

I want to pass a few remarks on the Juries Bill. We have seen the mixed juries in action; we have experienced the challenges; and we have read the remarks about women withdrawing from jury service. However, I shall leave this subject until I speak on the Address-in-Reply.

On motion by the Hon. H. C. Strickland, debate adjourned.

House adjourned at 6.15 p.m.

Legislative Assembly

Thursday, the 4th August, 1960

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

QUESTIONS ON NOTICE

ITINERANT TEACHERS

Employment in Outback Areas, etc.

1. Mr. NORTON asked the Minister for Education:
 - (1) Is it the intention of the Education Department to cease using itinerant teachers in the outback areas of this State?
 - (2) If so, what will be the position of parents who have not got two-way radios?
 - (3) How many itinerant teachers are employed by the department?
 - (4) In what districts do they operate?

- (5) How many children do each of the teachers visit in their respective districts?
- (6) How many of these children are enrolled on "the school of the air"?

Mr. WATTS replied:

- (1) Departmental policy regarding the use of itinerant teachers will be determined in the light of experience gained as schools of the air develop. It is hoped that reports received at the end of the year will enable definite decisions to be made.
- (2) Investigations are proceeding into methods by which pupils without the services of a two-way radio can best be assisted.
- (3) At present two itinerant teachers are operating.
- (4) North-West and Murchison Inland.
- (5) 70-80.
- (6) Figures not available. At Meekatharra 43 active listeners are enrolled.

FISHING

Construction of Jetty at Carnarvon

2. Mr. NORTON asked the Minister for the North-West:

- (1) Are any steps being taken to construct a fishermen's jetty at Carnarvon for use of the fishing boats from Fremantle and Geraldton which are operating each year in Shark Bay waters, as well as those based at Carnarvon?

Installation of "Lead" Lights in Tegg's Channel

- (2) Will he have immediate steps taken to have "lead" lights placed in Tegg's Channel at Carnarvon so that fishing and other small craft can easily find a safe anchorage in rough weather?

Mr. COURT replied:

- (1) Several alternatives have been investigated, but all are major projects involving expenditure in excess of £60,000. The need for a fishing boat jetty depends to a large extent on the growth of the Australian Pearling Company in Carnarvon and the proposal will be re-examined in March, 1961. An access road to the Australian Pearling Company's temporary landing on the southern foreshores of the Gascoyne River is under consideration by the Main Roads Department.
- (2) Consideration is being given to "lead" lights in Tegg's Channel. There are several similar requests

for navigational lighting for fishing boats in other parts of the State, and the over-all programme has to be taken into account in considering this specific request.

CABINET MINISTERS

Departments, Location, and Telephone Numbers

3. Mr. KELLY asked the Premier:
Will he indicate to the House—

- (a) Disposition of departments to all Ministers;
- (b) Location of offices occupied by Ministers;
- (c) Telephone numbers most likely to be effective in attempts to raise Ministers?

Mr. BRAND replied:

- (a) Ministers' departments are as follows:—

Premier, Treasurer, and Minister for Tourists.

Premier—Governor's Establishment; Executive Council; Public Service Commissioner; Premier's Department; Royal Commissions; London Agency; Interstate Representation; Government Motor Cars; Local Products Promotion; Zone Development Committees; Civil Defence; Tourist Bureau.

Treasurer—Treasury; Printing; Compassionate Allowances; Government Stores; Miscellaneous Services; Taxation; Superannuation; Audit.

Deputy Premier, Minister for Education, Minister for Electricity, and Attorney-General.

Education—Education; National Fitness; Public Education Endowment Act; Junior Farmers' Movement Act; Libraries Act; Museum and Art Gallery Act.

Electricity—State Electricity Commission Act; Electricity Act; South-West Power Scheme Act; Gas Undertakings Act; Gas (Standards) Act; City of Perth Electricity and Gas Purchase Act; Fremantle Electricity Undertaking Agreement Act.

Attorney-General—Crown Law; Supreme Court; Arbitration Court; Public Trust Office; Stipendiary Magistracy; Land Titles and Deeds; Electoral; Licensing; Real Property (Foreign Governments) Act; Land Agents Act; Money Lenders Act.

Minister for Industrial Development, Railways and the North-West.

Industrial Development—Industrial Development Committee; Wood Distillation and Charcoal

Iron and Steel Industry Act; Iron and Steel Industry Act; Industrial Development (Kwinana Area) Act; Broken Hill Pty. Steel Industry Agreement Act.

State Building Supplies.

Railways—Government Railways Act.

North-West—State Shipping Service; Wyndham Meat Works; Harbour and Light, including Jetties; Port of Perth and Fore-shore Licenses; Harbour Boards; Marine Act.

Minister for Agriculture.

Abattoirs Act; Agricultural Products Act; Agriculture Protection Board Act; Alsatian Dog Act; Argentine Ant Act; Bees Act; Bee Industry Compensation Act; Brands Act; Bulk Handling Act; Dairy Industry Act; Dairy Products Marketing Regulation Act; Dried Fruits Act; Drovers Act; Feeding Stuffs Act; Fertilisers Act; Fruit Cases Act; Fruit Growing Industry (Trust Fund) Act; Government Stock Saleyards Act; Honey Pool Act; Margarine Act; Marketing of Barley Act; Marketing of Eggs Act; Marketing of Onions Act; Marketing of Potatoes Act; Meat Industry (Treatment Works) Licensing Act; Metropolitan Market Act; Milk Act; Noxious Weeds Act; Pig Industry Compensation Act; Plant Diseases Act; Plant Diseases (Registration Fees) Act; Potato Growing Industry (Trust Fund) Act; Poultry Industry (Trust Fund) Act; Referenda on Proposals for Marketing Wheat, Barley and Oats; Royal Agricultural Society Act; Scab Act; Seeds Act; Slaughter of Calves Restriction Act; Soil Conservation Act; Soil Fertility Research Act; Stallions Act; Stock Diseases Act; Vermin Act; Veterinary Act; Veterinary Medicines Act; Wheat Bags Act; Wheat Industry Stabilisation Act; Wheat Marketing Act; Wheat Pool Act; W.A. Meat Exports Act.

Veterinary, Horticulture, Dairy, Wheat and Sheep, Soils, Plant Research, Biological and North-West Services; Stock and Produce Inspection; Muresk Agricultural College; Research Stations.

War Service Land Settlement Scheme Act.

Minister for Works and Water Supplies.

Works—Public Works Act; Harbours and Rivers; State Engineering Works; Plant Repair

Shop and Depot, East Perth; Swan River Improvement Act; Swan River Conservation Act.

Buildings—Inspection of Scaffolding Act; Architects Act; Builders Registration Act.

Water Supplies—Country Water Supplies; Rights in Water and Irrigation Act; Land Drainage Act; Other Hydraulic Undertakings; Water Boards Act; Country Areas Water Supply Act; Water Supply, Sewerage and Drainage Act; Country Towns Sewerage Act; Agricultural Areas, Great Southern Towns and Goldfields Water Supply Act.

Metropolitan Water Supply; Metropolitan Water Supply, Sewerage and Drainage Act.

Commissioner, Main Roads—Main Roads Act; Federal Aid Roads Agreement Acts; Main Roads Act (Funds Appropriation) Acts.

Fremantle Harbour Trust.

Minister for Mines, Housing, and Leader of the Government in the Legislative Council.

Mines—Development of Mining; Chemical Branch; Geological Survey; Inspection of Machinery; Mining Schools; Inspection of Explosives; State Batteries; Development of Goldfields and Mineral Resources; Coal Mine Workers' (Pensions) Act; Petroleum Act.

Housing—State Housing Commission; Commonwealth - State Housing Agreement.

Minister for Lands, Forests and Immigration.

Lands—Lands and Surveys; Land Act; Parks and Reserves Act; Road Districts Act (Division (1) of Part V only); Closer Settlement Act; Bush Fires Act; Farmers' Debts Adjustment Act; Rural Relief Fund Act; Zoological Gardens Act; Industrial Development (Resumption of Land) Act; Rottnest Board of Control.

Rural and Industries Bank—Rural and Industries Bank Act; Discharged Soldiers Settlement Act; Group Settlement Act; Group Settlers' Advances Act; Industries Assistance Act; Wire and Wire Netting Act.

Forests—Forests Act; Timber Industry Regulation Act; Native Flora Protection Act.

Immigration.

**Minister for Transport, Police,
Labour and Native Welfare.**

Transport — State Transport Board; State Transport Co-ordination Act; Eastern Goldfields Transport Act; Tramways and Ferries; Metropolitan (Perth) Passenger Transport Trust Act; City of Perth Parking Facilities Act.

Police — Liquor Inspections; Weights and Measures; Betting Control Act; Firearms and Guns Act; Spear Guns Control Act; Inquiry Agents Licensing Act; Traffic Act.

Labour—Factories and Shops Act; Bread Act; Shearers Accommodation Act; Employment Brokers Act; Industrial Arbitration Act; Footwear Regulation Act; Trade Descriptions and False Advertisements Act; Trading Stamp Act; Hairdressers Registration Act.

Hide and Leather Industries Act.

Wheat Products (Prices Fixation) Act.

State Government Insurance.

Workers' Compensation.

Monopolies and Restrictive Trade Practices Control Act.

Native Welfare—Native Welfare Act; Natives (Citizenship Rights) Act.

**Chief Secretary and Minister for
Health and Fisheries**

Chief Secretary—Prisons; Friendly Societies; Registry Office (including Actuarial and Statistics); Observatory; Correspondence Despatch Office; Street Collections Act; Charitable Collections Act; Rents and Tenancies Emergency Provisions Act; Censorship of Films Act; Bank Holidays Act.

State Hotels.

Lotteries Commission.

Fire Brigades.

Health—Hospitals Act; Homes for the Aged; Child Guidance Clinic; Mental Hospitals and Inebriates; Registration Boards—Medical, Nurses, Dental, Pharmaceutical, Optometrists, Physiotherapists; University Medical School Teaching Hospitals Act; Health Act; School Hygiene and Dental; Infant Health; Tuberculosis (Perth Chest Hospital and Chest Clinics); Public Health

Laboratories; Private Hospitals Inspection and Licensing; Health Education; Radioactive Substances.

Fisheries—Fisheries and Game; Fauna Protection.

**Minister for Local Government,
Town Planning and Child
Welfare.**

Local Government—Road Districts Act; Cemeteries Act; Municipal Corporations Act; Local Authorities (Reserves Funds) Act; City of Perth (Rating Appeals) Act; Cattle Trespass, Fencing and Impounding Act; Motor Vehicle (Third Party Insurance) Act; Dog Act; Superannuation, Sick, Death, Insurance Guarantee and Endowment (Local Governing Bodies Employees) Funds Act.

Town Planning—Commissioner, Town Planning; Town Planning and Development Act.

Child Welfare—Outdoor Relief.

- (b) and (c) The locations of Ministers' offices, and their telephone numbers, are as follows:—

Premier, Treasurer and Minister for Tourists, Treasury Buildings—Telephone 23 3567.

Deputy Premier, Minister for Education and Electricity and Attorney-General, Crown Law Department—Telephone 23 2161.

Minister for Industrial Development, Railways and the North-West, Treasury Buildings—Telephone 23 4869.

Minister for Agriculture, Treasury Buildings—Telephone 21 6870.

Minister for Works and Water Supplies, Public Works Department—Telephone 21 8915.

Minister for Mines and Housing and Leader of the Government in the Legislative Council, Treasury Buildings—Telephone 23 4969.

Minister for Lands, Forests and Immigration, Treasury Buildings—Telephone 21 3214.

Minister for Transport, Police, Labour and Native Welfare—State Government Insurance Office Building—Telephone 23 3410.

Chief Secretary and Minister for Health and Fisheries, Chief Secretary's Department — Telephone 21 4331.

Minister for Local Government, Town Planning and Child Welfare, State Government Insurance Office Building — Telephone 21 8969.

F.R.V. "PERON"

Repairs to Engine

4. Mr. KELLY asked the Minister for Fisheries:

- (1) How long has the vessel *Peron* been out of action and held up at Carnarvon?
- (2) What is the nature of the fault?
- (3) When will repairs be effected, and the vessel placed back in service?

Replacement by "Halimah" Engine

- (4) Did the Government retain the engine salvaged from the *Halimah*?
- (5) Was this unit identical to the engine of the *Peron*?
- (6) If the reply to question No. (5) is in the affirmative, why was the part not borrowed from the *Halimah* engine in order to speed the return to service of the *Peron*?

Mr. ROSS HUTCHINSON replied:

- (1) Approximately 8 weeks.
- (2) Seizure of main bearing stopped oil flow to gear box.
- (3) Approximately 2 weeks.
- (4) Yes.
- (5) No. The *Halimah* engine has a modified fly wheel and gear box.
- (6) Answered by No. (5).

RENTAL HOMES

Maintenance Renovations

5. Mr. GRAHAM asked the Minister representing the Minister for Housing:

- (1) Respecting rental homes, what was the established period between regular maintenance renovations during the years 1956 and 1959?
- (2) What interval has now been laid down between regular maintenance operations?

Mr. ROSS HUTCHINSON replied:

- (1) The period varied between five and nine years depending on location and condition of the estates and properties and the work force available.
- (2) Between six and seven years, according to type of construction, but subject to periodic review.

Mr. Graham: That is not a truthful answer, either!

DAIRYING INDUSTRY

Survey Report

6. Mr. KELLY asked the Minister for Agriculture:

- (1) As he has not received a report from the Commonwealth Government in connection with the Australia-wide dairying industry survey conducted in 1959, has he

taken any steps to obtain this report, which is so important to dairying in Western Australia?

- (2) Is he in a position to advise the House of any advantages likely to come to Western Australia as a result of the survey?

Mr. NALDER replied:

- (1) The report has not yet been completed for presentation to the Commonwealth Government.
- (2) Answered by No. (1).

METROPOLITAN REGION IMPROVEMENT TAX

Anticipated Revenue

7. Mr. KELLY asked the Treasurer:

What amount of revenue does he anticipate will be paid into the Treasury annually as a result of the metropolitan region improvement tax recently imposed?

Mr. BRAND replied:

Collections in 1959-60 amounted to £210,953, but revaluations in future years could increase this figure to some extent.

COUNTRY WATER SUPPLIES

Harnessing Rock Catchments

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

- (1) As there is no guarantee at this stage that water storage and rationing during the coming summer will not be imposed on both city and country consumers, will he give consideration to harnessing suitable rock catchments in areas outside the eastern boundary of the modified comprehensive scheme?
- (2) If he is not prepared to have this situation fully examined at an early date, will he indicate what action the Government proposes to take in getting reticulated water to many areas badly in need of a regular supply?

