them against the time when there is a shortage. I hope it will not be many years before all the rivers that are suitable for damming for commercial use or irrigation purposes, at any rate in the South-West portion of the State, will be dammed so that they will retain water to their full capacity for use in drier seasons. This is a most necessary venture and steps should be taken to decide the suitable positions for such weirs and dams.

In damming rivers, we find that Nature creates a problem and one of them is the depositing of debris on the shoreline if there is insufficient water to flush it away. In the Swan River we have not had for some years flood waters to the extent that has been experienced this year, as a result of which various portions have become somewhat silted up and most unpleasant. Referring again to the Governor's Speech, we are told that the Government intends to introduce a Bill to assist in maintaining the Swan River in a clean and healthy condition. In the course of several debates on Addresses-in-reply, I have suggested that the only way to keep the river clean and healthy when the natural flushing has not occurred is to clean up the shore line where refuse from industry and drainage accumulates and putrifies and causes much unpleasantness to people living in the vicinity. Particularly has this occurred in the Mounts Bay area where for some years the deposits on the water edges have become heated by the summer sun. The effluent from industrial plants and from stormwater drains likely to cause trouble should be conducted into sewers instead of being discharged into the river.

There has been a good deal of discussion about the Stephenson regional plan. We have been told by the Minister for Town Planning that the report and the plan will be made available to members at an early date. I believe it is opportune to say that whatever the plan may suggest in the way of improvements, we must take steps in the near future to implement at least part of the plan. The skimpy sections of the plan that have appeared in the Press would indicate that it augurs well

for the future of this city if we adopt as many of the recommendations as possible and implement them to the best of our ability under existing circumstances. Unfortunately, any scheme such as this will, of necessity, upset a number of people in different areas. Certain parts of the metropolitan area will have to be gazetted as industrial, housing or semi-rural areas, and that must in the long run upset people who are conducting other types of business in those districts.

As a responsible Parliament, however, we must realise that situations such as I have mentioned are bound to arise and it is our duty to see that there is as little interference as possible with the residents of the areas concerned. I understand that the Lands Department has a committee that deals with the naming of streets and localities, but I do not think that it is functioning as efficiently as it could. There are many parts of my own electorate which could virtually be called by half a dozen names, any one of which would be to some degree right. It is high time a move was made to define the various districts clearly so that residents may know the name of the suburb or area in which they live.

This is particularly apparent on the eastern boundaries of the metropolitan area where, from the airport down through Newburn, Cloverdale, Kewdale and other districts there are a number of areas that are not clearly defined. Once a district has been given a name, to the extent that the name is placed on the maps prepared by the Lands and Surveys Department residents should be able to accept that name for the district in which they live. At present the situation is such that people often have to guess what is the correct name of their district, and probably guess wrongly.

For some time I have had certain pet theories in relation to the sale of our produce overseas. In the past the general trend of the primary producer and some other interests in this State has been to give more consideration to production than to finding markets for the produce. From the information I have received from time to time, I believe that there are markets for our produce available in the Near East and the islands to the north of Australia. I am convinced that the only way to exploit those markets and at the same time assist in lightening the yearly deficit of the State Shipping Service is to increase the number of vessels in order to be able to ship the products of this State to the markets available from time to time in the countries I have mentioned. It seems to me to be a most unreal attitude to decide that we should store our wheat in bins for weevils and other vermin to eat or destroy while in South-East Asia people are crying out for our produce to ward off the starvation which is so rife in that part of the world.

Of course, it might be said that the necessary financial arrangements would have to be made. I appreciate that, but feel that it would be better for these people to owe us something for the rest of their lives than that we should waste our primary produce and not get rid of it at all. I have on several occasions asked the Minister for Agriculture about the possibility of cultivating further markets for our products in the islands. I understand that an individual from New Zealand recently investigated the possibility of trade with those countries and that he undertook to find markets there.

I am informed that before he left New Zealand he said he would undertake this work as a part-time job, and that, in fact, he received many thousands of pounds worth of orders for New Zealand goods. It does not seem right that New Zealand should be able to capture this trade with countries that are so close to us that, by virtue of their proximity, they should be our natural markets.

Next I wish to comment on the traffic situation that is developing in the metropolitan area. A few months ago we saw the elimination of the major roads and main roads and the installation of the compulsory stop signs at what are considered to be dangerous intersections, junctions and so on. It would appear that while our production in other spheres might be limited, our capacity to produce these stop signs is unlimited and that at the present rate of installation there should soon be one on every corner. The Government might as well gazette regulations causing motorists to stop at every intersection, as continue with the present policy. I hope the Minister for Police will discuss the position with his officers and see what can be done about it, as at present many of the stop signs are being placed in situations where it is impossible for a motorist to see them. In spite of this, if the motorist does not see the sign and consequently does not stop, there is generally a traffic policeman waiting to pounce on him for having driven past a stop sign. There are far too many of these signs at present and I maintain that they are, and will continue to be, more of a hazard than an assistance to motorists.

I think that even the inspector in charge of the Traffic Branch is a bit confused as to what should take place at a stop sign. He recently made in the Press a statement that requires a great deal of clarification. He indicated that when a motorist arrives at an intersection with a highway and stops, he may then immediately proceed and it does not matter whether another vehicle is coming down the highway at 35 miles per hour, which is the speed that the law permits. If these stop signs are to remain, surely the vehicle proceeding across the intersection where the sign is placed

should have some right of way. This is a question that must be clarified before the position will be satisfactory to the motorist.

Although our betting control legislation has not been functioning for very long, there is one unsavoury aspect that has arisen. I noticed in the Press that the need for provision of door screens and the possible need for more betting shops is to be discussed by the Betting Control Board. The Minister for Police (Hon. H. H. Styants) was reported to have made a two and a half hour tour of the city and suburbs on a Saturday and to have said that he thought door screens would be an advantage. Apparently the betting shops are to have their windows whitewashed and door screens placed on the doors. There are enough dens of iniquity around the suburbs and city now, in the shape of wine shops and so on, without enclosing the betting shops with screens. If the screens are necessary to prevent the wind blowing into the shops, that is all right; but if screens are to be placed over the doorways, the windows should remain clear so that one can see what is going on inside.

Mr. Lawrence: Do you know that they have put a curtain across the doorway of the bar in Parliament House?

Mr. JAMIESON: Yes, and I told the House Committee what I thought about it. If members wish to hide in their own homes, that is all right but Parliament House is no place for members to be hiding behind curtains. As far as I am aware, the betting shops are being well run and I think if they are to be screened off as has been suggested, the patronage will be limited to the males of the community, as no matter how keen a racing fan a woman might be, I do not think she would be inclined to enter premises, the view into which was obscured in this way. I would like the Minister to reconsider this question. I have been watching for a regulation in regard to it to appear on the Table of the House but it has not yet done so, and I hope it will not.

Hon. D. Brand: Do you think the object in erecting these screens was to shut off the view of the interior of the betting shops?

Mr. JAMIESON: That would be best known to the Minister. I cannot imagine the reason for it, but I feel that anything legal in this community should be kept open and above board. If this sort of thing continues, the on-course bookmakers will soon be asked to erect marquees in which to do their betting.

I come now to the question of land resumption and the treatment of land owners. A great deal of play has been made on this subject of land resumption for State Housing Commission purposes, particularly since last session, and I think we have all received copies of Land Resumption Protest Federation pamphlets. In

the first place there seemed to be considerable concern as to what the Government would do in regard to the land-owners and they feared they would not be paid a reasonable sum in compensation. In this regard there was a lot of feeling stirred up by certain people in the community.

One meeting of the federation was advertised for Friday, the 3rd June last, to be held in the Riverton hall and it was stated that prominent guest speakers would be present. The prominent guest speakers on this occasion turned out to be the member for Maylands, and Mr. W. McPherson, an endorsed Liberal candidate. It was obvious that the feeling was being assisted by those who were at the meeting. One of these people, in the course of the night's entertainment, as I shall call it, said, in as many words, that he had been given permission to assure the public that if the Liberal Party were returned to power in this State, the Public Works Act would be amended to suit the requirements of the Resumption Protest Federation.

Hon. D. Brand: It must have been a sound statement, because the Government has decided to do that.

Mr. JAMIESON: Some sections of the Act do need tidying up; I agree with that, but not to suit the convenience of only a certain section of the people. As the hon. member will agree, some of their requirements are already part and parcel of the Act, and this year further amendments will be made.

Mr. Manning: Was not your land resumed?

Mr. JAMIESON: There is a story to that, too. However, we can rest assured that fair treatment was meted out to those whose land was resumed. This is emphasised by the fact that originally there were 38 cases before the Supreme Court and at present only six remain. I might ask, "Why has that occurred?" I could answer quite easily by saying that two of the districts in my area have already been assessed and the other one, which has not yet been dealt with, is the area in Queen's Park.

According to the answer to a question I asked the Minister yesterday, it appears that at Belmont Park there were three instances of excess payments of compensation and at South Bentley Park there were seven. That shows that the Government and its officers are giving the people every consideration. I understand, after talking to Mr. Quinn, of the Public Works Department, that there are a number of other cases where claimants have received the full amount of compensation claimed.

Hon. D. Brand: Do you think that the formation of the federation had anything to do with that?