Mr. WILD replied:

- (1) Water is being made available wherever possible to settlers in country areas consistent with availability of finance, and use is made of suitable rock catchments.
- (2) Continuous investigation is being made with respect to the use of rock catchments. At present the State case for an extension of the comprehensive water scheme is before the Commonwealth; and when a decision has been made on this, it is intended to review the whole position of reticulated water supplies in country areas.

9. *This question was withdrawn.*

IRON ORE*Sale from Mt. Goldsworthy Deposits*

10. Mr. BICKERTON asked the Premier:

- (1) How many tenders were received in connection with the sale of iron ore from the Mt. Goldsworthy deposits?
- (2) Who was the successful tenderer and what was the tendered price?

Tabling of Papers

- (3) Will he table all papers concerning this matter?

Mr. BRAND replied:

- (1) Four.
- (2) No tender accepted.
- (3) At this period of time it is not considered advisable to table papers.

PORT HEDLAND HARBOUR*Widening and Deepening*

11. Mr. BICKERTON asked the Minister for Works:

What are the latest developments in connection with the widening and deepening of the Port Hedland harbour?

Mr. WILD replied:

The Government is awaiting the report by Messrs. Rendel, Palmer, and Tritton of London before taking any further action. The report is expected at an early date.

MT. LAWLEY HIGH SCHOOL*Additional Classrooms*

12. Mr. OLDFIELD asked the Minister for Education:

- (1) What additional classroom accommodation has been provided at the Mt. Lawley High School since this school was elevated to five-year status?
- (2) What extensions are planned to provide further accommodation?
- (3) When will further accommodation be available?
- (4) Are the proposed extensions sufficient to cater for the anticipated increase of students?

Mr. WATTS replied:

- (1) Nil.
- (2) 6 classrooms.
1 typing room.
1 music room
Library and conversions.
- (3) As soon as possible.
- (4) Yes.

EMBLETON HIGH SCHOOL*Proposed Erection*

13. Mr. OLDFIELD asked the Minister for Education:

- (1) Is it a fact that a junior high school is proposed for the Embleton district?
- (2) If so—
 - (a) what is the exact location;
 - (b) when will it be available for occupation?

Mr. WATTS replied:

- (1) It is proposed to establish a three-year high school (not a junior high school) at Embleton.
- (2) (a) Location 6717—an area of 22a, 2r. 6p. bounded by Drake Street, Greenford Road, and Russell Street.
- (b) Inquiries are now being made.

MT. YOKINE SCHOOL*Provision of Additional Classrooms*

14A. Mr. OLDFIELD asked the Minister for Education:

- (1) Will he inform the House whether it is intended to provide additional classrooms—and, if so, how many—at the Mt. Yokine State School?
- (2) If so, when will these rooms be available for occupation?

Mr. WATTS replied:

- (1) Yes. Three classrooms.
- (2) It is anticipated that additions to this school will be completed and ready for occupation by February, 1961.

DIANELLA SCHOOL*Provision of Additional Classrooms*

14B. Mr. OLDFIELD asked the Minister for Education:

- (1) Will he inform the House whether it is intended to provide additional classrooms—and, if so, how many—at Dianella State School?
- (2) If so, when will these rooms be available for occupation?

Mr. WATTS replied:

- (1) Yes. One classroom.
- (2) It is anticipated that the addition to this school will be completed and ready for occupation by February, 1961.

SEA WATER*Plant for De-salination*

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

- (1) Is he aware that it is anticipated that before the end of 1961 a Zarchin-process plant for the de-salination of sea water will be in commercial operation in Israel?

- (2) Is he aware that it is claimed that the plant which is to be built at Eilat by a joint company consisting of Fairbanks-Whitney Co-op. of New York and the Ministry of Development, will produce half a million gallons of water daily at a cost of about 40 cents per 1,000 gallons?
- (3) As there is a very definite possibility that a Zarchin-process plant would be an economic proposition at a number of places in this State, such as Geraldton, will he immediately cause full enquiry to be made concerning the Zarchin-process?

Mr. WILD replied:

- (1) and (2) Yes. This was reported in the local Press several months ago.
- (3) The Deputy Director of Works, Mr. J. E. Parker, is at present abroad collecting the latest information on de-salting of brackish and sea water, particularly from America. If on Mr. Parker's return it is found that full information is not available about the Zarchin-process plant, it will be obtained.

MIDLAND JUNCTION WORKSHOPS

Use of Bar Steel.

16. Mr. TONKIN asked the Minister for Railways:
- (1) Was any 4-inch round bar steel used at the Railway Workshops, Midland Junction, during the financial year 1959-60?
- (2) If so, what quantity and from what source was it obtained?

Mr. COURT replied:

- (1) Yes.
- (2) 86 feet of mild steel round and 16 feet Kasehard, both obtained from Broken Hill Pty. Ltd.

17. *This question was postponed.*

MIDLAND JUNCTION ABATTOIR

Marginal Adjustments for Employees

18. Mr. GRAHAM asked the Minister for Agriculture:
- (1) Is it a fact that no increases in wages have been granted to employees of the Midland Junction Abattoir on account of marginal adjustments under the 28 per cent. formula?
- (2) Is it a fact that the Abattoir Board is opposing the employees' application yet to be heard?
- (3) Is it a fact that there was a 25 per cent. increase in slaughtering fees made last March and estimated to return an additional £120,000 in a year?

- (4) Is it a fact that one of the reasons for this increase was stated by the board to be in order to cover "recent marginal adjustments"?
- (5) Has he any comments to make on the foregoing, as it resulted in about a penny per pound rise in the retail price of meat?

Mr. NALDER replied:

- (1) No. Union application has been heard and marginal increases granted.
- (2) See reply to No. (1).
- (3) Yes.
- (4) The anticipated marginal increases did form part of the reasons for increase in charges.
- (5) The increase of 25 per cent in slaughtering fees levied at the Metropolitan Abattoirs was estimated to increase the price of meat to the Wholesale Butchers by one-third of a penny per lb.

CROSSING BOOMS

Cost of Erection and Source of Funds

19. Mr. GRAHAM asked the Minister for Transport:
- (1) What, to date, has been the total cost of designing, manufacturing, installing, street marking, etc., in relation to the children's crossing booms in Beaufort Street, Mt. Lawley?
- (2) What is the anticipated inclusive cost of subsequent similar installations?
- (3) From what source will the funds be provided?

Provision in Country Areas

- (4) Has any consideration been given to centres outside the metropolitan area?
- (5) If booms are installed in the country who will meet the cost?

Liability for Damage and Injury

- (6) In the event of the booms being moved across the street either carelessly or accidentally, so as to leave insufficient time for a motorist to stop, who would be responsible for—
- (a) damage to boom;
 - (b) damage to vehicle;
 - (c) injury to motorist;
 - (d) injury to operator of boom;
 - (e) injury to schoolchildren?

Mr. PERKINS replied:

- (1) About £65.
- (2) The installation is experimental and there is no certainty that the present design will be used if further crossings of this type are

provided. However, installation in any quantity and modified design is expected to greatly reduce the cost of each installation.

- (3) The cost of the experimental crossing is being met from Main Roads Department funds, which includes money raised under the Traffic Act.
- (4) No.
- (5) No consideration has yet been given to financing of crossing booms in the country.
- (6) Motorists are expected to observe the boom and the flags like any other traffic signal. The possibility of injury to schoolchildren rostered as operators is covered by insurance which has already been arranged. Inquiries are being made with a view to arranging a public risk policy to cover damage to vehicles or equipment or injury to persons caused by neglect of the operator.

CHILDREN OF SCHOOL-LEAVING AGE

Number and Employment Opportunities

20. Mr. EVANS asked the Minister for Education:

- (1) What percentage of children who have achieved the school-leaving age of 14 years, actually left school for, or to seek, employment during 1959?
- (2) Is the department in possession of any information indicating the number or ratio of children who would probably have left school during 1959 if employment opportunities had been available, but who through the lack of, or difficulty of, procuring same, continued on at school?

Mr. WATTS replied:

- (1) These figures are available only from July to July of each year; hence they are not available yet for 1959-60.

From July, 1958, to July, 1959, the figure was 20 per cent.

- (2) Information not obtained in 1959. In 1958 a survey of Government schools indicated that 110, or approximately one per cent. of the age group, returned to school because they could not obtain employment.

HOUSING AT ALBANY

Cottages for Pensioners

21. Mr. HALL asked the Minister representing the Minister for Housing:

- (1) Is it the intention of the State Housing Commission to erect single pensioner cottages or flats in Albany this financial year?

(2) How many applications have been received by the commission for married pensioners' cottages in Albany?

(3) Is it intended to erect married pensioners' cottages in Albany if sufficient applications are received?

Rental Homes

(4) What is the number of applications received for State rental homes in Albany up to the 30th June, 1960?

Commonwealth-State Homes

(5) How many Commonwealth-State homes were sold on the low-deposit scheme in Albany for the period the 31st July, 1959, till the 30th June, 1960?

(6) How many of such homes sold were taken back by the State Housing Commission because families purchasing them were unable to keep up their payments?

Mr. ROSS HUTCHINSON replied:

- (1) No proposal at present.
- (2) Fifteen applications, including the three applications now outstanding at the commission.
- (3) Yes.
- (4) Applications received during 1959-1960—133. Rental applications now outstanding—62.
- (5) Eight.
- (6) Nil.

TRANSPORT FOR SCHOOLCHILDREN

Feeder-Bus Services in Albany Area.

22. Mr. HALL asked the Minister for Education:

- (1) Were tenders called for the post-primary feeder-bus service operating between Mt. Many Peaks, Deep Creek and Albany?
- (2) How many post-primary children travel per day from Mt. Many Peaks to attend Albany High School via feeder-bus service?
- (3) How many boarding students and day students travelling via feeder-bus service are attending Albany High School from Mt. Many Peaks?
- (4) What has been the cost to the Education Department up to the end of June, 1960, for supplying a feeder-bus service for post-primary high school children Albany via Deep Creek, Mt. Many Peaks?
- (5) Will parents receive from the Education Department a subsidy towards children's accommodation, as in previous years?

Travelling Distance

- (6) How many miles per day will post-primary children travel?
- (7) What does the Education Department consider a reasonable distance that children should travel per day to enable them to carry out their school studies efficiently?

Mr. WATTS replied:

- (1) The service is not a contract one but tenders were obtained through the Mt. Many Peaks Parents and Citizens' Association from those persons interested in running a subsidised service.
- (2) Three post-primary children.
- (3) Nine boarding students; three bus students.
- (4) Actual payments made to end of June totalled £112 4s. 4d. The subsidy for June of £67 4s. was not paid until early in July.
- (5) Post-primary children residing within four miles of a bus route are not eligible for a living-away-from-home allowance but payment of the allowance will not be cancelled where approval was given prior to the commencement of the bus service.
- (6) The child travelling the furthest distance would travel approximately 55 miles per day (both ways included).
- (7) The maximum desirable daily mileage of a terminal route under normal country conditions is 78 miles (both ways included).

CLOVERDALE SCHOOL

Location and Commencement

23. Mr. JAMIESON asked the Minister for Education:

- (1) Has a decision been made on the building of a school at Cloverdale?
- (2) If so, where is this school to be situated?
- (3) When will building be commenced?

Mr. WATTS replied:

- (1) Yes.
- (2) The site is located between Abernethy and Fisher streets in Sydenham Street adjacent to Belmont High School.
- (3) The honourable member will be advised as soon as possible.

MIDLAND JUNCTION WORKSHOPS

Purchase of Bar Steel

24. Mr. TONKIN asked the Minister for Railways:

- (1) What quantity of four inch round bar steel has been obtained by the railway workshops, Midland, this financial year?

- (2) Who were the suppliers and at what prices?

Mr. COURT replied:

- (1) 15 cwt. 2 qrs.—Kasehard; 62 cwt. 1 qr.—Mild steel round, received on the 11th July, 1960.
- (2) Broken Hill Pty. Ltd. at £51 18s. 6d. per ton for Kasehard and £50 9s. 3d. per ton for the mild round.

25. *This question was postponed.*

MIDLAND JUNCTION WORKSHOPS

Pump Shafts Construction

26. Mr. TONKIN asked the Minister for Railways:

- (1) How many shafts for driving pump, XIII48, have been made at the Midland Junction Workshops?
- (2) When was the order for making item XIII48 placed with the workshops and for what number of shafts?

Mr. COURT replied:

- (1) None.
- (2) The 25th February, 1960, for three shafts.

PORT FACILITIES FOR KIMBERLEYS

Provision in Napier Area

27. Mr. RHATIGAN asked the Minister for the North-West:

What action is being taken to provide port facilities in the Napier area to serve the North Kimberleys?

Mr. COURT replied:

Surveys and investigations are now being undertaken.

ROADS IN KIMBERLEYS

Construction in 1960-61, and Location

28. Mr. RHATIGAN asked the Minister for Works:

- (1) How many miles of bitumen roads are to be laid in the Kimberley districts during the financial year 1960-61?
- (2) Where will these roads be constructed?

Mr. WILD replied:

- (1) Twenty-seven miles are provided for on the 1960-61 programme.
- (2) (a) Wyndham - Ord River - Hall's Creek Road; Wyndham Road Board (Wyndham - Parrys Creek-Bend of Ord Section): 15 miles double coat seal 20 ft. wide—£45,000.
- (b) Great Northern Highway; West Kimberley Road Board (Yeeda-Liveringa Section): 12 miles double coat seal 12 ft. wide—£25,000.

RAIL FARES*Increase from Ashfield to Bassendean*

29. Mr. J. HEGNEY asked the Minister for Railways:

- (1) Is he aware that the rail fare from Ashfield to Bassendean has been increased by 3d. on the single journey and 6d. on the return?
- (2) Is he aware that the return journey fare from Ashfield to Perth is 1s. 10d. and the return journey fare from Ashfield to Bassendean—a distance of one mile—was increased from 10d. to 1s. 2d.?
- (3) As the above represents a 63 per cent. increase, does he not think that this is a very substantial increase for housewives and others to pay to do their shopping in Bassendean?
- (4) As the Ashfield Progress Association and the Bassendean Road Board have written to me protesting at the increase, will he confer with the Commissioner of Railways to see whether the old fare can be restored?
- (5) Alternatively, if the Commissioner of Railways has to increase fares, will he undertake to substantially reduce the percentage rate of increase?

Mr. COURT replied:

- (1) This occurred when suburban fares generally were increased as from the 1st September, 1959.
- (2) The Ashfield to Perth return fare is 1s. 10d. but the Ashfield to Bassendean return fare was increased from 8d. to 1s. 2d.
- (3) and (4) Yes. Ashfield will be restored to its previous position whereby fares will be computed for a mile journey from Ashfield to Bassendean, and a six-mile journey from Ashfield to Perth.
- (5) Answered by No. (4).