Mr. JAMIESON: Nothing at all. I think the feeling generated among members of the federation was intended to be political rather than of advantage to the people concerned. I had hoped that people were not so mean as to take advantage of the misfortunes of others by endeavouring to gain political advantage.

Mr. Oldfield: You do agree that the people were unfortunate?

Mr. JAMIESON: I agree that those who were affected by the chord line and Cockburn Sound resumptions were unfortunate. Regarding those who were affected by the resumptions for the Guildford Airport, I would remind members that that was a Commonwealth matter. I agree, too, that there must be resumptions if we are to have progress. But I do not agree that the resumptions made by the present Government were anything like those made for the construction of the chord line. The people affected in that case were immediately dispossessed of their homes. Some were returned in the long run, but there was a good deal of publicity before that happened.

When I referred to "Hansard," I found that during the debate on this matter, the Government of the day put forward the suggestion that there was an immediate need for the line. But nothing was done until two or three years afterwards, and so it would appear that it was an unjust action on the part of the Government of that time. The people whose properties were resumed were caused a good deal of worry and many of them built homes in other districts. As a result, after their properties were returned to them, some found themselves with two homes. In these latest resumptions, nothing like that happened. One person had established a kennel for boarding dogs and as that would not be suitable in a housing area arrangements were made to move him to an area suitable for such a purpose. Apart from that, few others were upset.

Hon. D. Brand: Why was it necessary to resume all that land when the Minister for Housing had available so many hundreds of acres?

Mr. JAMIESON: The hon. member knows very well why it was necessary to resume it. The land to which the hon. member is referring was all on one side of the city. Why is it necessary to force a man who works at Welshpool to live 7 or 8 miles up the Wanneroo-rd. when there is land available much closer to his work?

Hon. D. Brand: How many Welshpool workers live at Maniana?

Mr. JAMIESON: There would be quite a few now. The point is that the Maniana area, with the possible exception of two small resumptions made several years ago, does not come into the picture. However, as we progress we will have many complaints. Only today I received a rejection

of an appeal which was made on behalf of a person in the Queen's Park area. This person had applied for a subdivision of land which comes within an area recommended by Professor Stephenson as the site of the new marshalling yards. It is only natural that people displaced for the building of a marshalling yards will, however much consideration they are given and however much compensation they receive, be upset at having to move. I appreciate the feelings of those people, but so long as they are treated fairly—and I know they will be while this Government is in power—I think the progress made will be of benefit to the community in general.

It appears that this year augurs well for both our primary and secondary industries and thus we can look forward to continued prosperity, as was indicated by the Governor in his Speech on the opening day of this session. In addition, I hope that the Government will take some action to implement the Stephenson Plan and that when it does take action, people will look at it with a farsighted view and not be limited by immediate requirements.

MR. BOVELL (Vasse) [5.25]: I feel that I must comment on one of the first paragraphs in the Speech which His Excellency was pleased to deliver to Parliament on the 4th August, 1955; I refer to that which dealt with the untimely deaths of Hon. C. H. Henning and Hon. R. J. Boylen. The late Hon. R. J. Boylen entered Parliament at about the same time as I did, and although our electorates were somewhat removed, we established a personal bond of friendship which I treasure.

But it is to the late Hon. C. H. Henning that I wish to make special reference. I knew him for many years prior to his entering Parliament some four years ago. I would say that his knowledge of the dairying industry in this State was second to none. His long years of interest in the development of that industry, particularly of the irrigation areas, is well known to dairy farmers in the South-West. Upon his entry into Parliament he became a renowned figure throughout the whole of the South-West Province, and dairy farmers relied on his guidance and influence to assist them.

I was interested in His Excellency's Speech and rather amazed when he referred to the prosperous times that this State is experiencing. I cannot understand the basis for those remarks. Today we have a surplus of wheat that we cannot market. The dairying industry is in a precarious position, although, admittedly, the woolgrowers are experiencing a reasonable period of satisfactory prices. But if we analyse the wool industry we will see that there is, without doubt, a gradual recession there also. So how can

the Government, through His Excellency, say that this State is enjoying progress and prosperity?

Mr. J. Hegney: Do not you think it is?

Mr. BOVELL: It is false when our primary industries are not payable propositions.

The Minister for Education: I hope you did not speak like that in South Africa?

Mr. BOVELL: The whole of our national prosperity and progress is based on our primary industries. Let me speak of another primary industry, coalmining. I do not think that industry is today enjoying a period of great progress. So I believe that the Governor's Speech was a pre-election platitude.

Mr. Heal: What was the last word?

Mr. Oldfield: You would not understand.

Mr. BOVELL: As the Minister for Lands and Agriculture represents a dairying district, I had hoped that some reference would have been made to the difficulties being experienced not only by established dairy farmers but also by those ex-servicemen who are engaged in the industry and who have been rehabilitated, so-called. Recent developments have placed the butterfat producer in a hopeless financial position. I must admit that the economics of the position are completely beyond my understanding. The consumer is called upon to pay more for butter, and the producer is to receive less for his labour. I could understand, no matter how unsatisfactory it might be, the economics of a position which reduces the price to the consumer and also reduces it to the producer. But in this case the position is likely to create a buyer resistance which will be detrimental to the dairying industry generally. We have to sell our surplus dairy products, or our butter I should say, on overseas markets at a loss, and it is only by home consumption that we can hope to give the dairy farmer a fair return for his product.

This state of affairs is indeed a staggering blow to dairy farmers engaged in butterfat production and in milk for the making of cheese. It is the responsibility of both the Commonwealth and the State Government to see that the dairying industry in Western Australia does not fail; to see that the hard toil of several generations does not go for nothing; and to see that the rich lands of the South-West do not revert to karri and jarrah forests. The placing of the dairying industry in Western Australia on a sound financial basis should have been attempted some years ago, but I do not intend to make the position that has resulted a party political one.

It will be recalled that during the nine years that I have been in this Parliament—when first I represented the Sussex electorate and now the Vasse electorate—I

have informed this House of the precarious state of the dairying industry. I have done that every year; when I sat behind the Government, and while I have sat in Opposition. It was done before the recent survey of production costs in Western Australia was finalised. Unfortunately I have not at my disposal a copy of that report, otherwise I could have given some concrete figures. I am informed, however, that the production costs in Western Australia are in the vicinity of 6d. a lb. over the Australian average. That handicaps the butterfat producer in Western Australia even more than it does his dairy farming neighbour in the Eastern States.

In view of this, it is especially the responsibility of the State Government to submit proposals to the Commonwealth Government, and if that Government does not meet those proposals it still remains the responsibility of the State Government to see that under-developed dairy farms in Western Australia are raised to a standard which can compete with the Australian dairy farmer in relation to production costs. It is recognised that the area required for a payable dairy farm in the South-West of this State is approximately 300 acres. I would say that in the main it has been the objective of dairy farmers in that area to secure that 300 acres. Generally speaking, it is unfortunate that of that 300 acres it has only been possible for 100 acres—that is under one-third of the area—to be pastured and developed to such a state that they can be profitably used.

I should say that the average herd is somewhere between 25 and 30 cows, and on this basis the dairy farm in Western Australia is unprofitable. But with further development of the area, I am convinced—given a reasonable chance—that the carrying capacity of the dairy farm could be raised to between 40 and 60 milking cows. If this could be achieved, the production costs would be slightly increased, but not to such an extent as to make them double. The income that could be anticipated would be considerably more. It is not much good saying, "I told you so," but I have asked the Government I supported, I have asked this Government since it has been in office and I am now making a further appeal for it to do something at this very moment. As I said, the Minister for Lands and Agriculture represents the dairying industry. The problems of the Warren electorate are akin to those problems which confront me as representative of the Vasse electorate. There are a number of under-developed farms in both these electorates. I would say that, including the Denmark area, the dairying industry is less developed in those districts than in any other area in Western Australia.

In 1953 I advocated a plan to assist the dairy farmer, and I was encouraged by the publicity given me by "The West Australian." It is recognised that there are

some 1,500 under-developed dairy farms in the areas I have mentioned. Perhaps you will permit me, Mr. Speaker, to read a portion of a report which appeared in "The West Australian" on Thursday, the 20th August, 1953. It is as follows:—

A £5,000,000 Plan On Dairying Urged:

A scheme involving an expenditure of £5,000,000 in aid for the dairying industry was suggested in the Legislative Assembly last night by Mr. Bovell (L.C.L., Vasse).

Money for the scheme should be obtained by the State Government from the Commonwealth.

He said that progress in dairying in the South-West had been limited because of the high costs of clearing.

The Minister for Agriculture (Mr. Hoar): The Government is much concerned about the dairying industry.

Mr. Bovell said there were about 1,500 dairy farms below standard in the South-West.

It was impossible for settlers to borrow money for development in the normal channels and pay the required interest rate.

He suggested that the Government should make loans of £2,000 to each dairy farmer on a substandard property for clearing, cultivation and additional stock.

The loans should be free of interest and spread over 25 years.

That is the report of a speech I made in this Chamber two years ago.

The Minister for Agriculture: Did you say it should be free of interest for 25 years?

Mr. BOVELL: That was the report in "The West Australian," but I went further to expound my scheme in regard to the repayment of the loans and "Hansard" of 1953, page 199, gives a full report of my speech. What I am concerned about is that that speech was made two years ago, and what action has the Government taken in the direction of assisting those under-developed dairy farms?