HOSPITAL BENEFITS FUND*Discrimination*

30. Mr. FLETCHER asked the Minister for Health:

- (1) Does he or the Government condone discrimination between Government and private hospital patients, in that the latter are not eligible for the increased coverage, despite the fact that extra contributions were paid prior to the prescribed date, the 15th June, 1960?
- (2) If he or the Government does not condone the above, will efforts be made to prevail on the Hospital Benefits Fund to grant equal benefits to Government and private hospital patients?

Mr. ROSS HUTCHINSON replied:

- (1) and (2) It is presumed that the honourable member is referring to a rebate of Government hospital fees where people increased their insurance contribution for higher benefits before the specified date of the 16th June.

In these cases a rebate is approved by public hospitals of the difference between the old and the new benefit rate.

This was designed to cover the waiting period required by the rules of registered Hospital Benefit Funds before higher benefits become available.

The Government has no authority over Hospital Benefit Funds or private hospitals in respect of this matter.

FRUIT FLY*Registration Fees*

31. Mr. BRADY asked the Minister for Agriculture:

- (1) What is the approximate cost of collecting fruit-fly annual registration fees?
- (2) What amount is collected annually for such registrations?

Eradication Measures

- (3) Have any special efforts been made in the past 12 months to eliminate fruit fly in the metropolitan area?

Mr. NALDER replied:

- (1) The bulk of collections in the metropolitan area is made by fruit-fly inspectors. In other centres collections are made by permanent employees at no cost to the fund. Direct additional expenditure amounts to approximately £550 per year.
- (2) Collections from fruit-fly registration fees for the year 1959-60 were £16,895.
- (3) Yes.
 - (a) Three additional inspectors have been appointed in the metropolitan area to enforce necessary control measures.
 - (b) There have been increased prosecutions of persons not taking adequate control measures. Action was taken against 237 persons.
 - (c) A publicity campaign to instruct persons on fruit fly and its control was undertaken by means of radio broadcasts, printed material, and films distributed to schools.

- (d) Supervision is provided for fumigation chambers at the metropolitan market for treatment of fruit which might be carrying fruit fly.
- (e) Action has been taken to have neglected trees removed.
- (f) New baits and sprays which are more effective in controlling fruit fly have been popularised.

KIDNAPPING

Introduction of Legislation

32. Mr. HEAL asked the Attorney-General:

Has the Government given any consideration to the introducing of new legislation this session in regard to kidnapping?

Mr. WATTS replied:

Yes.

ROAD BUSES: PERTH TO ALBANY

Date of Introduction, and Cost

33. Mr. HALL asked the Minister for Railways:

- (1) When is it anticipated that new road buses will be introduced from Perth to Albany?
- (2) What will be the cost of each bus when placed on this road service?

Tenders for Construction

- (3) Are new buses being built at the Midland Junction Workshops, and if not, why not?
- (4) If the answer to No. (3) is "No," were tenders called?
- (5) If the answer to No. (4) is "Yes," what is the name of the successful tenderer, and the quote submitted; how many other firms tendered; and what were the respective tenders as submitted?
- (6) Were the Midland Workshops given the right to tender?

Concessions for Pensioners

- (7) Will pensioners travelling to Perth from Albany and vice versa, receive concession rates when travelling by road bus as previously allowed when travelling by day diesel?

Mr. COURT replied:

- (1) December, 1960.
- (2) The estimated cost is £10,000 each. (Questions (3), (4), (5) and (6) are taken to refer to bus bodies and are answered accordingly.)
- (3) No. Apart from any other consideration, the Midland Junction Workshops are already committed to full capacity.

- (4) and (5) Tenders have not yet been called.
- (6) No.
- (7) This will receive consideration before the new buses are introduced into service.

It is anticipated that tenders will be called in the very near future. There is no object in doing so until we can be reasonably certain about the date of arrival of the chassis.

COTTESLOE SIGNAL BOX

Tenders

34. Mr. GRAHAM asked the Minister for Railways:

Who submitted the tenders of £6,657 and £7,287 respectively for the erection of a new signal box at Cottesloe?

Mr. COURT replied:

Missen and Mills Pty. Ltd., Claremont—£6,657.

G. Esslemont, Melville—£7,287.

FISHERIES RESEARCH VESSELS

Engines of "Peron" and "Halimah"

35. Mr. NORTON asked the Minister for Fisheries:

- (1) Has the Fisheries Department or the Government disposed of the 160-H.P. Lister Blackstone and the 14/16 H.P. Lister engines which were in the *Halimah*; if so, when?
- (2) What are the power units used in F.R.V. *Peron*?
- (3) Would either or both of the engines of the *Halimah* have been suitable as replacements in the F.R.V. *Peron* in case of breakdown?

Mr. ROSS HUTCHINSON replied:

- (1) No.
- (2) 160 H.P. Blackstone Lister.
14/16 H.P. Lister (transferred from *Halimah*).
14/16 Crossley.
- (3) Yes, the 14/16 H.P. Lister is already an auxiliary on the *Peron*, and the 160 H.P. Lister Blackstone would be suitable as a complete replacement.

CARNARVON SCHOOL AND HOSTEL

Calling of Tenders

36. Mr. NORTON asked the Minister for Education:

- (1) Why, in view of the money allocated from loan funds, and shown on the Loan Estimates, has no move been made on the building of the new school and hostel at Carnarvon?

- (2) Is he aware of the serious position at the Carnarvon Junior High School with respect to accommodation?
- (3) When will tenders be called for the building of the new school and hostel?

Mr. WATTS replied:

- (1) The department considered that before proceeding with the building of the hostel more accurate figures should be obtained as to the number of children likely to require accommodation. Inquiries are now being made, and these should be finalised in the near future.
- (2) Apart from the use of a temporary classroom, there is no serious accommodation problem at the school at present. For the 451 children in 11 classes there are 10 classrooms, a hired hall, and manual training and home science centres. Provision is being made in this financial year for new buildings to replace the hall and provide additional home science facilities.
- (3) In mid-October, subject to the completion of the inquiries mentioned in No. (1) above.

QUESTIONS WITHOUT NOTICE

RAILWAY REQUIREMENTS

Manufacture of Driving Pump Shafts

1. Mr. TONKIN asked the Minister for Railways:

I wish to direct a question to the Minister for Railways without notice. In order to pose the question, I must refer to an answer which was given on Tuesday, and compare it with an answer that was given today. In the *Votes and Proceedings* of Tuesday there appeared the questions I asked and the replies to them. The first question I asked was—"What is the cost to the railways of the following items?" There were three items, but I am dealing now with only (c); namely, the shaft for driving pump, X11148. The reply to that question was "£30 16s. 3d. each." My second question was—

Could the department have items (b) or (c) made at its workshops?

And the answer to that was "Yes." My fourth question was—

Does the department make any of the items abovementioned?

The reply was "Yes; items (b) and (c)." The Minister informed me that the department made item (c), which was X11148. Today, I asked this question—

How many shafts for driving pump X11148 have been made at the railway workshops, Midland Junction?

The Minister's reply was "None." There may be an explanation for the apparent conflict in answers; if there is, I would ask the Minister to supply it.

Mr. COURT replied:

As the Deputy Leader of the Opposition well knows, information of this nature must be sought from the officers concerned, and the answers were given to me. In a matter of detail like that, I would like an opportunity to refer it back to the officers concerned. I am sure there will be a good explanation from them and I will be pleased to make it available to the honourable member at the next sitting of the House, or before, if he likes.

Mr. Tonkin: My difficulty is: I want to know which is the correct answer.

Mr. COURT: It might be that they are both correct.

Mr. Tonkin: Yes; that might be. After what we have seen here, anything is possible.

IRON ORE

Sale from Mt. Goldsworthy Deposits

2. Mr. BICKERTON asked the Premier:

Arising out of the answer to question No. 10 on the notice paper, concerning iron ore, would the Premier advise me—

- (a) What are the names of the companies that tendered for the sale of iron ore at the Mt. Goldsworthy deposits?
- (b) Which company tendered the price that appeared to be the most acceptable to the Government, and what was that price?

Mr. BRAND replied:

When the Government has made up its mind in respect of this matter, and a decision has been made, that sort of information can be released; but I would not think of releasing it before then.

Mr. Bickerton: But they are public tenders.

RAILWAYS CONCESSIONS*Grants to Private Schools*

3. Mr. BRADY asked the Minister for Railways:

In this morning's paper it was reported that the State schools, during August, will be granting concessions to children to travel on the railways in order to enable them to return home. Is there any reason why this same concession should not be extended to children attending private schools?

Mr. COURT replied:

I will promise to have a look at that for the honourable member and advise him immediately, and on Tuesday next will announce the information to the House.

[The Deputy Speaker (Mr. Crommelin) took the Chair.]

ADDRESS-IN-REPLY*Third Day*

Debate resumed from the 3rd August on the motion for the adoption of the Address-in-Reply, to which Mr. Hawke (Northam) had moved an amendment to add the following words:—

We wish to protest strongly against the failure of the Government to honour the promise given by the Attorney-General to Parliament last year to issue a fresh proclamation under the provisions of the Electoral Districts Act and against the Government's failure to foreshadow legislation to keep prices of essential commodities under reasonable restraint.

We wish also to protest strongly against the Government's policy of undermining the future of its own railways workshops at Midland Junction by refusing to allow even the management to tender with private firms for large-scale manufacturing jobs, including the building of the two new Westland trains, and against the policy of disposing of State trading concerns and of abolishing the Public Works day-labour construction organisation.

Furthermore we would protest strongly against the mishandling by the Government of the Water Supply Department's finances and the recent severe increases in the department's rates, and the failure of the Government to take or propose any action to protect small traders from combines and monopolies.

MR. GRAHAM (East Perth—on amendment) [2.50]: It is obvious to all of us that the Government is feeling somewhat uncomfortable because of its attitude in respect of the non-issuance of a proclamation to give effect to legislation which was

the product of a previous Liberal-Country Party Government. I well remember the debate that took place last year. I think it was the Leader of the Opposition who said something to the effect that the move of the Government was a slippery one; and I interjected and said I thought it was a slimy one. The debate proceeded.

Mr. Watts: Whereupon the Leader of the Opposition corrected you, I think.

Mr. GRAHAM: No; he did not correct me. He said that he, personally, would not be prepared to go as far as that.

Mr. Watts: I thought that might have been the case.

Mr. GRAHAM: But I think this gives point to my utterance, and I quote no less a distinguished person than the Attorney-General himself. He said, and if I remember correctly, with a certain amount of heat—

So far as I am concerned, the Government is going to do its best to present to Parliament a proposition that will be reasonable and fair to the electors of Western Australia.

He was referring to the Government's proposals, not yet then submitted to Parliament, to amend the Electoral Districts Act. He continued—

We ask that members of Parliament agree to that proposition. If they do not agree I have already said in my opening speech that it will be obvious that the provisions of the existing Act will continue, and must be brought into operation at an appropriate time.

I then interjected and said, "You will continue to ignore the provisions." The Minister's remarks continued as follows:—

Another suppositious suggestion. The honourable member for East Perth is saying all sorts of things drawn from a vivid imagination. I am trying to say what I believe to be the facts.

I am aware of certain correspondence that has passed between the Leader of the Opposition and the Government; and also between the Leader of the Opposition and His Excellency the Governor, whose reply was, of course, prepared for him on the advice of the Government.

In the correspondence, the statement is about as emphatic as it could be that the Government is under no obligation to issue the proclamation. In other words the terms which I employed last year and which, in the eyes of some, were somewhat extravagant, were I think completely justified; because the sentiments expressed at that time are now being borne out by facts. The Government, having made its decision to deny its previous undertakings, is now apparently having some qualms of conscience; because recently, as a consequence of questions that have been submitted to representatives of the Government, the reply is that it is not the intention of the Government, at present—and

I emphasise those words, "at present"—to take steps with regard to the issue of a proclamation.

I say that it is a most serious state of affairs, if an undertaking on behalf of a Government is given by a Minister—particularly, as in this case, by the Deputy Premier—and it can, for reasons of convenience to the Government, be ignored. So far as I am aware, undertakings which have been given by Ministers in the past have been acknowledged and honoured. On those few occasions that it has not been possible, for reasons beyond the control of the Minister, or his Government, to honour undertakings given in all good faith and accepted in all good faith, then the Minister has taken advantage at the earliest opportunity to explain the situation to the House, and to offer his regrets, explaining why he is not able to proceed as originally intimated.

If this is to be the new type of morality which is to be in operation in the Parliament of Western Australia, then some of those gentlemanly understandings that have been a feature of parliamentary life here for very many years will rest on most insecure foundations. If the Opposition is to be treated as so much dirt, and if the word of the Government cannot be accepted by the Opposition, it can be expected that there will be some measure of retaliation by the Opposition; and that would be the case whether the Government was a Liberal-Country Party Government and the Opposition was Labor, or whether the positions were reversed.

There are certain standards which, surely, should be complied with by all parties in this Parliament. I go further and say they should be conformed to by people under any circumstances—but more particularly by people in this Parliament where, notwithstanding the great divergence of opinion and the strong words uttered from time to time, there is a degree of *esprit de corps* and certain understandings which, I think, are mutually recognised.

But if the Government shows itself in this House to be as unscrupulous as it shows itself in its activities outside, then surely some check of the situation will be required. I do not make any threats; but, naturally enough, if a contemptuous attitude is to be adopted by the Government to the Opposition, naturally, I repeat, the Opposition will seek ways and means of treating the Government as contemptuously as possible; and, I think, that surely is a natural corollary—just as if I speak in strong and derogatory terms of a particular Minister, I can then expect—and usually I am not disappointed—that there will be a reply as stinging as can be administered by the Minister who is the subject of the attack. There is nothing wrong with that. At least we know where we stand.

I repeat, when a solemn undertaking is given, the Government should live up to it. It is not sufficient to say that the undertaking can be given effect to next year; because those who know anything about the existing legislation are aware of the time factor with regard to the provisions of the statute; and also from the practical point of view of drawing new boundaries; of changing persons' names from one roll to another; and of compiling new rolls to give members and aspiring candidates an opportunity to become familiar with their new boundaries and new constituents.

So I hope and trust the Government will have a second look at this matter and see if it is not worth while to preserve some of the principles that have been in existence in this Parliament over many years. It is not a matter of the Opposition securing any advantage. I well remember when I occupied the seat immediately behind me, speaking for hours on end in the strongest condemnation of the Electoral Districts Bill of 1947. But, because of its numbers, the Government's will prevailed, and that Bill became law; and it is the law of the land today. It was loaded against the Labor Party of course; nobody would expect that it would be different. But it is the law of the land, and so effect should be given to it. Surely anyone who believes in democracy must appreciate this.

I am informed by the member for West Perth that he anticipates that, with the present change of population, there will be, at the election to be held less than two years from now, something fewer than 5,000 people voting for the seat of West Perth, and no more than that in East Perth; whereas at present—I have not checked the figures recently—the enrolment is about 16,000 to 17,000 for Wembley Beaches, and the number is increasing.