The time has come when, if something is not done immediately, a number of dairy farmers on under-developed properties will have to allow their farms to revert to virgin bush, and it would be a great reflection on the Government if that were permitted to occur. Over the post-war years we have had grandiose schemes for land settlement. While I agree that we must progress, there comes a time when we have to marshal all our resources and protect the people engaged in primary production and not worry about further development for the time being.

I say it is the responsibility of the Government, in view of the precarious state of the dairying industry, to confine all

its efforts in the direction of ensuring that those who are now engaged in the industry are given a fair chance of surviving. I believe that this could be done by a plan making available £500,000 a year for five years, and it would have to be interest-free and with no capital repayments for at least the first five years. After that period, the position could be reviewed, but the essential point is that money must be made available to dairy farmers now to give them a fair chance of competing with dairy farmers in other parts of Australia.

The Equalisation Committee based its recommendation on the Australia-wide industry and, as I have stated, this cost-finding tribunal has concluded that Western Australia is higher by 6d. a lb. on the Australian average. It is the responsibility of the State Government to do something now. Loans should be made available through the normal financial channels to the individual farmer, through his banker, his stockbroker, or the Rural & Industries Bank if necessary, but he must have additional capital without interest payments for the present to give him and the industry an opportunity of surviving.

So I repeat what I have said in this Chamber over and over again, "Let us take some action in this matter." Two years ago, I made a speech along somewhat similar lines to my remarks tonight. My scheme then might have been somewhat more ambitious, but, realising as I do from my parliamentary experience that when one submits a proposal it is invariably cut in halves, I have come to the conclusion that a £2,500,000 scheme spread over five years under guarantees and proper financial supervision could assist this industry.

The Minister for Agriculture: Would you guarantee to spend £500,000 a year? Would you have the equipment, material and manpower?

Mr. BOVELL: I do not say that that could be done immediately, but had the Government taken some action in 1953 before the axe fell, as it has fallen—

The Minister for Agriculture: Or if the then Government had started in 1951 or 1952 when it had the opportunity.

Mr. BOVELL: Well, go back to 1951, if the Minister so desires, but I reminded him of the position in 1953, and what action has he taken? The Minister has the reins of government in his hands now.

The Minister for Agriculture: We have taken action.

Mr. BOVELL: I have not seen any evidence of concrete action on the part of the Government.

The Minister for Agriculture: You have only just come home.

Mr. BOVELL: I expected an interjection from the ministerial bench as to where the money for the scheme would be obtained. In the event of the required amount not being made available by the Commonwealth—and, of course, we cannot expect the Commonwealth to meet all our requests for finance—I remind the Minister of the answer given to the member for Greenough a few days ago, that approximately £1,700,000 of trust funds had been used for housing. Cannot we use some of the trust funds for the salvation of the dairying industry?

The Minister for Housing: The difference is that the Housing Commission paid it off in a couple of months, and you would not expect the dairy farmers to do that.

Mr. BOVELL: If there were no wheat industry, wool industry, dairying industry or pearling industry, there would be no repayment by the Housing Commission, because there would be no finance available for the building of houses. Let me repeat that the prosperity of the metropolitan area is based upon primary production. What happened in the depression years when wool was 10d. per lb., wheat 1s. 8d. per bushel and butterfat 1s. 8d. per lb.? The whole population of the State was in a turmoil. There was unemployment, and it was all because the primary industries of this State were not payable propositions.

The Minister for Agriculture: The member for Claremont could tell you the reason for the position in 1930-33.

Mr. BOVELL: I am not going into the pros and cons of international finance, but am merely saying that if the primary producer in Western Australia fails, the whole community must inevitably follow suit. I am making an appeal to the Government to take some action. I do not blame the Commonwealth Government and I do not blame this Government, but am making this final appeal, before it is too late and the dairying industry, especially the butterfat section, goes out of existence. This industry has been established at great cost, and if the Government could do something immediately—and I believe it must—what it does will only be in keeping with the hand of Providence. I notice a smile on the face of the Minister for Works.

The Minister for Works: I am smiling at the water going into Canning Dam.

Mr. BOVELL: The hand of Providence is providing us with the life-blood of a nation's economy—that is, water. Let the Government do something about it in practical politics, and see whether, by co-operation, it can produce in this State a dairying industry that will survive. I believe the problem, great as it is, can be surmounted. Again I appeal to the Government, not on party lines, to take some action. We do not want more surveys or inquiries; we just want to get the financial people together and say, "We have to

do something about this. We will make £2,500,000 available over five years, under Government guarantee, through the normal channels of the individual farmer's finance, to see what can be done."

Mr. J. Hegney: How many dairy farms are registered in your electorate?

Mr. BOVELL: I do not know.

Hon. L. Thorn: All you can say is that there are more down there than in the Middle Swan electorate.

Mr. BOVELL: They are not registered, as perhaps the member for Middle Swan would understand the term, as are trades unionists and others.

Mr. J. Hegney: You must have a fair idea of the number of dairy farms in your electorate, surely.

Mr. BOVELL: I would say that in the area I represent, there would be between 600 and 700, but I would not say they are all under-developed dairy farms. Some are developed.

The Premier: Would not there be a larger number of dairy farms in your electorate than 600?

Mr. BOVELL: I should not think so.

The Minister for Agriculture: Where do you get your votes from?

Mr. BOVELL: In Busselton there is a population of 2,000 who are not dairy farmers. Margaret River has a population of nearly 1,000. Perhaps the Minister can tell me how many dairy farms he has in his electorate.

The Minister for Agriculture: I can; not to one or two, but I can get closer to the figure than you have.

Mr. BOVELL: I do not think so. However, that is the position. There are a great number of under-developed farms in the electorate I represent. I therefore make a final appeal to the Government to do something about establishing the industry on a sound basis.

Further, I would like to discuss some other matters, one of which is that the Government might, perhaps, consider some remission of the freight charges on superphosphate. This might assist the dairying industry to some extent because superphosphate is vital to its progress. I understand that in some of the dairying districts of Australia it costs very little per lb. for superphosphate, but in Western Australia the average is fairly high. Some assistance could be rendered by the Government if it remitted the freight charges, especially on superphosphate, livestock and feed such as bran, pollard and the like. I would not make this request if it were not for the fact of the present parlous state of the dairy farmers.

The Minister for Railways: I understand that in the Eastern States the primary producers use the railways to cart a proportion of their higher-freighted goods, too.

Mr. BOVELL: I have heard the Minister, when he was in Opposition, say that over and over again, and I have also heard him, as Minister for Railways, say that money was poured down the sink with respect to group settlement, and that does him no credit.

The Minister for Railways: Millions!

Mr. BOVELL: We might say—I do not say it—that on the Minister's argument, millions have been poured down the sink in regard to the mining industry.

The Minister for Railways: Millions of public money have not been poured down the sink in the mining industry.

Mr. BOVELL: Nor in the dairying industry either, for that matter.

The Minister for Agriculture: There was in the group settlement, though.

Mr. BOVELL: The matter of a high school at Busselton has, for some time, been occupying the attention of the Minister for Education and the Director of Education, but there seems to be some difficulty over the selection of a suitable site. At the moment some 830 children are attending the Busselton school and quite a considerable number of these children are post-primary students. The Minister for Education has indicated by answers to questions put by me, that it was the intention to establish a separate high school in Busselton, commencing, I think, in 1956, when it was hoped to erect three or four classrooms and progressively build on. To date, however, so far as I know, no site has been selected. I would ask the Government to give serious consideration to finalising the site question in order that a commencement can be made with the building of the high school at Busselton.

MR. RHATIGAN (Kimberley) [5.59]: I wish to mention a few matters which I consider of vital importance to the North, particularly the Kimberley area. The first is the proposition put forward to the Commonwealth Government by the all-party committee, for finance to develop the Ord River scheme. It has been proved, by experiments carried on at the Kimberley Research Station over a number of years, that rice, sugar and various other commodities, can be satisfactorily produced there. Experiments carried out show that the sugar content of the cane grown there is equal to, if not better than, that produced anywhere else in the world, but to establish the industry it is essential that the proposed damming of the Ord River should be put into effect. This is an immense project and, if completed, would, I believe, represent something like 27 times the capacity of the Canning Dam and would cover an area of about 157 square miles.

Surely the Commonwealth Government must at last realise that this portion of our North should be populated! We cannot expect to hold on to that part of the

State without making a genuine attempt to populate it. Over a long period of years the North has received a great deal of lip service, as to what should be done to develop it, but we have now reached the stage where something must be done, and the completion of this project is, I am convinced, the initial step towards populating that part of the State. The division of the 1,000,000 acre cattle stations into four, which is the most that could be done, still would not solve the population problem as it would only increase four-fold the number of staff required.

The Ord River scheme is of international importance, as we have teeming millions in countries adjacent to us, just awaiting a chance to expand. We cannot hold our unpopulated territory indefinitely, and I repeat that the Commonwealth Government must at last realise its responsibility to this part of the State and assist the State Government with the finance necessary to go ahead with this project. It has been proved that rice can be grown at Snake Creek, at what is usually termed the Liveringa rice project.

At present there are about 80 acres under cultivation—no doubt it has been harvested by now—and the period from sowing to harvesting is 80 days, as against 160 or 180 days in the case of the Murrumbidgee project in New South Wales. I understand that the company concerned is seeking assistance from the Government in order to enlarge its water supply. I think it is entitled to some assistance if the Government can provide money from its available finance. The rice produced by the company is on sale at Broome, and the Asiatics there, who are good judges of rice, claim it is equal to anything they have sampled in their own countries.

The Minister for Health: We are also buying it.

Mr. RHATIGAN: I am pleased to hear that. It has been proved beyond doubt that rice can be grown successfully in the North and so I repeat that this project is entitled to some consideration from the Government. I understand that the company has received a lot of assistance from the P.W.D. engineers, in the taking of levels and so on, to enable it to gauge the future water requirements.

There has been a considerable improvement in the main roads in the North and this is the first time in approximately 20 years that a Minister in charge of the Main Roads Department has visited some towns in my electorate and has admitted that some portions of the roads in my electorate need attention. The present Minister made a trip through that part of the State recently and nothing but good can come from his visit. Nicholson-rd. from Wyndham to Hall's Creek is nearly completed and is a credit to the Main Roads Department although there are some portions of it that have not been

touched yet, and here I refer to the section between Hall's Creek and Fitzroy Crossing and also the Hall's Creek-Turkey Creek-Wyndham section. However, it is only a matter of time before these roads are also put in order.

I am glad to hear that a concrete crossing is to be constructed over the Ord River, between Turkey Creek and Hall's Creek, and another important river crossing is the Fitzroy Crossing. When that river floods, the silt varies from 15 to 20 feet deep and it is sometimes a month before it dries out sufficiently to be cleared off by bulldozer to allow traffic to pass. It is necessary to have a higher concrete crossing there, as that would allow the traffic through a month or so earlier than is now possible.

In addition, I would like the Minister to give consideration to the provision of further amenities for employees of the Main Roads Department in my electorate. The men on the graders generally have a truck accompanying them with the necessary fuel and so on, and I think it would be of great advantage if they were provided with caravans, as that would help to keep them contented and we would get a better class of employee than some of the type that are now continually drifting through. The result would be an improvement in the quality of the work done.

To revert to the question of populating the North, one of the greatest fears of residents in that part of the State is due to the high cost involved should it be necessary to transport their families south for medical attention. I have taken this matter up with the Minister for Health and I received a sympathetic hearing on the cases submitted. I sincerely hope that something can be done. While in Derby I heard of two cases which occurred a few months ago. These cases are occurring continuously, but in the first of these two instances it was necessary, within 24 hours of the birth of a child, for the mother and child to be flown to Perth for specialised medical attention.

The cost of air fares must be paid before the passenger leaves, and in this case the return fare for the mother was £57. Because of the nature of the case it was necessary for a sister to accompany her and that return fare was also £57. In addition, a bottle of oxygen had to be carried for the patient and the cost for that bottle amounted to £9 7s. 6d. It is quite possible that the patient will be charged for the return freight on that bottle of oxygen, a further £9 7s. 6d., making a total of £132 15s. for fares only.

Naturally people are reluctant to remain in the North because they fear that any of these misfortunes may occur at any tick of the clock. The next case involved a man who was earning £17 a week. His child became ill and it was necessary to take the child, aged 3 years, to the city

for specialised medical treatment. Because of the age of the child it was necessary either for one of the sisters of the hospital or the father to travel with him. As the hospital was short of nursing staff at the time the father accompanied the child and the return fare was £57.

The possibility of such happenings is the greatest drawback to a bigger population being attracted to the North-West. I could go on quoting innumerable cases along the same lines, and people are fearful that the few pounds they save will be required to cover the cost of air fares if it is necessary for them to have medical attention which cannot be provided on the spot. So I ask the Government to give serious consideration to meeting the cost of transport from the local hospital to a place where people can obtain specialised medical treatment, if considered necessary by the local doctor.

Contrary to the opinion of most city people, the North is not such an unhealthy place in which to live. The children in those areas are quite healthy and pensioners live to a ripe old age. At times the climate is hot and uncomfortable, but I think one could say the same thing as regards the winter in Perth: it is not hot but one has to put up with the wet and cold weather. So I would say that the North is a healthier place in which to live than the city.

I was interested to read, in the report of the Commissioner of Public Health, a statement on trachoma which has been feared by both whites and natives in the North. The report included the following references—

In the course of the year considerable concern was felt at the prevalence of eye disease in the Kimberleys and the North-West. Accordingly, the Department's Ophthalmological Consultant, Professor Ida Mann, made a survey of the Kimberleys and the north western parts of the State in the months of July, August and September. Her report has been printed and circulated. It revealed what had been previously suspected, that trachoma—an infective eye condition, which, untreated, will lead to impairment of vision and blindness—is very prevalent in the North and that over 50 per cent. of the natives are affected. Ten per cent. of the natives have some resultant impairment of their vision leading to total blindness in 5.7 per cent. of all natives. Approximately one-third of all natives over the age of 60 are blind. In addition, an incalculable amount of disability and misery is caused by this previously intractable and relentless blight.

Fortunately, the disease can now be treated and cured, particularly in its early stages. The task, however, of organising this treatment over such a

wide area with poor communications is a major one and strenuous efforts will be made next year to overcome it.

The health of natives generally is inseparable from their housing conditions. There has been little improvement in these in the course of the year. The danger and incongruity of natives living in squalid and filthy hovels on stations and in townships (especially in the Kimberleys and the North-West) in close association with the white population, are so obvious that it is astonishing that these conditions continue. Urgent action is needed to improve the housing and sanitary conditions under which natives live in this State.

By the erection of houses for natives in the North-West ports, the State Housing Commission is attempting to overcome the living conditions of the natives in those areas. Although as yet this attempt is only on a small scale I think the provision of further houses, possibly at a slightly lower cost than those already provided, will help to overcome a good deal of the problem.

I also think the Department of Native Affairs should provide ablution facilities on reserves so that the natives could enjoy bathing and washing facilities. This would greatly assist in keeping the natives in a clean and healthy condition. I would say that in the township of Wyndham alone there is need for a further 20 houses similar to the type already erected there and these could be occupied by the coloured population. I do not consider that the full-blooded native has yet reached the stage where he can adapt himself to this class of living accommodation. He also would not be in a position financially to pay the necessary rent.

Personally, I believe that we should improve their housing conditions gradually and I am sorry that the Leader of the Opposition is not in the House because he could have told us whether he has improved the housing conditions of natives who are on the stations in which he has an interest. However, I am hopeful that he will fall into line with many of the others who are slowly but gradually improving the living conditions of the natives on their properties.

Sitting suspended from 6.15 to 7.30 p.m.

Mr. RHATIGAN: Before the suspension I was referring to the report by the Commissioner of Public Health for 1953 in which he has stated that the eye complaint of trachoma was very prevalent in the North. However, I understand that since this report has been printed, the condition among the natives has greatly improved, and I hope it will continue to improve in the future. While on the question of native affairs I would like to suggest to the Minister that some thought be given to combining the departments of

Child Welfare and Native Affairs. When the latter department was established some years ago it was known as the Native Affairs Department, but recently it was proposed to change its name to the Department of Native Welfare.

Originally its function was to educate native children through institutions, care for the health of the natives and administer the issuing of permits and the medical fund. Now, with the abolition of the permit system and the handing over of the institutions to missions, we are reaching the stage where child welfare work is similar to native welfare work. I might interpolate here to say that the handing over of the institutions to the missions was a step in the right direction because they are doing a better job than the department could ever do. I understand that in some of the larger towns there are stationed both officers of the Child Welfare Department and the Department of Native Affairs. As the work is almost identical, I cannot see any reason for discrimination between the two departments and I think that consideration should now be given to amalgamating the two.

I also hope that the Government will be able to provide, as soon as possible, a technical school at Derby. This is essential in the northern portion of our State because of the high cost of sending students or apprentices south. Therefore, I hope the Government will find the necessary finance to establish this technical school as soon as possible.

Next, I shall refer briefly to the merger of the two airline companies, MacRobertson Miller Aviation Co. and Airlines Ltd. I sincerely trust that this will mean an improved service in the North, but I do not favour the merging of these two airlines because it stifles competition, and I would be pleased to see A.N.A. or T.A.A. conducting a service in opposition. Adverse reports have been received about the off-loading of perishables from aircraft in the North and definitely the reason is that the company is attempting to do too much. I would also suggest to M.M.A. or to the Department of Civil Aviation, which administers this matter, that planes flying over the northern portion of the State should be compelled to carry iron rations.

Recently, after a forced landing, I was fortunate enough to get out of a plane unhurt which was only due to the good work of the pilot. However, we were left entirely dependent on the few perishables that were on board in order that we might exist while awaiting a rescue party. The company should be compelled to ensure that all the planes operating on the Flying Doctor run and those that serve the out-back station's mail run should carry iron rations.

In conclusion, I wish to congratulate the Department of Agriculture for appointing and stationing two energetic officers in

the North; John Lawson at Derby and Kevin Fitzgerald at the research station at Wyndham. One of them operates in the East Kimberleys and the other in the West. I think the scheme with which they are connected operates right down the coast, but I am speaking only of the area I know. These men visit both large and small stations in the North and also those people engaged in gardening and agricultural pursuits and give them much advice and assistance.