Surely no Government can sit by idly when there is such a disproportion as that, and when it is the very same Government's own legislation which is the law of the land and which requires the Government to set in motion certain machinery which cannot be tampered with by the Opposition; that is, for three independent persons to investigate the situation and to make their recommendations, which, in effect, become the law of the land.

The Leader of the Opposition mentioned a number of other matters in the amendment which is before us. I am particularly interested in the aspects that refer to combines and monopolies, and to prices. I am certain every member in this House would admit privately, although not perhaps in this Chamber or publicly, that the greatest monopoly in existence in Western Australia is *West Australian Newspapers Ltd.* It owns and operates the only morning newspaper which circulates throughout the State, and the only afternoon newspaper; it also runs a journal

known as the *Countryman* which is issued during the week; and, until this week, it was running another one known as the *Weekend Mail*. It can be seen that the newspaper which has just folded up and which will be attached to the *Daily News* is sitting poised for action on Saturdays, ready to take over *The Sunday Times*; in other words, to knock the latter out of existence so that there will be a complete monopoly in the vending of news.

In addition, through an interlocking arrangement, as members are aware, four commercial broadcasting stations are operated by a company which, to say the least, is a close relative of West Australian Newspapers Ltd. Of course, the only commercial television station in this State is similarly related to the parent company, either on a business basis or through certain personalities and interests. So it can be seen that the public of Western Australia, by and large, are at the complete mercy of this tremendous organisation; and, according to its loves or hatreds, so persons can be made and built up, or destroyed.

You, Mr. Deputy Speaker, are aware that the Leader of the Opposition is the spokesman on behalf of approximately 50 per cent. of the people of this State, yet by this newspaper he is being treated as dirt. When he addressed himself to the Supply Bill, if my memory serves me correctly, the newspaper published just several paltry lines of his observations that country people would suffer if there were increases in rail freights—that and no more.

Last night he spoke at length in the debate before us, and I emphasise he represents approximately 50 per cent. of the people in this State at this moment, yet not one single solitary word of his utterances appeared in that newspaper. I say that this is a shocking and damnable thing; and all the elements of democracy have disappeared if what occurs and what is said by responsible men can be treated in that sort of fashion. I say it is a disgrace, and it is a reflection on Parliament itself. This place is being treated with contempt by that newspaper.

Whether or not we agree with the viewpoint of the Opposition, surely the voice of someone who speaks with some authority and responsibility, and who is the representative of scores of electors, is entitled to be heard in part. I repeat, not one word of his arguments and evidence in connection with this amendment was published. On the other hand, in respect of a matter dealing with median strips on a highway, a great deal of space was devoted in that newspaper. If I might be permitted to use the term, the argument backwards and forwards in connection with that is so much tripe.

As you are aware, Mr. Deputy Speaker, you were one of the greatest supporters in favour of median strips; but because of

circumstances, you chose to make a speech in opposition to this matter. *The West Australian* saw fit to ignore you entirely. It was because of the approaches which you made subsequently, that anything concerning this matter appeared. Nothing appeared in the Press yesterday morning, but you got to work and something appeared in this morning's edition. There is no sense of responsibility or balance, or sense of proportion when these matters raised by the Leader of the Opposition, in the distinguished position he holds, are not mentioned, but almost unlimited space is devoted to reporting the question of the median strips on a certain highway. That is a miserable attitude.

Of course, members and supporters of the Government no doubt can derive a certain amount of political satisfaction from the knowledge that everything they say and do is puffed up and blown up and made to appear important; whereas the Opposition, by and large, is completely ignored. Let me make myself perfectly clear; I am not speaking on behalf of myself. But West Australian Newspapers Ltd. and its machinations have been pushing me for the last seven or eight years. I do not know that that has made any difference to me personally. What I am doing is to protest that Parliament should be treated in this contemptuous manner by a private monopolistic trading concern to whom we extend certain concessions and privileges. I think if we were to forget our politics at the moment, both Houses of this Parliament would stand up in indignation and would deny that monopoly any concessions or privileges whatever in this Parliament, because of its attitude towards us.

There is little need for me to go on *in extenso*, but apparently the most important thing that occurred throughout the world, according to yesterday evening's newspaper, was what happened to the Princess's butler, or something of that nature. The greater news portion of the front page was devoted to a trivial matter such as that, but the important affairs of this State and the activities of this Parliament, apart from playing up of Ministers in their distress, are ignored, except to a very insignificant degree.

The Opposition represents approximately 50 per cent. of the population. At present I think it represents nearly 60 per cent., but there may be a difference of opinion between the members of the Government and myself in connection with that estimate. The fact cannot be denied that the Opposition as a general rule, irrespective of party, is representative of somewhere in the vicinity of 50 per cent. of the people. Either Parliament, the parliamentary institution, and those who comprise it and occupy responsible positions for the time being mean something to a democratic State, or they do not. I submit the simple question: If we believe in democracy and

democratic principles, are we to sit idly by and allow this monopolistic profiteering concern to push Parliament and parliamentarians around to the extent that it does?

This journal can assail anybody and everybody to the *nth* degree. On the following day or succeeding days of the assault, the person who is attacked is completely denied the right to defend himself. The greatest distortions take place, and an attempt to put these matters right is treated with scorn and disdain of the person offended against; his efforts are thrown in the waste-paper basket. So I suggest to this Government, having given that example—and I venture to suggest there is scarcely a member of the Chamber who could honestly disagree with more than a few words of mine at the outset—it is clear to all of us that something should be done in connection with it.

What is happening with West Australian Newspapers Ltd. in Western Australia is happening throughout the length and breadth of this country in every other direction as well. On page 1 of today's *The West Australian* it says "Coles Offers £9m. for Grocery Chain". Nobody has any particular objection to Coles going from strength to strength, opening up new branches, but the opposition to these mergers and takeovers, and the rest of it—surely it is obvious to everybody just what is happening—is that before we know where we are, because this procedure seems to be gaining in momentum, all the business processes of any worth-while extent will be under the one roof, or very few roofs, completely dominated by these power groups and the public completely at their mercy. It will not be possible—even if Governments have the will—to do something to protect the people, because these instruments will be so powerful that, by several of them joining together, it will be possible for them to bring any Government to its knees—Liberal or otherwise.

For the time being, the Government feels happy because the newspapers and those concerns are on its side, patting it on the back, booming it, boosting it, and the rest of it. Every minor utterance of the Government becomes a matter of the greatest importance—banner headlines and unlimited space. Works for which the previous Government was responsible are being presented to the public in such a form as to make the public believe that this Government was responsible for them. I could mention instance after instance of where that has been done. It is a common pattern and, therefore, it is no accident—it is by design. In the last week I have taken a few cuttings from *The West Australian* with regard to this process. I have already made mention of today's *The West Australian*. Yesterday I read—

Drug Houses of Australia Ltd. is extending its Sydney interests by the take-over of the W. D. Thompson Group in a cash deal.

It is apparent in the article just how many firms are embraced in this W. D. Thompson group. The number of firms in business is being gradually reduced in these takeovers. On the same day I read—

Albert E. Reed & Co. Ltd. has received acceptances of more than 90 per cent. of the shares of Paper Products (Holdings) Pty. Ltd.—the parent company of the Australian Packaging Group, Paper Products Pty. Ltd.

Another day—

Lend-Lease Corporation Ltd. has received acceptances for 89 per cent of the ordinary shareholdings in J. Connolly Ltd., metal window frame makers.

I have not gone any further than this last week's issues of *The West Australian*, but members are aware that this process is in operation every day of the week. In other words, the number of business concerns is rapidly diminishing, and those remaining become increasingly powerful every day of the week until we reach the stage as envisaged in the amendment of the Leader of the Opposition, that there are combines and monopolies.

This is what happens to individual freedom; to private enterprise as we know it; to the person with a little shop on the corner—the individual who is running a business somewhere in the suburbs. Many people who have been in their premises for a great many years are today, as everybody knows, in fear and trembling, awaiting the day when one of these super marts or one of these other concerns might open somewhere in the vicinity where they operate.

I am aware of it in the locality in which I reside; and there are places for sale and to let in all the suburbs because of this. We will reach a stage presently when the big concerns have almost a complete monopoly; and then, as I have already indicated, with this merger and takeover process in vogue, we might find that groceries, for example, are the complete monopoly of one firm. That could be the case, as it is the trend.

Surely it is time the Government was giving some consideration to the matter; because naturally it will have an effect on prices, since if there is one concern operating it can charge whatever it likes. I do not know whether I felt a bit amazed or a bit annoyed at the remarks of the Premier last evening. Admittedly a little bit heatedly, he chided the Opposition when he said, "What did you do in regard to controlling prices when you were the Government?"

When we were in Opposition we pleaded with the people to vote for the retention of price control by the Commonwealth, but it was a gentleman by the name of McLarty and so forth who said, "Vote 'No' to keep prices down." I am aware that

subsequently, very shortly afterwards, there was a Federal election and the now Prime Minister rode in on the wave, amongst other things, of putting value back into the pound. I am aware that the McLarty-Watts Government kept price control by using the Commonwealth legislation, and subsequently its own, throughout the entire period it occupied the Treasury bench.

But on the first occasion that Labour became the Government in 1953 the present Government used its majority in the undemocratic Legislative Council to knock the prices legislation out. So it went out of existence a few short months of the Hawke Labour Government having been elected as the Government of Western Australia. Simultaneously, to all intents and purposes, rent control went by the board; and, in the course of some three months, rentals increased 15s. per week.

That did not affect the inflationary spiral so far as wages are concerned because, at that time, the basic wage in Western Australia was pegged—another injustice to the workers; and the basic wage would be approximately £2 per week higher today if it had not been for that state of affairs. There we have had revealed to us the attitude of the conservatives of this country: Take the lid off so far as prices are concerned; and take the lid off in the matter of rentals and the rest of it.

But take the basic wage. We have the statesmanlike — question mark! — utterance that the Premier made several days before the Arbitration Court deliberated on the matter of an adjustment to the basic wage the other week. Obviously, those words of the Premier's were designed to influence the Arbitration Court in exactly the same way as the conservative Liberal Prime Minister of the Commonwealth made a statement, Australia-wide, with the object of having some effect upon the Commonwealth court. Prime Minister Menzies was successful, but the Premier of Western Australia was not.

I have, on quite a number of occasions, said to him, "Why this concern about workers having their wages adjusted a few shillings—not to give them a higher standard of living but in order to retain their standard of up to three months ago?" In other words, the *status quo*. And why the silence when General Motors Holdens Ltd. makes £15,000,000 profit in one year, and not for the first time; and when other concerns are making profits of millions or hundreds of thousands of pounds? The profits this year are much greater than those of the year before when they were immeasurably higher than those of the year before that. There is no limit to them. Surely all these excess profits, which mean profiteering and overcharging, are factors responsible for higher prices both to consumers and workers generally

and also to other people in business, whether secondary industry or primary production.

Let me read a few of these profits referred to in *The West Australian* only, and confined to the last week only. However, this is the sort of thing that is going on 52 weeks of the year every year, and has been doing so since all controls were removed.

On the 27th July, it was reported that Associated Minerals Consolidated Ltd. for the year 1958-1959 had absorbed, with the 50 per cent. dividend, £80,250 of the profit of £160,000. The following day, in *The West Australian*, it was reported that Borg Warner (Australia) Ltd. was continuing the strong profit recovery which began last year. The profit for the half-year ended the 30th June is ten times higher than in the first half of 1959. The estimated profit for the period is £224,000. I might mention that I am missing the odd hundreds of pounds, as I will do in all cases.

In the same paper we read that Ballarat Brewing Co. Ltd. reports a profit of £78,000 in the year to the 31st May last—a rise of £46,000 on 1958-59. They more than doubled their profit in one year. On the 29th July, in the same paper, it was reported that Cleo-Cladders Ltd., clothing and button manufacturer, had a consolidated net profit of £8,000, which is a jump of £3,000 or 85.1 per cent. An increase of 85 per cent. in profit!

Under the heading of "Success," in the morning paper of the 30th July, we read that the net profit of Latec Investments Ltd. between 1954 and 1959, after tax, rose from £23,000 to £200,000, and this year it is expected to exceed £300,000. In the same paper, the Melbourne Steamship Company is reported as having had a rise in profit, and it has raised its dividend for the year to the 30th June, 1960. Profit for the year rose from £26,000 to £51,000 after undisclosed taxation and depreciation. In other words, its profit has nearly doubled.

Mr. Lewis: What was the capital employed?

Mr. GRAHAM: There is a lot of detail in the paper which can be investigated. Again in the same paper there is an article which reveals that Pye Industries Ltd.—maker, importer, and distributor of wireless and television sets—has a profit which rose from £18,000 to £279,000 after providing £256,000 for tax. The latest profit represents an earning rate of 37.5 per cent. on ordinary capital after deducting preference charges.

A further article in the same paper indicates that Australian Paper Manufacturers Ltd. topped the £2,000,000 net profit mark for the third successive year in the twelve months to the 30th June. The audited result shows a net profit of £2,125,000.

Mr. Brady: Is that the one the Government bought during the week?

Mr. GRAHAM: It sounds like it. In *The West Australian* of the 2nd August there are more reports of high profits. For instance, Grocery and General Merchants Ltd. discloses a consolidated net profit of £217,000 for the year ended the 31st March, after providing £131,000 for tax. Compared with the £159,000 earned last year, the latest profit, before tax, is more than doubled at £348,000.

Hardie Holdings Ltd.—investor in associated asbestos, paint, and rubber companies—has a net profit for the year, increased by 37½ per cent, to £221,000, where previously it was £159,000.

Still on the same date, Prestige Ltd.—hosiery and textile group—is confident that the company will continue to pay its normal 10 per cent. ordinary dividend after its 1 for 5 bonus issue. Its consolidated profit for the year—after depreciation, other provisions, and taxation—was £636,000, compared with £571,000 for the previous year.

On the 3rd August, Concrete Industries (Australia) Ltd. announced a profit for 1959-60 of just over £800,000 before provision for taxation, and subject to audit. This is an increase of about £350,000 over the corresponding figure last year, or £450,000 before taxation provision.

Why is the Treasury bench virtually empty? Why is it that the Premier and his Ministers devote their attention to the humble worker, the basic wage men, and the person on the small margin, but care not for those people who are making hundreds of thousands, and millions of pounds profit more than they did the year before, with dividends of 50 per cent. and 100 per cent. profit in one year, and so on? The figure for General Motors, I think, was about 800 per cent. Are not those factors having some impact upon the cost of living and the cost of articles that all are required to buy for their personal wants as well as for business reasons?

Why this silence on the part of the Government? Is the Premier prepared to prostitute himself to such an extent that these profit-makers are on hallowed ground? They are able to charge what they like; profiteer as much as they like. However, the Premier makes statements endeavouring to influence a judicial body by asking it—pleading with it—not to increase the basic wage by a few shillings in order to retain the *status quo* for workers.

The sky is the limit for big business! The workers are to be kicked around without a thought for them. That is not a mere statement on my part. It is borne out by the facts of the situation and every member in this Chamber knows that what I say is true. I suppose that by and large,

except for those who owe money, no-one particularly likes inflation, but there are quite a few factors responsible for it. Generally, wages do not increase unless prices have previously been increased. Regarding this talk of margins and all the rest of it, the value of the margin today—withstanding the 28 per cent. adjustment—is less than it was a few years ago. Despite that, these concerns are taking greatly increased profits to themselves out of all proportion to the loss in money value.

I ask the Premier to do a little bit of soul-seeking. I ask him to cast his mind back to the days when he was a humble citizen himself; when he could perhaps look at things honestly and not be mesmerised by big business and capital and the rest of it. I know it is the policy for the Government to say, "Yes, you so-and-so Socialists on the Opposition side; you hate and detest and despise big business" which, of course, we do not in any respect.

[*The Speaker resumed the Chair.*]

Mr. Brand: Having listened to you we can draw no other conclusion.

Mr. GRAHAM: What we say is "Fair is fair", and that conclusion could be reached by anyone capable of reaching a conclusion; and I would like to include the Premier in that one. However, I am complaining about excess profits and am criticising the Premier for his tirades against the workers—

Mr. Brand: I make no tirade against workers.

Mr. GRAHAM: —and his statement that the increase in wages would harm the economy; whereas he is absolutely silent in respect of these tremendous profits being made by the backers of the Liberal Party.

The SPEAKER: Order! The honourable member has five minutes to go.

Mr. GRAHAM: I would like a little more than that.

Mr. Brand: There are plenty of days left yet.

Mr. GRAHAM: On the same line, members would have read in June last year of where W. Thomas & Co. Ltd., flour-millers, had taken over four metropolitan bakeries—from memory Brown and Burns, Kuring & Sexton, Peerless Bakeries, and H. C. Moore. The Chairman of Directors of W. Thomas & Co. Ltd. is a gentleman named H. K. Watson, M.L.C. So four of those bakeries disappeared and came under the domination of a Liberal Party member of Parliament. Very obligingly, a few weeks afterwards this Government removed the price of bread from the control of the Wheat Products Prices Committee; and since that time there have been two increases in the price of bread which, of course, affects and increases the cost of living.

The cost of living having been increased, the Premier thinks it is a terrible thing that the workers should have an extra few pence, not to be better off but to be in a position to buy the same quantity of bread as they did previously. So we can see how unhealthy this whole rotten business is; and how this Government, or the leaders of it—particularly I should say through the agency of one of its Ministers—is allowing itself to become completely and abjectly the pawn of big business, and big business in its most anti-social sense. I would say that members, even though they be Liberal-endorsed and sitting in this Chamber, must agree with me; because the facts and the logic are on my side.

I wonder when the Government is going to give us some information regarding some of the State's assets. The air is thick with rumours to the effect that Vickers, I think it is, are to have Chamberlain Industries as a plum; that Sir Halford Reddish is to have the State Brickworks as a reward for saying flattering things about this Government—Sir Halford Reddish, of course, being the President of the Liberal Party, or as it is called, the Conservative Party group, in the area of Rugby; and in respect of the State Saw Mills there are two suggestions: one, that an international timber company is to receive the mills at a bargain price; and the other, that the major companies in the Sawmillers' Association are to band together to get rid of a competitor, and then gradually take advantage of what they want and squeeze the life out of the rest.

In that way they would be in a position, through their association, completely to dominate the economy of this country in the matter of timber for structural or other purposes, including sleepers for the Western Australian Government Railways. But this Government would not care twopence about that, so long as certain big interests are happy, and so long as it will probably result in substantial contributions being made to the Liberal Party fighting funds. This Government has exhausted approximately 50 per cent. of its time—I wish I were in the same position—but during that period of 18 months I should say it has created restlessness and discontent among 20,000 decent, honest workers in Western Australia.

Mr. Hawke: And their families.

Mr. GRAHAM: Yes, and their families. In other words, the total would comprise many tens of thousands of people—they have all been affected. There is uncertainty and doubt in their minds, and I know the retort obvious is, "You Labor members are stirring them up, pushing them," and so forth, which of course is completely untrue.

Mr. Watts: Aren't you doing that now?

Mr. GRAHAM: I am doing nothing of the sort; I am stating that the Government, because of its policy, is creating this

restlessness. First of all there was this policy with the Public Works Department, sacking men who had been there for a generation, and who expected, under any Government, as it had been their existence, to remain until retiring age, so long as they did a decent job every week. They have been sacked.

The SPEAKER: Order! The honourable member's time has expired.

Mr. J. HEGNEY: I move—

That the honourable member's time be extended.

Motion put and passed.

Mr. GRAHAM: These people who have been there all their lives, and who expected to remain there, have been unceremoniously sacked.

Mr. Watts: Go back to the State Saw Mills.

Mr. GRAHAM: I am going to deal with the lot of them in a minute.

Mr. Watts: You were on it and now you have got off it.

Mr. Tonkin: Men have been sacked from there.

Mr. Hawke: What about the proclamation under the Electoral Districts Act?

Mr. GRAHAM: If it should be the desire of the Attorney-General that I deal with the State Building Supplies now, I have no objection to doing so. There are hundreds of workers who do not know what their position will be this day 12 months; people who have gone to country centres and who expected that, for the whole of their lives, they would have permanent jobs in their particular vocation. They know not under whose management they will be in 12 months' time, or what positions they will occupy. They do not know whether they will be able to find jobs in that particular industry, or whether they will still be domiciled in their present townships or communities, or be transferred elsewhere, or even walking the streets looking for some sort of job other than that to which they have been accustomed for the last 20 years or more.

Would anyone suggest that they are the ingredients for a happy and contented people? In the great majority of cases they are the people who are out in the country centres; and, although there might not be a great number of them, I am aware of persons who, in order to anticipate what might happen, have given away their country jobs and have come to Perth seeking employment. They thought it better to do it now rather than later on when there may be an avalanche.

If, for instance, Bunnings took over certain of the Government sawmills around Manjimup or Pemberton, would they keep every one of them as going concerns on the same basis as they are

at present? If anybody answers "Yes" to that question, he does not know what he is talking about; or he does not know anything about sawmilling. So it is not the worker, the Labor member of Parliament, or the A.L.P., but the policy of this Government which has created discontent and the feeling of uncertainty on the part of many thousands of workers who have done no harm to anybody, but who have worked assiduously at their appointed tasks. I do not know what they have done to incur the displeasure of this Government, a Government seeking to do things that no Government in the history of Australia has done before.

Members will be aware that only last year Sir Thomas Playford opened in South Australia one of the largest sawmills in the southern hemisphere—if not the largest—as a State-owned and State-operated enterprise; and he is the Liberal Premier of that State. Yet the unsuspecting souls in this State do not know what is going to happen to them under this Government. Only a handful of votes in a couple of seats gave this Government a majority; yet it is inserting the knife, twisting it, and rubbing salt into the wounds of poor, innocent, honest, hard-working citizens.

The same thing has happened at the State Engineering Works. People who were doing a job, and who were commended by the United States and British navies, and many others, for their activities, have found that their works have been virtually disbanded by this Government. Men from the Public Works, and many others who are known to me, are perplexed, upset, and annoyed—to leave it at that would be the understatement of the year—about what this Government is doing. I refer particularly to the tradesmen who have shown the utmost pride in the work they have carried out—and, incidentally, there is precious little of that left among tradesmen generally.

Everywhere the brand of a 100 per cent. job is that of the Public Works Department; and I know, as an ex-Minister for Housing, that applicants for homes for purchase used to seek out those built by the Public Works Department day-labour organisation because they knew that every pound that went into those houses contained its full value; whereas they did not know what was covered by the plaster, paint, and asbestos sheeting of a house built by some private contractors. Those people who have carried out those wonderful jobs on public buildings are looking for jobs elsewhere. The Government Printing Office does not know whether it is coming or going. In saying these few words, perhaps I am assisting to keep a few more in employment—at least temporarily.

We are aware of the position in regard to the Midland Junction Workshops: how a couple of thousand men there are in a state of turmoil and uncertainty, not

knowing what is to happen next. It is a crying shame that the Liberal-Country Party Government spent a couple of million pounds on modernising and redesigning these workshops. There are those beautiful machines, unexcelled anywhere in Australia; capable of a masterly job; manned by expert men. To see those machines standing idle, gathering dust and not turning a wheel to produce anything, is unforgivable; but that is the policy of this Government.

When the men see the vacant spots formerly occupied by their mates, is it any wonder there is discontent and uncertainty in their minds? We have only to ask the member for Dale how happy the families are at Armadale and Byford in connection with the State Brickworks. He could enlighten this House in regard to those people, so I will not say anything further about it.

There is a feeling of uncertainty, not only amongst the workers but the whole community, including small business people, as to the fate of that part of the metropolis if this Government gives effect to some of its plans—in other words, seek to reward Sir Halford Reddish for his political utterances, whether he is in this State or elsewhere.

The State Electricity Commission employees, who are on a totally different basis, are concerned and upset because of certain moves made or contemplated by the Government. The coalminers and the whole of the town and district of Collie are concerned because of what this Government plans, or because of the distrust they have in this Government.

I have spoken to responsible officers in the Government service, and they are despondent and heartbroken. These are men who are in receipt of greater salaries than my own and occupying positions of considerable responsibility. A whole lifetime of work and endeavour has been given the wipe-off by this Government. A vote of no-confidence has been passed in them; they are not suited, not fit, and not sufficiently capable to design plans for new Government offices. Our Town Planning Department could not produce a plan for the Empire Games Village. A few additions of schoolrooms to existing schools could not be done by the Architectural Division of the Public Works Department. The same applies to the Water Supply Department.

I repeat: There are top departmental officers whose hearts are completely broken because of the attitude of this Government. To summarise, there is a feeling of dissatisfaction, discontent, and broken hearts because of the policy being pursued by this Government at the dictates of those in St. Georges Terrace—something that is achieving nothing for the State of Western Australia. It is a damnable thing that a Government, with the slender

majority it has, is able, through administrative and executive measures, to take steps which have wrought so much havoc and given so much despair and unhappiness amongst so many of our people.

Therefore, I hope this amendment will be carried, in order that we can convey to His Excellency and, through him, to the public of Western Australia, that the members of this Parliament feel that appropriate steps should be taken to stop the rot initiated by this Government.

Sitting suspended from 3.45 to 4.3 p.m.

MR. WILD (Dale—Minister for Works—on amendment) [4.3]: I feel it is incumbent on me . . .

Mr. May called attention to the state of the House.

Bells rung and a quorum formed.

Mr. WILD: As I was saying, Mr. Speaker, I feel it incumbent on me after the speech last evening by the Deputy Leader of the Opposition, to remind him of a few facts, having regard to the inconsistency of his remarks. It seems very strange that here we have the member for Melville, who has only been out of office a matter of 16 or 17 months, trying to push the present Government into doing what he did not do in the six years he was there; or—shall I put it this way—into doing something different from what he did; suggesting alternatives, again that he did not carry out. In order to add strength to my argument, I intend to read briefly to him—and also for the benefit of the House—two or three minutes pertaining to the two subjects he raised last evening.

The honourable member raised two points in connection with water. The first was the decision to raise the sewerage rates. He asked why, when we showed a surplus on sewerage rates, we should make people—and he was quite factual in this—who are not connected to sewerage, pay the increased rates. The honourable member said that everybody is not connected with sewerage. We, however, in our wisdom, and on departmental advice, decided to vary the rate of the whole of the three services.

I would like to go back to a minute that was addressed to the member for Melville, who was then Minister for Works, when the department was preparing the 1956-57 Estimates. The following is the minute that was put up to the then Minister (the Deputy Leader of the Opposition) by the Under Secretary of the Metropolitan Water Supply, Sewerage, and Drainage Department, in support of the recommendation that there should be no variation in the rates:—

(i) The anticipated financial results for the year 1956-57, combining in a net surplus of £7,600, do not call

for a general increase in rates; and the continuing need for water conservation militates against reduction of excess water prices.

It is not unlikely that the anticipated small surplus will be expunged by increases in the basic wage and other cost items.

(ii) I quote as significant, in view of no recommendation to vary sectional rates interest, the following remarks from the Under Secretary's commentary (at tab) . . .

This was on the file—

. . . of 20/4/55 regarding determination of rates for year 1955-56:—

The water supply section has a large accumulated surplus whereas sewerage has a correspondingly large deficit, and the budgetting for a sewerage surplus at the expense of water has several advantages.

(a) It tends to adjust the net revenue account.

(b) Every ratepayer pays a water rate, whereas only a limited number are subject to a sewerage rate. In consequence the benefit is spread over all ratepayers.

That was the minute put up to the then Minister for Water Supply with which he concurred.

Mr. Tonkin: It is the opposite way around under the present position.

Mr. WILD: No it is not! Let me quote the minute of the following year when the recommendation came up from the Under Secretary for the year 1957-58, again to the Minister. It reads as follows:—

1. To enable you to make a recommendation to Cabinet concerning the rates and charges for 1957-58, a review of the revenue operations for the current financial year and a forecast of the results for next year have been made.

2. In regard to the current year, a surplus of £5,000 is anticipated as compared with a forecast of £7,600 taken out in March last year.

3. Results for 1957-58 based on existing charges are forecasted to show a net deficit of £16,000 over the three services, as now set out.

Net Revenue Account at 30/6/56—

Water—£370,714.

Sewerage—£291,597.

Drainage—£94,897.

Mr. Tonkin: I told you it was the other way round. You have a look. There has been a surplus on sewerage for the last three years; not a deficit.

Mr. WILD: May I now quote the fourth item set out in the minute? It is as follows:—

4. On this forecast, it is suggested that no alteration be made to existing rates and charges for 1957-58; nor in view of the net revenue position would there be any point in varying the charges as between the services. However, the indications are that some variations will be called for when determining 1958-59 charges.

That was the minute from the Under Secretary to the Minister, and again he concurred. We can go back as far as we like and look at the records of the Water Supply Department.

Mr. Tonkin: What does that prove?

Mr. WILD: It proves that where there is a surplus in one section and a deficit in the other two, the whole matter is moulded as one.

Mr. Tonkin: You completely missed the point.

Mr. WILD: I have not completely missed the point at all. I turn to the other point of the argument raised by the Deputy Leader of the Opposition; that was, that this Government surreptitiously—he did not use that word but implied it—wanted to increase the water rates. He said we posted the notices to people without telling them about the increase. By some devious means he found out what the Government was possibly going to do.

I quote another minute from the Minister to the Acting Under Secretary, on the 13th August, 1953, in his first year of office. This was what he had to say over his signature—

Will you please look into the matter of speeding up the revaluations which are now proceeding in the metropolitan area and advise me whether it is possible to complete the majority within the present financial year?