I have been told that station people who have been settled in the area for some considerable time are at last realising that their stocking methods have been wrong and that, as a result of the advice tendered by these agricultural advisers, they are getting on to the right track by stocking the correct kind of fodder during dry seasons. I trust that the Minister will do all in his power in assisting to retain these men in the department's employ by purchasing homes for them as a gesture towards retaining their valuable services, because I am fearful of the Commonwealth grabbing them up as it has done in the past with respect to other officers. I support the motion.

MR. ANDREW (Victoria Park) [7.38]: During this Address-in-reply debate I wish to make a few observations. In such a discussion many members speak on the activities in their various electorates and the affairs that affect the State. In that regard we heard a very eloquent address from the member for Vasse this evening.

The first matter I wish to mention is the compulsory retirement of Government employees at 65. I do not want to be misunderstood and have people think that I want the retiring age or the pension age increased. Before I continue, I want that to be made quite clear. However, today we have people living considerably longer than they were when the compulsory retiring age was set at 65.

As most members know, before I came into Parliament I was connected with the insurance business. It was there that I saw statistics produced to prove that in the last 40 years people were living 15 years longer. Because of people living so much longer today—they say that 15 years is the average, and it is increasing as time goes on—the number of those who are retiring and actually becoming a charge on the rest of the community is increasing. The proportion is very great compared with what it was 40 years ago. There is a progressive school of thought today which believes that this manpower, and woman-power, in some cases, should not be wasted in the community.

Those of us who think along those lines consider that if a man is able, capable and willing, he should be permitted to carry on for a number of years. There was a case in point a short time ago—and though

I do not propose to mention the man's name I could do so if it were necessary—of an employee in the State Saw Mills having had to retire because he had reached the age of 65 years. He did not look 65 years of age, and he was a most capable and vigorous man; he knew timber and was a valuable employee. But just because he had reached 65 years of age the State Saw Mills lost him. It would take a considerable time for another employee to attain the standard of efficiency possessed by that man when he retired.

However, the man to whom I refer approached a private firm and it was very pleased to have him. I spoke to the Minister about that matter and he said that under the Public Service Act—I think that was the Act to which he referred—every employee in the Government must retire at the age of 65. But, as I have said, in this particular case a private employer was pleased to get him, and the man is still working there. I hope the Government will give some consideration to that aspect because I think it would prove a very necessary and valuable alteration to the Act these days.

There is another matter which I would like to mention and that again has reference to Government employment. Before a person is admitted to Government employment he must be under 45 years of age; he must also pass a medical examination. There are many men whom I have seen, and with whom I have worked, who are really at the zenith of their power and ability after they have reached the age of 45. If a man applies for Government employment, and happened to have reached the age of 45 he is told that the Government cannot employ him. I know there are difficulties in regard to superannuation, but I think the matter of superannuation could be waived as it relates to employees who have reached the age of 45, and whom the Government wish to employ.

Again, if a person seeks employment at the Midland Junction Railway Workshops, he has to pass a medical examination, and that is another matter which I consider unfair. Why should a person have to pass a medical examination to obtain Government employment? And yet we have the private employer who is prepared to carry these people. If the private employer took the same attitude, and worked along the same lines, as the Government does in this matter of employment, what would we do with those people who were over 45 and who had lost their present employment, and with those who might have a physical disability?

I worked in the Midland Junction Railway Workshops for three years during the war, and it was only because of the fact that they wanted a man of my particular trade very badly that I was able to obtain employment there. I certainly could not

pass a medical examination because of my experiences during the war. Yet, like many others, when I got into the pattern shop and started working, I could do my work on an average quite as well as the next man. I think that will be found to be the case in many instances. I do not suggest that the Government should employ men whose physical disability prevents them from doing their jobs. But I do say that if a man is capable of doing his job, the Government should employ him on the same basis as individuals who are employed by private firms.

As a matter of fact in my own case, the doctor said to me, "I cannot pass you as A.1" and although I could not join the superannuation scheme, I could have remained in my job at the workshops until now if I had wished, and, like many others, I would, on the average, have done as good a job as the next man, who, was able to pass a medical examination. I reiterate that it is not fair or just that this particular burden of employing people who are over 45 years of age, and who may be suffering a disability which does not interfere with their capabilities, should be left to the private employer.

There is another matter on which I would like to touch, and this concerns the traffic regulations. Members may recall that on previous occasions I have spoken about some of the traffic regulations—in some cases, the lack of them—and also of their enforcement. During last session I referred to the double lines which are placed on four-laned roads. There are still quite a number of people on those particular highways who should, and do not, travel in the left-hand lane; the lane next to the double lines is there to enable the motorist to overtake another vehicle. But there are many motorists who travel predominately in the lane beside the double line, which makes it impossible for anyone to pass them.

The other day I was speaking to a sergeant at the Traffic Dept., and I mentioned that I had seen in the Press on a number of occasions that people had been summoned for crossing over the double lines. I added that I had never seen a case in the Press of a person being had up for travelling in the lane beside a double line and thus preventing others from overtaking him. The person who sticks to the lane beside the double lines instead of travelling in the left-hand lane is the one responsible for those who are charged with infringing the traffic regulations as they relate to the crossing of the double line. I think the Traffic Department should take steps to correct this position, and I think they should fine a few of these people who will not travel in their correct lanes.

There is also the matter of the Causeway and the rotary. It was first called the circus; it was then changed to roundabout,

and now it is called the rotary. I want to make this observation. This is the first time in Western Australia that rotaries and approaches to a causeway have been introduced. To my knowledge there has not been any regulation, instruction or guide given to the public on the correct use of the rotaries and approaches. When the eastern end of the Causeway was opened, the member for Greenough, who was Minister for Works at the time, stated from the platform that the right-hand lane was for traffic going to South Perth and along Canning Highway, that the middle lane was for traffic going towards Albany Highway, and that the left-hand lane was for traffic going along Great Eastern Highway. That was a good observation of his, but I do not think that motorists have been carrying it out. In fact, it is not the regulation at the moment.

I have had several discussions with officers of the Traffic Department and they seem to have a number of ideas as to the use of the lanes. I have spoken to Inspector Huelin several times and I must compliment him because he seems to be alive to the necessity of putting into effect what I have been advocating, that is, to issue some instruction to the public as to the correct use of the rotary on the Causeway. It seems to be the idea in the Traffic Department that, when travelling from west to east over the Causeway, the left-hand lane should be used for slow traffic, the middle lane for traffic going towards the Great Eastern Highway and Albany Highway, and the lane adjoining the double line for traffic to Canning Highway.

During a discussion, I made the observation to a senior officer that by so doing one lane, set aside for slow traffic, would be wasted. He replied that they had to keep the other two lanes of traffic moving at 30 miles an hour. I told him that often the traffic in those two lanes was moving much slower than the traffic in the left-hand lane. At a conference Inspector Huelin was asked for his opinion; he said that the night before when travelling in the middle lane he had to go in low gear all the way. They seem to regard the left-hand lane as one for slow-moving traffic, at 25 miles per hour or under. During the peak period most of the traffic over the Causeway is moving slower than 25 miles per hour, so that vehicles in the slow lanes would in some cases travel faster than those in the other two lanes.

I agree with the member for Greenough, and my suggestion is that the lane should be used in accordance with the announcement he made when he opened the eastern end of the Causeway, and that when a motorist gets into one lane he should stick to it.

Mr. Oldfield: That is the ruling now. A motorist is not allowed to change lanes on the Causeway.

Mr. ANDREW: Many motorists do it.

Mr. Oldfield: Then they are breaking the regulation.

Mr. ANDREW: In that case, if a motorist is behind a cart or very slow-moving traffic, he will have to remain behind it. I use the Causeway more than the average motorist and I have not seen a horse-drawn vehicle on it for months, except on Saturday nights when the trotters are taken over to Gloucester Park, but even if a person gets behind a trotter and travels along the nine-tenths of a mile over the Causeway at 10 miles an hour, he would lose only a few minutes.

Mr. Oldfield: A trotter can do a mile in 2.10.

Mr. ANDREW: Referring again to the rotary, I was pulled up by a police constable when I was travelling around it, although at the time there was not much traffic about. Even now I do not know why I was pulled up. The constable told me one thing, but when I saw an officer of the Traffic Department he told me it was for something else. When I spoke to Inspector Huelin he said that he did not know why I had been pulled up. I give this illustration to show that if a person who takes an intense interest in the efficiency of traffic using the Causeway or rotaries is not aware of the regulations, how would an ordinary motorist know?

When the rotary on the east side was completed, the motorists all wanted to get to the inside edge. Many of them did and consequently they held up the traffic following behind. I have seen traffic going along the inside of the road and other traffic following up at an angle and staying there until it was possible to get alongside the inside part of the road and follow through. This has been done repeatedly and it stops the traffic. My idea of a rotary is a circus where motorists coming in from several directions can drive into and gradually work into the lane they wish to use. That is the way it should be used, and Inspector Huelin agrees.

On the western end of the Causeway traffic lines were put around the rotary, and when the motorists use the rotary they use the whole of the road. That is not done of the eastern end, except on rare occasions. The traffic on the western approach flows faster and much more orderly than on the eastern end. I would suggest to the Traffic Department one of two things: It marks traffic lanes around the rotary, or marks a line around the centre of the road on the rotary to encourage motorists to drive in curves and to use the whole of the road. That would help to carry the flow of traffic around the rotaries much more efficiently. There seems to be great need for a definite instruction, but there is one great drawback.

Some of the officers in the Traffic Branch have a good knowledge of what is required for the smooth working of traffic over the Causeway, and they are prepared to endeavour to bring that about. There are others who have not the necessary practical knowledge of the proper use of the Causeway and its approaches. Then again, whenever suggestions are made, they have to go before other people and be approved by different authorities before they become traffic regulations. I hope that the Traffic Department will give this matter early consideration and bring about something speedily to help the motoring public who use the Causeway.

I think the Opposition has been rather complimentary to the present Government in that on a number of occasions it has attempted to criticise some of the Government's activities and has failed so badly that I have come to the conclusion that we have a pretty good Government. When the Premier was in the Eastern States and the Deputy Premier was in charge, the Leader of the Opposition criticised him for having expressed dissatisfaction at the amount of loan money granted by the Commonwealth. According to "The West Australian" of the 30th June, he said—

The Premiers had adopted an "Oliver Twist" complex and had asked for more money when they knew perfectly well that it was not a practical proposition to put forward. Taking all the factors into consideration the States got a fair deal. Western Australia will have £17,900,000 available for loan expenditure, which is considerably more than the amount available last year.

The Deputy Premier, in reply, said—

Sir Ross's views had undergone a radical change since he was Premier. Three years ago Sir Ross went to the Loan Council with a programme for Western Australia of £33,000,000, declaring that it had been carefully compiled and included only projects essential to the development of the State.

Sir Ross then expressed serious disappointment and protested most strongly against the decision, which gave him £18,515,000, including money under the Commonwealth-State housing agreement. That sum fell so far short of Sir Ross's needs that he was obliged to cancel orders for steel required for water supply purposes.

What I wish to point out is that when one is head of the Government and says or does certain things, it is quite all right, but when somebody else says or does a similar thing, it is very wrong. I think it shows weakness to adopt an attitude of that sort.

We have heard a good deal about land resumptions. It seems to me that the Opposition is so keen to discredit the

Government that it will grasp at anything to make out a case. A great noise has been made about land resumptions, notwithstanding the fact that we have always had land resumption. The remarkable fact is that when the previous Government resumed about three times as much land as the present Government has done and disturbed more people, there was no protest whatever, but when a Labour Government resumes about one-third or one-quarter of the area, a great noise is raised and a committee of protest is formed in the districts.

The people affected have been misled by various persons. We know that a certain member of the Legislative Council went to those people and told them that they would not be paid for the resumed land for many years. That statement certainly made many people agitated; I myself would have been agitated had I been affected and not known better. The Government explained that it was the usual practice to resume the whole of the land in a certain area, though all it wanted was the land that was not being used. It would be only a matter of a few months before the people who had a house there or were using the land for some purpose would have it returned to them, and when the area acquired was subdivided, they could get a quarter-acre block for each child if they so desired. They were also paid what I consider was a very fair price for the land resumed.

The Minister for Housing told us last session that the people living there would have their land handed back if they required it. In spite of that, the following paragraph appeared in "The West Australian" on the 29th March, 1955—

Government Moves Were "Reckless."

Recent resumptions of the Hawke Government had been so sweeping and ill-considered that people could be forgiven for feeling that a person's home was no longer his castle, the Leader of the Opposition (Sir Ross McLarty) said yesterday. He was speaking at the ninth annual conference of the Liberal and Country League at West Perth.

Many of the Hawke Government's resumptions had been unnecessary, Sir Ross said. The fact that the Government had hastened to give certain land back to its rightful owners was proof that there was a reckless and unjustifiable resumption of property.

Home ownership was one of the League's chief objectives. It was all for getting away from State landlordism.

Mr. Oldfield: Is not that right?

Mr. ANDREW: The statement is not even honest. I hope the hon. member will allow me to proceed.

The Premier: He is having his last session.

Hon. D. Brand: And a few other members perhaps.

Mr. ANDREW: The Minister had said that those people would have their land returned to them if they were using it and if they wanted it. All that the Government required was the land that was not being used. The statement said—

People could be forgiven for feeling that a person's home was no longer his castle.

This implies that the land was being taken from people. That is not an honest statement and I think even the member for Maylands would agree with me on that. The report also said—

The fact that the Government had hastened to give certain land back to its rightful owners was proof that there was a reckless and unjustifiable resumption of property.

The Leader of the Opposition knew the position months ago and so did every member of this House. We all knew that the people would have their land returned to them.

Hon. D. Brand: Perhaps.

Mr. ANDREW: There is no perhaps about it. The Government was merely following the usual practice. Last night I listened with great interest to the remarks of the member for Nedlands.

Mr. Brady: Why?

Mr. ANDREW: I always like to listen to the point of view expressed by any member. The member for Nedlands put up a fairly good case, but there were several factors he omitted. Also some of the things he said were not correct in actual practice. He spoke about competition and private enterprise. There is very little competition in private enterprise today. Someone instanced the oil companies. Where is the competition with them? Their ownership is so intertwined that one does not know where one oil company leaves off and another starts. In the main they are owned by the same people. If one oil company does something, the others do the same thing whether it is in regard to price, organisation or anything else. We all know that if on a certain date petrol is to go up, all the oil companies will agree to the increase. Where is the competition? One does not say, "I will not put up the price but keep it down so that I will sell more."

Hon. D. Brand: There seems to be some competition in regard to the number of service stations.

Mr. ANDREW: That is another subject. The other week I went to a meeting of some service station owners and some of them reckoned that the oil companies

wanted them to do a top overhaul for anyone who came in to buy petrol; that the oil companies were asking them to do so many things for people who come in for petrol, that they would need to carry a larger staff.

Hon. D. Brand: What is that but competition?

Mr. ANDREW: The oil companies are not paying for this service, but are asking the service station lessees and private owners to render a service which most motorists do not require. When the member for Nedlands was speaking about private enterprise he should have explained many things. One must admit there are some virtues in private enterprise if it can produce abundantly. That is an aspect with which I shall deal later.

The member for Vasse spoke about the depression in regard to butter and other primary products. We had a time of abundance of food, an abundance of clothing and an abundance of shelter, and we had people living on the banks of the rivers and in camping places, yet there were empty houses! We had this abundance of food in Australia, and the power to produce more, yet the people had to go without. As the member for Claremont said the other night, some 30,000 people in Western Australia were half-starved, not because the food was not here; and they were not ill-dressed because the clothing was not here, but because private enterprise had broken down. It will continue to break down until we have some economic organisation in our national economy.

The member for Claremont explained pretty well that the depression was an artificial one and there was no need for it. The only thing we were short of was a mechanism we call money. The only way most people can get money is by working. An abundance of goods was produced which could not be sold because the people did not have the money to buy them as they could not get work to earn the money. That is a vicious circle. The only purpose of people working is to produce the needs of life. When they work, another function comes into it. It is the only means by which they can get the money to give them the right to purchase the goods they produce.

We had an artificial depression because, while we produced an abundance of goods, the money, under this economic system, was not distributed as it should be, so that the people could buy the goods which were for sale. I suggest to the member for Nedlands that private enterprise or the capitalist system is based on bad motives, because the motives actuating the system are greed and selfishness. People who go into business do not do so for the well-being of the people; that is the last consideration for them. They are actuated by the lust for wealth and when they achieve wealth they want power.

That is the basis of the system and that is a fundamental of private enterprise with which we do not agree. Another principle of private enterprise is that one individual person is given power over others. In other words, we give one person the right to live provided another can employ him at a profit. Until a few years ago, when we brought in social services, a man actually starved unless some charity kept him. I think that is amply demonstrated in some lines by Bobby Burns when he said—

See yonder poor, o'erlaboured wight,
So abject, mean and vile,
Who begs a brother of the earth
To give him leave to toil;
And see his lordly fellow-worm
The poor petition spurn,
Unmindful, though a weeping wife
And helpless offspring mourn.

I think those words explain our attitude on that particular fundamental. We consider that a person who is prepared to work according to what is necessary for his country, and do the things that a good citizen does, has the right to live according to what the country can give him. That is one of the fundamentals in which we believe.

America has a terrifically high production under private enterprise because there an abundance is being produced, but the people cannot get that abundance. The authorities are putting aside thousands of millions of pounds worth of food-stuffs each year in order to keep up prices. I have correspondents in America, and I know for a fact that in their part of the country the people do not use butter, yet butter is being stored away. They use margarine or other makeshifts.

Mr. Bovell: I hope the people of Australia will use butter and not margarine.

Mr. ANDREW: So do I, but it is being stored away in America; the problem is how to get rid of it. The only justification for producing these things is to let the people have the benefit of them, but under private enterprise the people cannot use them. Butter is a tremendous price in America. Except for electrical gadgets, I think we, the people in Australia, are much better off than the people in America. I will make no reference to the remarks of the member for Nedlands about General Motors Holdens, as it might take me too long.

Mr. Court: I was hoping you would.

Mr. ANDREW: I do not think the case stated was a good one. If every firm, when it sells its goods, takes that money from the buying public and does not give out a similar amount in salaries and developmental work, that helps to create a shortage of purchasing power. However, I do not wish to pursue that argument.

Mr. Oldfield: Say that again.