I appreciate the vast amount of work involved and the necessity for careful inspection and assessment but I feel that—

I ask the House to bear in mind the following words which were quoted against me:—

—in view of the large number of anomalies existing at present the work should be completed as soon as possible so that all can be placed on a common basis and the additional revenue can be estimated and taken into consideration when determining the rate for next year.

If that is not exactly the same as I did, what else can it be?

Mr. Tonkin: It is not.

The SPEAKER: Order!

Mr. Tonkin: You know it is not. What were the anomalies?

The SPEAKER: Order! I do not mind a certain amount of interjection; but when I call "Order!" I expect to be obeyed. On two occasions this afternoon the Deputy Leader of the Opposition continued to interject when he was called to order.

Mr. Tonkin: Am I the only one who does that?

Mr. WILD: One can always expect criticism, particularly when one is on this side of the House; but at least when I am on this side of the House I am in the fortunate position of having the files on hand. Over a period of time I have been able to peruse them, and I was amazed in view of the assertions made by the Deputy Leader of the Opposition. When he made the two points referred to, I felt I had to indicate to the House that what I am doing is exactly the same as he could have done but did not.

Mr. Tonkin: Fortunately I shall have the opportunity of answering you during the Address-in-Reply.

Mr. WILD: That is the honourable member's right.

Mr. Tonkin: I shall take full advantage of it.

Mr. WILD: I have made my point. I can only describe the submission of the Deputy Leader of the Opposition by reiterating the words which the member for East Perth addressed to the Deputy Speaker when he said, "It is nothing but tripe."

MR. BICKERTON (Pilbara—on amendment) [4.14]: In speaking on the amendment to the Address-in-Reply I want to refer to a few matters with which I am very much concerned. The first is what appeared to be the hasty disposal by the present Government of certain State trading concerns. I was hoping that certain State trading concerns in my electorate would be extended rather than disbanded. In developing districts, the assistance of industries established by the Government is essential, and is something which keeps them alive while private enterprise is establishing itself. As many people know, many of the North-West towns are very much reliant upon Government employees. I suppose it is no exaggeration to say that if the Government employees were taken away there would be no towns in the true sense of the word.

The present attitude of the Government concerning the disposal of State trading concerns makes me wonder how much longer it will be before the Government decides to do something about the State Shipping Service and hand over that service to some type of private enterprise. The State Shipping Service is the lifeline of the North-West; and any advance that was made in that area, particularly in the

last six years, was due, in the main, to an improved shipping service which, as we all know, is heavily subsidised by the State Government.

No-one denies that this concern is run at a loss. I suppose we could say it is run at a very heavy loss, if we were to look only at the figures on paper. If the whole matter is analysed from a broader point of view as to the advantages which that shipping line brings to an area in greater development, then I consider it is run very much at a profit as far as this State is concerned.

The operation of that line is responsible, through the freight charges, for keeping down to a large extent the cost of commodities provided to the people who desire to live there. It is only by heavy subsidisation by the State Government that this becomes possible. I gather from the statements of the Government, and from its announced policy—Ministers keep on repeating that anything they are doing is in line with their policy speech—that State trading concerns will be disposed of. When the State Shipping Service was mentioned, one or two members on the Government side hastened to add the other night that at this stage nothing seemed to have been done in regard to it.

That does not make me particularly happy, because no guarantee has been given by the Government that the State ships will not be disposed of. If I can get that assurance from the Premier or one of his colleagues I shall feel very much happier.

Mr. Jamieson: You could not take any notice of their assurance. They may change their minds the next day.

Mr. BICKERTON: I would be happier if I got the assurance first, and then I would see whether they changed their minds. At present they can dispose of the ships without changing their minds. One would not be wrong in saying that without the State Shipping Service and the subsidies costs in the North-West would increase by at least 25 per cent., and possibly more. If the service is handed over to private enterprise with the object of running it at a profit, there will be places—such as Onslow—which will receive no service at all, because on many occasions ships enter Onslow with perhaps 24 tons of goods for the town. It can be assumed that no ship can pull into a port of that size, berth, and dispose of 24 tons of goods, and make a profit.

I want to register my protest here and now with regard to the disposal of State trading concerns, and particularly the State Shipping Service. In an area of that nature I should think that, for a long period of time, we would have to rely on the establishment of public enterprise rather than private enterprise, at least to keep it moving.

I have in mind such a thing as this: If rubber were successfully grown in that area, one would expect that the enterprise would be established by a Government and run at a loss until such time as the industry got on its feet. That is the only way to make a success of such a thing. Perhaps, in regard to deposits of iron ore, it may be necessary, in the early stages, to establish the industry with Government money.

I realise that all things are, no doubt, viewed by Governments on their merits; but I cannot possibly see how this Government would be able to establish any type of public enterprise in that area when it is so anxious to get rid of State enterprises that have already been established.

There is also a matter contained in the motion moved by the Leader of the Opposition regarding the reduction of Government employees. I stated earlier how reliant we are on Government employees for population in the North-West. There have been some slight retrenchments in the area; and I am a bit afraid, at this stage, how far they will go.

I must say, in all fairness, that in most cases some form of alternative employment has been found. However, there is a big disadvantage in that. For example, if someone working on the jetty gang at Port Hedland were retrenched and he lived in that town, the alternative employment offered to him would be at, say, Liveringa—perhaps 500 or 600 miles away. Perhaps men could be working with the Public Works Department in Roebourne or Point Samson; and—as has been the case recently—when these men are retrenched, they are offered employment in Wittenoom Gorge. Therefore, they have to go 200 miles to take up their new position; and this alternative employment offered by the Government is not all it appears to be on the surface. It means that if they happen to be married these people have to leave their homes and their families and camp away. With the acute housing shortage that exists in the North-West, if they wish to take their families to the new place of employment they will be without a house.

At this stage, I desire to lodge a strong protest in regard to the retrenchment of labour in the Government work force in that area, because there is no necessity whatsoever for retrenchments to take place.

Most of the jetties in the North-West are under-maintained. At Point Samson there were two gangs working on the jetty, but now there is one; yet that jetty is far from being well maintained. In the case of a cyclonic disturbance or blow, one gang would not be able to maintain the jetty. So I cannot see the sense in the Government's proposal of saving petty amounts of money by laying-off four or five men in places like that and saying there is alternative employment at, say, Wittenoom Gorge, some 200 miles away.

In and around Roebourne there is a shortage of water. During the last session of Parliament, the Minister for Works intimated his desire to have a boring plant in Roebourne to obtain water supplies for that area and the Point Samson area. To my knowledge, that plant has not arrived to date, and nothing by way of exploration for water supplies is taking place. Yet the Government is retrenching men in those towns and sending them 200 miles away to alternative employment.

I do not think the money saved by a reduction of one jetty gang will assist the Treasury to any great extent, but it does a lot of damage in the areas to which I refer. Road works, jetty works, boring for water, and boring for minerals are four things that could keep a considerable number of men occupied in that area; and this would do much good for the places concerned. Therefore, I would like the Minister for Works to give consideration to the matter of retrenchment of labour in order to keep these people working in the towns in which they are now stationed, and in which they have their homes.

When the day-labour system of erection of certain public works was in operation during the time of the previous Government, it was not hard to keep the men in the towns in which they lived, because many of the jobs—such as the building of hospitals and schools—were being carried out by Public Works Department day labour. One of the jobs the previous Government had in mind was the new school at Port Hedland. The object was that the labour force on the jetty extensions, which are now nearing completion, would be absorbed by working on the new school; and, after that project was completed, by the new hospital which is proposed for next year. In that manner, the residents of the town who comprise the work force would be kept in employment.

Unfortunately, many of those works are now let out to private enterprise as the result of the calling of tenders. The school which I just mentioned is, I think, being constructed by the Geraldton Building Company. These firms naturally arrive in a town with their own work force; and whatever money the men receive from the job goes out of the town. It is unfortunate that contractors are getting these jobs, but that is the way it is.

If the Government is so adamant on giving everything to private enterprise and disbanding its own labour force, I believe it should make some arrangement in its tenders so that at least a certain amount of local labour would be employed—labourers, if not tradesmen. The labourers should be picked up in local towns where the jobs are carried out. If that were done, the people would be kept in employment. But, as I have said, a couple of retrenchments have taken place, and the men concerned have been offered employment some 500 miles away.

If the Government feels, in its own mind, that it is doing the best thing for the North-West by disbanding this work force and allowing private enterprise to carry out these jobs, then that is one point on which I differ with the Government very, very strongly. I think it is a stupid penny-saving idea. I doubt whether, if the picture were looked at over a period of time, the Government would be found to save so very much.

When, through lack of employment, men have left the jetty, the Government has a change of policy and decides it needs further extensions to the jetty; it then has to bring men back in again. I feel that over-all there would not be a saving of money to the Treasury concerned, but rather a loss.

It is also particularly noticeable that in these work forces we are losing very rapidly the technical men—such as the engineering staff and resident engineers—in those areas. The Minister will recall that three or four engineers have left the Public Works Department during the last 12 months. From what I knew of them, they appeared to be perfectly happy prior to their leaving; and one could assume that it is the insecurity attached to this type of work that prompts such men to look around for alternative types of employment, which they consider is very important.

In order to fill the gap we have cadet-engineers doing a very fine job. I am not here to criticise the work they do; but, naturally, if an engineer moves into that area, he must find things very strange at first. The climate is difficult; he has got to get used to the different type of work in which he is engaged—in the early stages of his engineering career, anyway. His predecessor, with five or six years' employment at the expense of the Government, is lost to the Public Works Department, and the department has to start all over again. That is the situation this saving of a few shillings is creating.

I honestly believe the Government has blundered in this matter, and blundered badly. If such a policy were introduced over a very, very long period, it might prove to be advantageous. I say it might. But when a Government takes over, and endeavours to put into operation the whole of its policy in about 12 months—presumably for the purpose of getting all the nasty things out of the way before the next election, in order that it might possibly be a little more angelic in the last 12 months of office—its actions have a most demoralising effect, especially on many of the families in the North-West who are engaged in certain Government services—in particular, the Public Works Department. I do not think it was ever considered by the Government, in the first place, just what effect its policy would have.

The Minister for the North-West has, from time to time, intimated his desire to create progress in the North-West. If that is the case, I cannot understand how he can envisage this reduction of labour in the Government services to be a way of creating progress in those areas. On his visits to the area, and when speaking to local business people, he must have appreciated the necessity of maintaining employment in those towns to ensure their survival.

Manganese from the Port Hedland area has recently declined in overseas popularity; and, because of reduced percentages, men formerly employed in that particular type of mining have found themselves without employment. Prior to this, a Government work force was maintained in the various North-West towns, which were the most suitable towns for these mining labourers—if I may put it that way—to find temporary employment between lay-offs in the mining industry. With a reduction in the labour force, the present situation is that on returning to these towns they are virtually unemployed; and many of them, with the hope of finding employment further south, have moved out altogether.

How can we reconcile this so-called policy of progress in the North-West with the fact that we are virtually kicking out the people that are already there? I just cannot see it. One would almost think that the policy of the Government was, if anything, designed to denude the North-West of the population already there.

Much has been said by the Government and its Ministers about getting large companies interested in individual projects in that area. Whether their object is to get rid of what is there now and replace it with one or two large companies, I do not know. It could be a case, as the member for East Perth was saying, of private enterprise versus big business. Get rid of the smaller bloke—he is a lot of trouble—and put one large company in, and give it a monopoly over certain leases for different minerals! If that is the policy, I think the population in the North can only decrease.

Turning briefly to the question of the work force in the North-West, it seems to be difficult to obtain information from the Premier on the matter of iron ore in this area which, we were hoping, would have absorbed a certain number of people who have been retrenched from the Government work force. The Premier seems rather reluctant to give any information whatsoever on the Mt. Goldsworthy matter. I understand that public tenders of a rather restricted type, were called conditionally on an export license being issued by the Government. I think that would restrict the number of people who would tender, because it would be only those who

felt that the obtaining of the license was a certainty who would bother to put in any sort of a price at all.

Mr. Brand: It would be quite unfair not to call tenders.

Mr. BICKERTON: I do not think it is a very good way to call tenders at all; because companies on the inside, perhaps, would believe that the export license would be granted, and they would confidently submit a tender. The others would say, "Well, what is the use of going to all this trouble of having engineers there to assess quantities, and work out methods of shipping, and so on? Why do that when one of the conditions is the granting of an export license? We would be doing it for nothing."

Mr. Brand: Is that the only fair way of assessing the cost to the port?

Mr. BICKERTON: I believe the method the Government used restricted the number of tenders. There were only four tenders from people in Australia, and outside, capable of doing the job; so that seems to bear out my point.

I hope that iron ore will be exported from the North-West. I believe we could get rid of many million tons of iron ore and bring some money into that area; and I would be all for that, provided the money did benefit the North-West, and was not used just to fill the Treasury. I do not know whether it would be such an advantage if, after ten years, we finished up with just a hole in the ground. We would not be very much further ahead.

Mr. Brand: There would be an advantage to the State, surely?

Mr. BICKERTON: It would be advantageous to the State, I suppose.

Mr. Brand: And the North-West.

Mr. BICKERTON: Whatever advantages accrue from it, I would like to see the North-West get the main benefit, because that is one area of the State that can stand a lot of money being poured into it.

I sincerely trust that the Premier will, at the earliest possible moment, let us have some information on these tenders for iron ore. I have received correspondence from a number of people in the Port Hedland area who, since the export of manganese has dropped off, have been wondering just what the future of the town will be. Also, with the retrenchment of Government workers, they are extremely worried. So the sooner something official can be stated with regard to the iron-ore deposits, and the sooner the Premier becomes less reluctant to divulge the information, the sooner the people concerned can go ahead with certain works that they wish to carry out in the town.

One thing they wish to do is to install certain additional electricity undertakings. Their concern is that if they carry out these

works there may subsequently be a reduction in the population; and at the present time everything points to there being such a reduction because of the policy of the Government in connection with disbanding State trading concerns and the Government work force.

Mr. Brand: What Government trading concerns exist in the North except the Wyndham Meat Works?

Mr. BICKERTON: The only one I dealt with was the State Shipping Service. At the moment I am dealing with the Government work force, not the trading concerns. I mentioned that the reduction in the Government work force—not the State trading concerns—was causing concern to people in the North-West towns. If the Government's policy is the disposal of all State trading concerns, the main one to worry us in the North-West is, of course, the State ships—unless the Premier will be good enough to give us an assurance that this State trading concern will not be interfered with. In view of the fact that we have not received that assurance, I can only say that it must be a worry to the people of that area for a long time to come, at least until there is a change of Government and they know that the State ships will be maintained.

Mr. Brand: They do not have to be worried.

MR. JAMIESON (Beeloo—on amendment) [4.45]: In adding my contribution to this debate on the Address-in-Reply, I would like, briefly, to take members' minds back to some of the happenings of last session when the Government moved to revoke the provisions of the proclamation relating to the proposed new redistribution of electoral boundaries. Part of this amendment to the Address-in-Reply deals with our protest against the failure of the Government to honour its promise that if legislation proposed by the Government last year was not passed by this Chamber, another proclamation would be issued.

All kinds of attitudes have been assumed by those on the Government side on this matter, and denials have been made by them that it was ever the intention of the Government to issue another proclamation. However, on reference to *Hansard*, it becomes abundantly clear from interjections, answers to them, and what was said generally in debate, that it was not the Government's intention to issue a further proclamation on the redistribution of seats. That is why the Government took the attitude it did and proceeded only as far as it did; that is, deleting only the provisions of the proclamation and not the proclamation itself; so that at a later date it would be in a position to issue the terms of the proclamation and carry out the law as it should be carried out.

The Government did not get around to doing that; and, indeed, it has had second thoughts on it and the political repercussions that could occur to the Government if it carried out the law and the provisions of the proclamation as it should have done. Last night the Deputy Leader of the Opposition clearly indicated to the Government members what could happen if the provisions of the law are not carried out in the very near future. We would create an impasse whereby a Government could not be elected to govern this State and it would be a stupid condition of affairs if an Administration placed the State in such a position.

The Attorney-General would be well advised to have his legal advisers investigate further this proposition as, by the way this revocation is worded, he has now placed himself in the invidious position where he has a legal responsibility to carry on and do something; otherwise, the constitutional position of this State will be one of complete chaos as from the issue of the writ for the next general election. Therefore, we anxiously await his views on this matter; because I feel he was, in his cunning way, completely sure that he had achieved what he had sought to do last session, but in view of the failure of his Government to have passed the legislation that it contemplated he has now failed to carry into effect the requirements of the law of this State.

We protest strongly about the failure of the Government to give any indication of its intention to interfere with the prices spiral and the inflationary trend by controlling, in some way, prices in this State. The Premier, by interjection and at other times, had his few words to say on this matter. He is very knowledgeable, according to his own ideas, as to why there should not be price control. He told us very clearly that he believed that price control was not the answer to the problem. Yet he cannot answer why it is competent for the South Australian Liberal Party Government and the Queensland Country Party Government to retain price control in both of those States.

It is abundantly clear that in Queensland price control has had no adverse effect on the advancement of that State. Its industrial concerns have continued to grow and expand; and, indeed, from one's own observations it can be seen that, industrially, Queensland is a very progressive State.

The same position prevails in South Australia. The Premier of this State, in expressing his views on this question made much play on the fact that there was a greater cost of living adjustment in South Australia for the last quarter than there was in Western Australia. However, he must also take into consideration the fact that, over the past few years, during the

time of the great industrial expansion of South Australia, when the Playford Liberal Government held prices under control, that State had the second lowest basic wage of any State in the Commonwealth. Also, that Government did not have much opposition from the organised working forces in South Australia because of that. They were quite satisfied with price control because they had their equity preserved as a result of the control over prices.

It was the commercial interests in South Australia that were hostile to the legislation that controlled prices in South Australia, but Sir Thomas Playford and his Government were adamant that it was necessary to keep control over prices in order that they might continue the State's industrial expansion. That policy also proved quite successful. Until that is done here, there will be no way of guaranteeing to any person who is likely to establish an industry in this State that their expectation of success in a few years will be realised. It is only by having a stabilised economy, by the control of prices, and all those factors that are associated with the economic development of the State, that the Government can give any reasonable guarantee to people who desire to establish businesses or industries in a State such as this and be assured of success in the next 20 years or so. That, in itself, to my way of thinking, is the vital reason why the Government should have given consideration to imposing at least some restriction on the prices of various commodities in this State.

In the Press recently we had a little side play on the prices issue between myself and the Minister for Industrial Development, the other knowledgeable know-all of the Government, whose statements were quickly rushed into print to inform the public at large that I had been sniping at poor old Sir Halford Reddish, whose millions had failed to protect him and who needed a Sir Galahad, in the form of the Minister for Industrial Development, to come to his rescue. At the time, the Press made much play on the answer which no doubt had been canvassed from the Minister; because, if it had not been so, he would not have been able to reply to my comments in the next issue of the paper. The Minister made all sorts of statements on how this great industrialist was of tremendous assistance to the State.

However, I will tell the Minister very clearly, here and now, that Sir Halford Reddish is getting more than his fair cut out of this State. He is an exploiter, like the Minister who is representing him, and he will go on being an exploiter as long as the Government continues to be weak enough not to be able to stand up to him.

Mr. Court: Why do you not say these things outside the House?

Mr. JAMIESON: Never mind about my saying them outside the House! At the time, I quoted the prices of cement that were given by the Minister for Industrial Development to the Leader of the Opposition in October, 1959. Every time the Minister for Industrial Development is asked a question on the price of cement, he hedges around it, and tells us that there are all sorts of factors involved in computing the price of cement in Sydney and other places which cannot be taken into consideration in Western Australia. However, that is not so, and the Minister knows it. What the Minister fails to tell us here is how Sir Halford Reddish is exploiting the State by using the cheapest raw materials in Australia to manufacture his product, but charging the highest price to this Government compared with any other Government in Australia.

Mr. Court: Are you prepared to say this outside the House?

The SPEAKER: Order!

Mr. JAMIESON: That is what the Minister is afraid to stand up to because he knows it is correct. It is no use the Minister trying to defend his Tory cobbles from overseas. It is no use the Minister trying to defend a man such as Sir Halford Reddish, who is prepared to take anything he can lay his hands on. The Minister knows that that is the position. The Minister raced into the Press to say that Sir Halford Reddish's company had not availed itself of the full amount that had been made available to it. Of course it did not, because the Labor Government that came into office after the previous Liberal Party Government had made arrangements for this amount to be made available, had a second look at the proposition and saw what a good thing the company was on and called a halt to it. That was the reason why Sir Halford Reddish did not avail himself of the full amount that had been made available to him. The Minister has now made available part of the remainder of the money that was originally intended to go into its coffers.

Mr. Court: We have not departed from the arrangement that you made.

The SPEAKER: Order!

Mr. JAMIESON: He would not have got any more had it not been for the Minister for Industrial Development who was prepared to line his pockets and the pockets of his Tory cobbles in England. What we need in this State to develop it are genuine businessmen who will take a reasonable profit from the industries they establish in this State. We do not need exploiters. If it was the mission of the Minister for Industrial Development overseas to encourage exploiters to come to this State we are going to be in a nice old pickle before many years have passed.

especially when we start to get the pay-off for the Minister's overtures to those people that he interviewed whilst overseas.

Mr. COURT: What chance have we of developing this country when we have people like you making statements such as that?

Mr. JAMIESON: We have no chance when people are skimming all the cream from the country and stacking it away as they have done over the past few years.

Mr. COURT: Why don't you say these things outside the House?

The SPEAKER: Order! There are too many interjections. The member for Beeloo has the floor. I do not propose to warn members about interjections again.

Mr. JAMIESON: I think my references are starting to touch the quick of the Minister, but we have more time in the debate on the Address-in-Reply itself to quicken up the quick and more information to hand that will do just that. I will therefore keep to some further matters that are being dealt with in this protest that we are trying to have added to the Address-in-Reply.

I will now speak about our strong opposition to the Government's policy of not ensuring the future of its own railway workshops at Midland Junction. There are not many members in this Chamber who have had practical experience as a result of working in a railway workshop. I happen to be one of the few that have worked in a railway workshop, and probably the member for Fremantle would be another; and there could be one or two more that I do not know about. However, the experience that I gained was not in the Government railway workshops but in the Midland Railway Company workshops. During the whole time that company has operated in this State it has always made its own rolling stock in its own workshops with the exception of locomotives; because unlike the Government railway workshops, the workshops of the Midland Railway Company were not large enough to engage in the production of locomotives.

If it was possible for the Midland Railway Company to make the rolling stock, or to have it made under tender—which the Government has indicated was the most successful way—would not that company have adopted the better line of action? Over all the years it has been in operation, the company has built all the rolling stock at its workshops at Midland Junction, and it is still doing so. It has none of the worries of the Minister about working up a gigantic work force and having to sack the men.

If the programme in the workshops were properly set out, the Minister could arrange for the men to take over other jobs in the rehabilitation of the railways and in keeping the rolling stock in order, after building new sets of carriages; and this would

avoid dispensing with the men and re-employing them at a later date on a future rehabilitation programme. If the Government had adopted the procedure I proposed, there would be no complaint. The employees of the Midland Junction Workshops have reason to be concerned with the attitude of the Minister, who seems to be of this opinion, "I am right and you are wrong, irrespective of what you may think."

The Minister's cry can be reconciled with the view expressed in the *Weekend Mail* last week. The Minister's idea was that all the agitation for extra work at the Midland Junction Workshops was Communist-inspired, or associated with Communist aspiration. What a lot of poppycock! There is nothing further from the truth. The men are there to do a reasonable job, as they did in the past and will in the future, if the Minister will only play the game as it should be played.

Nowhere else in Australia has any departure been made, to the extent which the Minister for Industrial Development is making it in regard to the construction of rolling stock by private enterprise. Let us consider what will happen when private enterprise has completed a contract. Will not the men be put off? Would not the Government then have to be concerned with the sackings—because, after all, they are all citizens of Western Australia—and with the problem of providing employment to these skilled workers? Is it any improvement to construct these things outside the Midland Workshops, when the workshops already have the supervising engineers who know the requirements of the railways better than the civil engineers employed by the private engineering industries which manufacture all types of things for the general public but not many of the requirements of the railways?

For those reasons it is desirable to keep up a very good standard of production in the Midland Junction Workshops while there is a foreseeable future for railways in this State. So far as I can see, there is no way of superseding the railways for a considerable period; if there is, the farmers would be most upset and the suburban railway passengers would be greatly affected. The Government needs to look very carefully at what it is doing and at the damage it is causing. It might be lining the pockets of its various friends in private enterprise, but at the same time it is doing irreparable damage to this State. Once that damage is done, the workshops at Midland Junction will take a very long time to be rebuilt, and for all time they will be left to the whims and fancies of the private companies which are capable of tendering.

There are not too many private companies which are capable of tendering for railway requirements. The collusive tendering which has gone on over the last

few years has been of such magnitude that it would not be out of order to expect these contracts to be constantly subject to such practices when tenders are called outside of the Government workshops from private enterprise. Collusion would exist to such an extent that the Government would be fleeced every time it called tenders. It is only too clear that will occur if the Minister for Industrial Development adopts the line he is taking. Of course he could not care less about that attitude, because it is not his own money he is spending. If it was his own money he would be penny-pinching and watching closely.

Mr. Court: I suppose you know the railways have a full programme for this year?

Mr. JAMIESON: A full programme in the mind of the Minister, but not a full programme in the mind of the commissioner, who should be left untrammelled; and in the minds of those who have directed the railways as best they could with what was made available. They have no programme at all; they only have a programme which the Minister wants; and he can cut the programme down to any size.

Mr. Court: Do you know they have a bigger programme now than they did under your Government?

Mr. JAMIESON: The latest development of the Government relating to water rates and increases has given a shock to a community already shocked by many other Government taxing measures imposed last year. Water is a commodity which should be made available to the people as cheaply as possible, and over a number of years this facility has been a great drain on the public purse.

As an area expands, water should be made available to the people living there, even if it has to be subsidised by the Government. One of the first things wanted by a new industry contemplating coming into this State is some firm contract for a water supply. If it is competent for the Government to enter into such an arrangement, it is also competent for it to enter into arrangements with the public to provide water as cheaply as possible.

That brings me to another matter respecting Government enterprise. We are greatly disturbed at the possibility of an increase in charges of services over which the Government has control. One of them is electricity. We have heard many comments, and the committee appointed by the Government to deal with the price of coal is haggling and bargaining. The Minister for Industrial Development has been involved in this with several of his colleagues.

It is remarkable to note the difference in the attitude of the South Australian Government. Western Australia has better coal reserves than South Australia, yet

the latter is converting all the power houses in that State so that they can use their own fuel. That Government is providing electricity cheaply by subsidising the haulage of coal from Leigh Creek.

Most of my words raised in complaint against the Government can be aired during the Address-in-Reply. For the present I shall confine my remarks to the text of the amendment. The least which the Opposition can do for the benefit of the public of this State is to attempt to amend the Address-in-Reply. That will indicate to the Governor that the Government of this State is not in a very sound position.

MR. W. HEGNEY (Mt. Hawthorn—on amendment) [5.10]: I strongly support the amendment moved by the Leader of the Opposition. It could have been more comprehensive, but it is comprehensive enough to enable members to bring before the Government some of its sins of omission as well as commission. It is not my intention to refer in detail to the Governor's Speech. Suffice to say that verbosity is one of the main attributes of that Speech. I notice through the medium of publicity from time to time that the Government is going to do something. The Premier is going to do something about tourists next month or next year. The Minister for Industrial Development is going to do something which will be achieved in 1966. The Deputy Premier is going to do something on behalf of the Government, which may bear some fruit in 1963-64.

Mr. Perkins: I thought your main complaint was that we did too much.

Mr. W. HEGNEY: I shall deal with the Minister later on. The people of this State are becoming sick and tired of the promises of this Government, hollow as they are, and of some of the actions taken by it.

Mr. Mann: How do you know?

Mr. W. HEGNEY: The first matter mentioned in the amendment refers to the Bill which was introduced on the 1st July last year by the Attorney-General on behalf of the Government. Its object was to cancel the provisions of the proclamation issued by the previous Government. I have examined *Hansard*, and I have read every word and every line of his speech. He gave an undertaking—not an implied but an expressed one—that if a certain measure which he proposed to introduce in regard to the adjustment of electoral boundaries was not proceeded with, or was defeated, then the law as it existed would take its course.

I propose to read some of the comments made by the Attorney-General then. On the 1st July, 1959, on page 36 of *Hansard*, he said—

In consequence, there are about five months out of the eight that can be said to be either used up or will be

prospectively used up in the future. Therefore, the advice of the Crown Law officers was that if the commission was to have a fair opportunity—supposing the Bill did not pass—to proceed with its activities in accordance with the law—as it would then continue to stand—it would be extremely proper and desirable for this measure to be passed by Parliament before the middle of July.

In those circumstances, there was little or no option for this Government—if it is desired that the matter be dealt with by Parliament—than to call this House together at the time it did, having in mind the object of suspending Standing Orders in order that within the time that had been recommended—I had personal discussion with the Solicitor-General on this—Parliament might have the opportunity of accepting or rejecting the proposal that the proclamation should be revoked. That is the position as clearly and as shortly as I can put it.