Mr. ANDREW: The hon. member would wake up! I suppose he has been asleep. As we are all aware, in recent years there has been a great deal of migration to Australia and we, as members of Parliament, find a large number of people coming to us with housing problems. We know, also, how difficult it is to house Australian-born citizens; yet I read in the Press not long ago that the flow of migrants into Australia was to be increased. Of course, that is the only policy we can follow, but I do believe that the Federal Government, as the authority governing the migration of people to Australia, should not leave it to the States to provide housing for the new arrivals.

This year, although the Commonwealth intends to increase the flow of migrants into Australia, the amount of money advanced by that Government to assist the State with housing is less than was provided last year. By his performance last year, the Minister for Housing proved that he could build houses at a tremendous rate but he cannot build them in sufficient numbers if he has not the finance. I consider that the Federal Government is bad in its governing and wrong in principle when it increases the flow of migrants without making proper provision for them when they settle in the various States. That, of course, is left to the State Governments to worry about and is a matter for the members of Parliament who have to deal with the people concerned.

Mr. COURT: Are you sure they have not taken it into account?

Mr. ANDREW: They may have taken it into account, but not adequately.

Mr. COURT: It is not only a question of housing.

Mr. ANDREW: I know, but I repeat that the present policy of the Federal Government in this regard is wrong. I support the motion.

MR. HILL (Albany) [8.24]: We were told, during the course of His Excellency's Speech, that the economic condition of the State continues to be sound. I emphatically disagree with that statement and say that the State is far from being in a sound position and that we are not progressing in a healthy way. I would say that this State could be compared to a person suffering from cancer and on the way to bankruptcy—

The Premier: Goodness, things are crook!

Mr. HILL: I use cancer as an illustration because of the similarity of the disproportionate growth of our metropolitan area to the growth of cancer in the human body. Doctors tell us that the human body consists of millions of cells, some of which are continually dying and being replaced by new ones. Here, in Western Australia, our population is 650,000 people, some of

whom are dying each day and being replaced by new ones. The trouble is that we have this disproportionate growth of the metropolitan area at the expense of the country districts.

Mr. MAY: Hear, hear!

Mr. HILL: Today 54 per cent. of the State's population is within gun range of this building—

The Minister for Lands: What is the size of the gun?

Mr. HILL: —and Professor Stephenson estimates that in 50 years time there will be an increase of 700,000 people in the population in the metropolitan area as compared with 100,000 for the rest of the State. No intelligent person will deny the importance of town planning but all thinking people must realise the importance of State planning, which is absolutely essential.

The prosperity of the State does not depend on the population of what was originally the Swan River settlement but upon the wool, wheat, fruit, butter, timber, gold and other primary products which are exported. What do we find today? The return from these products is decreasing, but the cost of production is substantially increasing. I will give a few figures to show that the financial position of the State is deteriorating. Because of inflation it is not possible to get a true picture but, after allowing for inflation, these figures should give any thinking person a first-class headache.

Government expenditure in 1940 was £11,420,000 and in 1945 it was £13,949,000. In 1950 it was £27,996,000 and the 1954-55 estimate was £45,048,000. Just think of it! For the last financial year our Treasurer has collected from every man, woman and child in this State no less than £70. A man with a wife and three children would pay £350. In other words that man, in one way or another, would contribute nearly £1 per day towards keeping this State going.

The Premier: And very cheap, too.

Mr. HILL: One of my friends, who makes a very careful study of our State's financial position, in conversation with me said that at the rate we are going if we do not discover oil in this State, we will be right up against it financially. Here are a few more figures. In 1952 our debt was £138,238,000, with a net deficiency of £6,905,000 and at the 30th June, 1954, the debt had grown to £165,782,000 and the deficiency to £9,165,000. That was the deficiency in spite of the fact that there had been substantial increases in our rail and other charges.

There is no doubt that the large proportion of our population that exists in the metropolitan area contributes substantially to that state of affairs. All over the world there is today a tendency towards a policy

of centralisation, but I say without hesitation that it has been aggravated in this State by the policy of "The West Australian" newspaper and the Australian Labour Party over the last 50 years.

The Minister for Housing: What an unholy alliance!

Mr. HILL: I agree. It is going to be a terrific task to adopt a changed policy in order to catch up with our past mistakes but we, as the Government of Western Australia, must face the fact that Parliament is falling down on its job. Too much time is spent in this House in ranting over unimportant legislation and insufficient time is spent on the administration of the State. During one session—I think it was the session before last—more time was spent on a silly little Bill to allow the people of the Goldfields to buy two bottles of beer on a Sunday than was spent on the Loan Estimates, which covered an expenditure of £17,000,000.

Mr. O'Brien: Those people are entitled to it, too.

Mr. HILL: The Premier's Budget is introduced later and later each session and last year the House did not receive the Premier's financial statement until the 24th November. The Premier's financial statement for 1953-54 shows the following deficiency for our transport activities:—

	£
Railway	4,279,000
Harbours and Rivers	444,500
Tramways	174,500
Assessed expired capital—	
Railways	488,000
Tramways	26,000
State Shipping Service, loss	526,000
Ferries	8,000
Roads and bridges	35,700

These figures show a total loss on the whole of our transport activities of £5,981,700. In addition to these figures, we have to face the high cost of our transport services and the fact that the port of Fremantle has almost the monopoly of the trade of the State. This last fact is undoubtedly the underlying cause of the disproportionate growth of the metropolitan area.

All over the world the tendency is for an increase in the size of ships and an improvement in land transport. This has increased the area which a port may serve and increased port charges have brought about a demand for fewer ports. The Government cannot control the ships, but it can adopt a port policy to suit modern ships and modern means of transport. The area of this State that is capable of carrying a much larger population, extends from about 100 miles north of

Geraldton to about 100 miles east of Esperance. We have four ports, Geraldton, Fremantle, Albany and Esperance.

Mr. Oldfield: What about Bunbury? There is a port there.

Mr. HILL: If the hon. member can only wait he will hear a little more.

Mr. Bovell: What about Busselton, too?

Mr. HILL: Members should always keep quiet because they will hear more by doing so. I predict that those four ports are the only ones that will survive in this area of the State. I notice that the Government proposes to adopt a land settlement policy for the Esperance area, but I am afraid it will be many years before there is sufficient production in that part of the State to encourage shipping to the port. Unfortunately, Geraldton has many disadvantages but I consider that every effort should be made to increase the percentage of trade that can be handled at that port.

Hon. D. Brand: Hear, hear!

Mr. HILL: That leaves Albany, which is the only outport in the State that can be used as a first-class port and the cheapest and most sensible way to relieve the congestion at Fremantle is to adopt a policy which will encourage the greater use of Albany as a port.

I have persistently pointed out in this House that we need a sound transport administration. Many of our troubles today are due to the fact that we have never had, and have not today, a sound transport administration. I suggest one along the lines of that recommended by the Commonwealth Transport Committee of 1929. It would be on these lines: All transport to be under the control of the Minister for Transport, the Minister to be the ministerial head of a department of transport while the permanent head should be a commissioner or director of transport. In addition, the creation of a transport council to consist of the heads of the various transport activities and the council to consider all matters affecting more than one form of transport, the construction, extension or closing of any railways, the development of a road policy for all major roads and a continuous study of the problem of transport as a whole.

Also, I suggest the formation of a State ports commission to absorb the Harbours and Rivers and Harbour and Light Departments. The function of the ports commission would be to provide, in conjunction with or in consultation with, the transport commission, a scientific and co-ordinated policy of port development for the State. It would see that all ports were equipped efficiently to handle trade. I would suggest, too, that it manages those ports which

have no local harbour board, but the main ports to be equipped with those bodies so that each port could have the benefit of men with local knowledge and experience. This would mean that they would have a continuous and scientific answer to our transport problems instead of periodical inquiries or Royal Commissions.

On the 15th November, 1932, a member of the Legislative Council, later to become Sir Harold Seddon, spoke on a motion for the appointment of a Select Committee. At the time he was dealing with railway accounts and this what he had to say—

One can only describe the railway system as one which has simply grown into existence. Any idea of laying it out as a scientific and co-ordinated system of transport has always been put in the background. There are certain portions of the State to which traffic should naturally gravitate. In attempting to arrange a scheme for this natural gravitation, one comes across obstacles associated with the construction of our railways which show that traffic is really being diverted in the wrong direction. As an illustration of this, I would quote the railway from Corrigin to Brookton. The ruling grade of this railway is one in 40. Corrigin is a centre of a big wheat-growing district. In the ordinary course of events the wheat traffic should gravitate from the Corrigin-Brookton railway, but owing to the fact that the grade is so heavy, the cost of transport over that section is high. A large amount of the traffic therefore goes down to Narrogin or up to Merredin, and then flows down to the port, in the one case to Bunbury and in the other to Fremantle. In both instances the traffic has to be lifted in the air to cross the Darling Ranges, and then it gravitates to the ports. The natural way for the traffic to go is to gravitate to the ports along such route as can be obtained to give the best grade and the lowest cost of transportation. Our railway system through the wheat belt has not been laid down in accordance with the natural lie of the country. Had that been so, a very much greater quantity of wheat would have gravitated to Albany, which now goes to Bunbury or Fremantle.

A few months ago I saw Sir Harold and asked him if he remembered that speech. He said that he did and went on to say, "That was not my idea; it was the idea of W. N. Hedges." The Great Southern Railway was constructed for the Western Australian Land Co. The contractors were Millar Bros. and the engineer in charge was W. N. Hedges. Sir Harold Seddon told me that Mr. Hedges's idea was that the railway through the wheat belt should have run north and south, with the

natural lie of the country, to Albany, and he intended that Albany should be the main wheat port for Western Australia.

I wonder how many millions of pounds this State has lost because politicians in the days of long ago ignored the advice of a railway expert. When we come back to the question of ports, we find that that is where the trouble exists today. What is the position at Fremantle? The member for Fremantle has spent hours in this Chamber telling us what an awful thing it would be if the harbour were extended upriver.

Hon. J. B. Sleeman: They will spoil it if they do go upriver.

Mr. HILL: They will strike more trouble if they extend the harbour outside. While the Fremantle harbour is crowded out, we have one of the finest harbours in the world practically lying idle. The member for Maylands interjected, "What about Bunbury?" I will tell him something about Bunbury. In the last 10 years our dear old Treasurer has not received one penny from the Bunbury Harbour Board, but he has had to pay out £200,000 on its maintenance. The Albany Harbour Board has been in operation only since 1952, but the Treasurer has received £22,000 from its operations to date. The cost of Albany harbour is much higher than I hoped it might be but that is the only port in the State which will continue to improve its finances.

When speaking on the Address-in-reply last session I took the opportunity of dealing with the deterioration of ports and my speech will be found on page 355 of "Hansard" of last year.

Mr. May: Not again!

Mr. HILL: With regard to the deterioration of the finances of the Fremantle Harbour Trust, I mentioned then that—

For 1951-52 the net surplus was £255,931; but this is what gave me a shock—for 1952-53 the net deficiency was £1,476.

That was a deterioration in its finances of nearly £250,000 in twelve months. We have heard a great deal about Kwinana but I believe that the establishment of the oil refinery and the fact that petrol will come from there instead of from tankers unloading directly at Fremantle will mean a difference in the revenue of the Fremantle Harbour Trust of about £150,000 annually.

I will now refer to the loss at Bunbury. Over the past three or four years £575,000 has been expended in trying to prevent silting at Bunbury. I will quote only the losses made over the past three years by the Bunbury Harbour Board. They are as follows:—

1950-51	£55,213
1951-52	£68,510
1952-53	£81,486

And, fortunately for the Premier, when I made that speech last year I did not have in my possession the latest figures which show that the Bunbury Harbour Board, in 1953-54, made a loss of £135,000. What did the Premier say when I challenged him, during my speech last year, on the maintenance of the Bunbury port? All he said was: Is the Country Party going to endorse a candidate for Bunbury?

Hon. J. B. Sleeman: Of course not! It would be wasting its time.

Mr. HILL: Those figures show what a deplorable position the politics of this State are in today. Thousands and thousands of pounds are being wasted on Bunbury harbour; not for the benefit of the State but merely to induce the people at Bunbury to give the Government their votes. I am pleased to see the member for Vasse in his seat. He does not like me telling the truth about Albany and Bunbury.

Mr. Bovell: I am not the member for Bunbury.

Mr. HILL: No, but the hon. member is the member for Busselton, and he asked me how many ships were loading at Albany.

Mr. Bovell: There is one loading timber now at Busselton.

Mr. HILL: Yes, and that ship loaded about 1,000 tons of timber. When I returned to Albany, there was a ship unloading 10,000 tons of phosphatic rock. That 10,000 tons of rock, together with 2,000 tons of sulphur made 16,000 tons of superphosphate. Members will please not ask me to explain how ten and two make sixteen, but nevertheless it is a fact.

If the superphosphate works had not been at Albany, that phosphate would have had to be railed all the way from Bassen-dean and Fremantle. I guarantee under those circumstances, the loss to the railways would have been at least £2 10s a ton, so, on that shipment of 16,000 tons the railways were saved a loss of £40,000. The producers around Albany would also save £2 10s a ton at least on railage. That means a saving to the producer of another £40,000. Therefore, that one shipment alone meant a saving to the State of at least £80,000.

The expenditure at the port of Albany has been very great, but one should look at what the State has received in return. There is one item that should be considered, namely, 80 acres of reclaimed land. Land around Fremantle is being resumed for harbour extensions at a cost of £20,000 an acre. The Tydeman scheme provides for 22 berths on a long front and 500 acres of reclamation. Today, although Albany has only two berths under construction, it has 80 acres of land available for expansion, and this will be immensely valuable. We want to develop the port of Albany. Some years ago I visited Adelaide

Parliament House and met Sir Robert Nicholls. He had just been to Western Australia and he said to me. "You have a great country at the back of Albany and you should be carrying a population of two million people. A block on the King River or the Kalgan River would suit me."

When I returned to Western Australia and came to this House, I managed to pick up an old map. As I looked at the South-West Land Division my eyes caught the Blackwood River and I followed it to where it continued roughly to midway between Fremantle and Albany, out to the rabbit-proof fence, down to the coast and back to the starting point. As I looked at it I thought "A second Victoria," and holding the same position as Melbourne does in Victoria, there is the port of Albany. Today that province is carrying only a population of 60,000 people. It is our duty to ensure that it should carry ten times that population if we are to hold Australia.

Another step we should take towards decentralisation is the establishment of industry in centres other than the metropolitan area. Recently I was pleased to note an article in the Press that an industry is being established at Northam and another is to operate at Toodyay. At Bunbury and Collie, there are three essentials which we have not got at Albany; they have plenty of coal, plenty of water, and both are adjacent to a large centre of population.

I think it is the duty of the Premier to do everything in his power to encourage the establishment of more industries at Collie and Bunbury. The suggestion I make to the House today is that the Government should announce that coal and water will be made available at Collie and Bunbury at charges 20 per cent. lower than they are in the metropolitan area.

Mr. May: If you want any help now, send for me.

Mr. HILL: We have to face up to the lack of those facilities at Albany. We cannot put up a case for the establishment of secondary industries in Albany that the member for Collie can at Bunbury and Collie. Another asset that Bunbury has is its potential tourist trade, and I congratulate the Bunbury Municipal Council on its decision to spend £18,000 on increasing that trade at Bunbury. The tourist attractions will bring more to Bunbury than the Bunbury harbour will.

Hon. L. Thorn: They want to get rid of their harbour.

Mr. HILL: I would now like to say something about starting-price betting. If ever there was an evil, this is it. At Albany we were absolutely astounded when licences were granted to betting shops. Three shops were licensed. One of them is right in the centre of Stirling Terrace, and two businessmen had to get out of that shop to make way for the betting.

The Premier: The landlord would have done that, would he not?

Mr. HILL: I do not care who would have done it. The board should have refused to have granted a licence. The centre of the town is the town hall. There is an intersection at Gray-st. and York-st.; the town hall is in the north-west corner. South of that there is the Commonwealth Bank, which is being completed at a cost of £30,000. East of the town hall there is a site that has been resumed by the Commonwealth Government for a post office. On the fourth corner is the hotel and near the hotel is the betting shop.

Mr. Heal: That has been there for years.

Mr. HILL: Not in the main street. The third betting shop is near the monument, and this area is rapidly growing as a business centre. Why have these betting shops in the main business centre of the town? One day while I was travelling in the train I was talking to the conductor and he said, "You know, before this starting-price betting we had no trouble in getting a cricket team together, but to-day it is impossible to do so. Young fellows go to the betting shops instead." On one occasion I was at a football ground and a lot of young fellows were getting ready to play. I was very glad when one of them looked up and said, "This game is a long way better than starting-price betting." It is the duty of this House and of the Government to do all it can to discourage starting-price betting.

In conclusion, I wish to point out that Westralian Farmers is not the biggest co-operative business in this State. The biggest co-operative business in this State is the business of Western Australia Unlimited. There are about 650,000 shareholders and the youngest is the latest-born baby. That baby will remain a shareholder until he or she dies. As it comes into the world that poor little kid has to carry a debt of £257 11s. 9d. as at the 30th June last. If it is the third child in the family, poor old Dad has £1,287 as his share of that family in the debt of this State.

The Minister for Housing: That new-born child inherits a lot of privileges.

Mr. HILL: I admit there are a lot of assets, but we want to make the most of those assets and not squander them. Members of this House must realise that they constitute the board of directors of a big business. We have a tremendous responsibility and we must ask ourselves how we are going to face up to our youngest shareholder when he or she has the right to vote. The time has arrived when instead of wasting time on unnecessary and fiddling legislation, we should concentrate on running the State as a big business. I hope the Treasurer will bring

down his Budget early and that with the Budget we will have, as we had before, a financial statement.

The Premier: I will do my best.

Mr. HILL: I hope the Premier does this to enable members of the House to pay more attention to the Estimates and to the administration of this wonderful State of ours which, as the Minister for Housing has just indicated, provides a lot of assets. Let us make the most of those assets. Do not let us spend all the money on the Swan River. Let us spend it in the outlying parts of the State so that we can develop the country and make future generations proud of it.

On motion by Mr. Wild, debate adjourned.

House adjourned at 8.55 p.m.

Legislative Assembly

Thursday, 18th August, 1955.

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The SPEAKER took the Chair at 2.15 p.m., and read prayers.