On page 39, on the same date, he said—and this is of vital importance to members of Parliament and to the honour of Parliament—

The revocation of the proclamation, however, as proposed in this Bill, is only to do this: to give the present Government an opportunity of seeking the agreement of Parliament to proposals for the alteration of the law so that if Parliament accepts those alterations, and in the light of those alterations, the necessary proclamation can be issued to enable the commissioners to proceed with adjustments of electoral boundaries in accordance with the amended law to which Parliament would then have agreed.

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

These are not my words; they are the words of the first legal officer of the State—the Attorney-General. He went on to say—

Fundamentally, therefore, all that this Bill asks for is the right of this Parliament to give consideration to the proposals which are to emanate from this Government, and I do not think that any honourable member can reasonably deny to Parliament the opportunity to give that consideration to proposals aimed at improvement of the Electoral Districts Act which Parliament, as always, can accept or reject. I do not think any honourable member should balk at giving opportunity to Parliament to consider that.

If the matter is looked at fairly and squarely, bearing in mind all the surrounding circumstances, I do not think that anyone is justified in refusing to deny to the Government and Parliament the opportunity of presenting to Parliament amended proposals for consideration.

In brief, what happened was that the measure in the form of a Bill which the Attorney-General introduced on behalf of the Government was duly carried, and any members who have any memory know what happened the following November. What did happen? The Attorney-General introduced a Bill on behalf of the Government, to amend the Electoral Districts Act, 1947—and incidentally it was one of the most reactionary and outmoded measures this Parliament has ever had before it. We have had an opportunity to study that Bill. Why was last year's Bill not proceeded with? The Government has claimed that it has a mandate to do certain things on behalf of the people of this country. If it had a mandate, why did it not proceed with that Bill?

Mr. Lewis: You tell us!

Mr. W. HEGNEY: The honourable member knows, and every member knows; at least the Attorney-General does. If he did his job, he would teach the member for Moore, as a private member of the party, that the Government did not have the requisite number of members in the House; and the Government, led by the Attorney-General, knew that a member of the House was going to another State for medical treatment. Because of this, the Government refused the Leader of the Opposition a week's adjournment. He would not give him that courtesy or decency to enable us the opportunity to study the Bill.

Unfortunately, a member on the Government side of the House took ill over the week-end, and the Attorney-General has made no reference to the Bill from that day to this, except when I asked a question in regard to the expiration date on which he would like questions to be placed on the notice paper. He then told members that they could use their own discretion. He knows the Bill was not proceeded with because there was not the requisite majority on the Government side of the House.

I am coming back to the fact that a very definite—and it must be remembered that the Attorney-General is a lawyer—promise and undertaking was given by him to this House. It was stated that if no amendment were made to the Act, then the onus was on the Government to give effect to the law as it then stood—and as it now stands. The Attorney-General, by his hedging and answers since then, has not come out of this very well. It is all right for any person to be mistaken in regard to a promise, or it is

feasible that there could be some misunderstanding in regard to one; but I submit—and I think that the member for Subiaco, being a legally trained man, would agree with me—that there is a distinct and definite promise in the Attorney-General's speech to which I have referred that if the Bill later introduced by him was not passed then the law as it stood would be carried out. But the Attorney-General, on behalf of the Government, has continued to indicate to this Chamber that there is no intention of issuing a proclamation to give effect to the law.

It is a very poor outlook when the first legal officer of this country—the Attorney-General and Deputy Premier—will, on behalf of his Government, give a distinct promise—not an implied or doubtful one—which has been recorded, and then dishonour it. If the Attorney-General were to do the decent thing, he would either revoke his former decision and see that the proclamation was issued, or he would resign his seat altogether. That would be the decent thing to do. If a man has the principle, honour, and dignity to give this House a very definite promise that, if a certain thing happens, then the law will take its course; and subsequently, on behalf of his Government, refuses to honour that promise, I ask you, Mr. Speaker, can we believe a promise of any Minister on the Government side in the future?

That is the point. In the interests of the people of Western Australia, and in the interests of the Government itself, this proclamation to which I have referred, and which has been revoked, should be reissued; and the machinery which was set up by the then Government, of which the Attorney-General was a member, in 1947, should be put into effect and in due course a redistribution of seats made.

It was unfortunate, of course, that, at the time, the member for Wembley Beaches became indisposed. Since then, the Government has been unable to proceed with its proposed Bill. I would be ruled out of order if I referred to the contents of that Bill, and therefore I do not intend to do so. Suffice to say that it had a great deal of cunning behind it. It was well thought out by someone who wanted to put something over the Labor Party in this State and who wanted to gerrymander electorates to keep the Labor Party out of office for the next 150 years.

Unfortunately, the Minister for Transport is not here at the moment; but what I am about to say follows my remarks in regard to the Attorney-General having acted on behalf of the Government in connection with the proclamation. I have here two statements—one alleged to have been made by the Minister for Railways; and the other, by the Minister for Transport. It is not my intention at this stage to go into details on the matter of the reopening of

railway lines. It will only be necessary to say that what was done in regard to the railway lines was done by Parliament; and that is well known by you, Mr. Speaker.

I have here a letter from an Arthur J. Addis of Nyabing, published in *The West Australian* of Monday, the 25th July, on page 6. The Minister for Agriculture knows about this because he was at the meeting mentioned. I will not read the whole of the letter, but will table it for anyone to peruse. The writer said—

Many public meetings have been held with an attendance of about 300 settlers. All voted 100 per cent. in favour of reopening the line.

That is the 38 miles of line between Katanning and Nyabing. His letter continues—

We who live near the line know best what is required and we know that our line would show a profit if efficiently managed. The present Government pledged it would re-open lines where settlers demanded it.

In italics is a note from the Minister for Railways. It is only a short one, so I will read it all—

Railways Minister Court said closed lines were being examined. A decision would be made soon. There was no prospect of the Katanning-Pingrup line showing a profit. The Government did not pledge itself to re-open lines where settlers demanded. It promised proper examination and consultation. This was being done.

That was on the 25th July, although the Government had taken office 15 months before. In the *Farmers' Weekly* of the 21st July, 1960—

Point of Order

Mr. WATTS: Is the honourable member in order in discussing closed railway lines under this motion? There is no reference at all to railways except the following:—

We wish also to protest strongly against the Government's policy of undermining the future of its own Railways Workshops at Midland Junction by refusing to allow even the management to tender with private firms for large-scale manufacturing jobs, including the building of the two new Westland trains, and against the policy of disposing of State trading concerns and of abolishing the Public Works day-labour construction organisation.

The SPEAKER: The point is quite well taken.

Debate Resumed

Mr. W. HEGNEY: I am glad the Attorney-General raised that point, because I am not quoting this in connection with railways. I may have hit the Attorney-General on the raw. If he had

allowed me to proceed for another one and a half minutes I would have shown that as promises were dishonoured in regard to the proclamation, so they have been dishonoured by another two Ministers. If that is the case, we are justified in not believing any promise made by the Government. That is my point; and if I am allowed to quote four lines, I will show the difference between promises alleged to have been made by the Country Party section of the Government and those made by the Liberal section. I am not discussing this as a matter of railways. I am trying to point out why the Opposition cannot have any regard to promises made by this Government. In the *Farmers' Weekly* was the following:—

Point of Order

Mr. WATTS: I submit that the honourable member is just as much out of order speaking along the lines he suggests, because the only protest against the failure to honour a promise in the amendment is that which is alleged to have been given by me.

The SPEAKER: The honourable member had better confine his remarks to the amendment.

Debate Resumed

Mr. W. HEGNEY: I will not read from that extract, but I appreciate the help the Attorney-General has given me—and you, Mr. Speaker—in regard to Standing Orders. Suffice to say this, so that it will be recorded in *Hansard*: The Minister for Transport said that the Country Party would agree to carry out its promise, which was to reopen the lines for heavy traffic if the settlers wanted it. I would like to know from one of the members of the Government which section of the Government is correct in regard to that matter.

The SPEAKER: That has nothing to do with the amendment.

Mr. W. HEGNEY: Yes; that is right. I will leave the subject there. However, if the Attorney-General can justify the statements he made in the *Hansard* to which I have referred, in view of the action of the Government since then, I am prepared to be convinced.

While the Leader of the Opposition was speaking the other evening, the Premier, by way of interjection, intimated that he was opposed to quarterly basic wage adjustments. He also indicated very definitely that he felt the adjustments should be on a yearly basis. In case you, Mr. Speaker, may think that my next remarks have nothing to do with the amendment, I would point out that prices and wages are very closely connected. The Arbitration Court fixes wages in accordance with variations in price levels, but I am not going to belabour that aspect of it.

I remind the Attorney-General and his Government that a similar Government occupied the Government benches in 1930. The then Premier was Sir James Mitchell, and the Minister for Public Works and Labour was the Hon. Jack Lindsay, who was a predecessor of the present member for Toodyay. At that time the Arbitration Act of 1924, which had provided for yearly adjustments of the basic wage from 1925 to 1930, was amended to provide for quarterly adjustments. The legislation in question was introduced by the then Minister for Labour; the Government was a Liberal Party-Country Party Government; and, because it was a time of falling prices, when the basic wage was £4 6s., quarterly adjustments were introduced. That position has remained until this day; and by one small amendment of the Arbitration Act, the workers of this country had their wages reduced by 8s. a week in March following that amendment to the Act.

I mention that to show it was a previous Administration, similar to the one which is now running the country to a standstill, which provided for quarterly adjustments.

Mr. Brand: It was at a standstill when we took over.

Mr. W. HEGNEY: I said before that we would like to know from the Premier whether, in order to try to keep prices stable, it is the Government's intention to introduce amending legislation to provide for yearly adjustments, or to bring the State basic wage into line with the Federal basic wage.

I shall now deal with another aspect of Government activity, and this concerns State trading concerns. I will see if the Attorney-General can catch me out on this one. There are a number of State trading concerns in Western Australia; and as I see the position now, it is the intention of the Government, particularly with some instrumentalities, to ringbark them before they are sold and then to dispose of them for a mere song. I shall refer briefly to the State Engineering Works; because I understand that the member for Fremantle will deal more effectively with that instrumentality. The intention of the Government is to sap the vitality of these works and then offer them for sale. The same would apply to the State Brickworks.

Let me refer to the conditions under which the Government proposes to dispose of these concerns. What could be fairer than the terms set out in the pamphlet referred to by the Leader of the Opposition? These are the conditions of sale set out by the Government—

- (1) A fair and reasonable price.
- (2) Reasonable protection for the existing labour force.
- (3) A continuation of the industries within the economy of the State.

Last year I invited the Government, and now I challenge it, to give this House an assurance that if and when any State undertaking is to be sold to private enterprise conditions the same as I have just mentioned will be written into the contract of sale. Will the Premier, or any member of the Government, indicate that reasonable protection for the existing labour force will be guaranteed? What does it mean? Does it mean the existing labour force will be carried on in their employment indefinitely; or for one week; or for one year? What does it mean?

What will be a fair and reasonable price? I would suggest that 18 months ago a fair and reasonable price for the State Engineering Works would be far higher than what is considered a fair and reasonable price today. Of course, if the Government put the State Sawmills or the State Brickworks up for sale—or even the State Engineering Works—who would determine what was a fair and reasonable price?

Let me say this: Members of the Country Party, and probably the member for Avon Valley, know that the State Engineering Works were originally known as the State Implement Works; and, in common with the State Brickworks and the State Sawmills, were instituted many years ago for a specific purpose. The State Implement Works were established by a Labour Government for the express purpose of endeavouring to ensure that the farming community of Western Australia would get agricultural implements at a reasonable price.

Mr. Mann: And a hopeless machine it was!

Mr. Brand: You are so right.

Mr. W. HEGNEY: That is why the State Implement Works were established. Since the member for Avon Valley has become a member of the Country Party—or is it the Liberal Party?—

Mr. Mann: The Liberal Party.

Mr. W. HEGNEY: Yes; I should have said "The Liberal Party." Apparently he is changing his ideas since he changed his party; no doubt in another year or two he will agree with me that the State Implement Works fulfilled a definite requirement for the agricultural community.

Mr. Mann: It hit me.

Mr. W. HEGNEY: The same applies to the State Sawmills and the State Brickworks. They were established for the purpose of endeavouring to put a stop to rising prices—prices which were being imposed by private enterprise at the time. And do not let us forget that the previous Liberal Government, which was in office for six years, still allowed those instrumentalities to continue working. Not only did that Government allow them to carry on, but also the present Minister for Works,

who is always right on the target and alive to all that is going on, would know that the State Brickworks were expanded during his term of office in 1947 to 1953. Yet we have the position where the State instrumentalities are to be handed over—I suggest for a mere song.

The same thing applies to the State Shipping Service. I can endorse what the member for Pilbara said about the State Shipping Service. It was introduced many years ago, and it could be called a State trading concern because it engages in intra-state trade. It was established approximately 42 years ago, and I think the *Bambra* was the first boat used on that run. It was recognised that the people of the North in those days needed some definite line of communication; in other words, they needed a shipping service, because as a young man up there I can recollect what were called the black boats. Many pastoralists and townspeople complained bitterly about those boats. They were called "black" boats and they would call in at the port where the master of the vessel thought he would get a payable cargo; but they would not call at Port Hedland or Broome if it did not pay them.

The SPEAKER: To which part of the amendment do your remarks about "black" boats relate?

Mr. W. HEGNEY: State trading concerns.

Mr. Watts: They are not State trading concerns.

The SPEAKER: I do not think it mentions that in the amendment.

Mr. W. HEGNEY: The Attorney-General can take the point if he likes to be pedantic or sarcastic about the business. It may not be a State trading concern under the State Trading Concerns Act; but if a person wishes to go from Perth to Derby on the *Koolama* or the *Koojarra*, he will find out whether or not those boats are engaged in trading. My only point here is that the State Shipping Service will be one of the last instrumentalities to be disposed of, for two reasons: Firstly, there would be such a howl from the people of the North, including members of the pastoral community, that the Government would not dare to go on with it; and, secondly, the State Shipping Service is not a payable service, nor will it be for years. It is not expected to be a payable proposition; it is a public utility. I suggest it is the same as the railways, to a great extent.

Mr. Watts: That is what I am trying to tell you. It is not a State trading concern. I am not worrying about the Act; I am thinking of it as a public utility.

Mr. W. HEGNEY: I am not going to go into details, because the sands of time are running out. All I say is that the State Shipping Service is not a plum like

the State Engineering Works, the State Sawmills, or the State Brickworks. The Wyndham Meat Works are in the same position. For the time being it is unlikely that the Government will dispose of that instrumentality. Just before Labor went out of office, a prominent Liberal Party member of this Assembly—an ex-Premier of the State—who is a pastoralist, asked the Government to establish a Government meatworks at Derby.

Mr. Norton: What about Robb Jetty?

Mr. W. HEGNEY: That is another concern; but it is the same thing. The Wyndham Meat Works have been in operation since 1919; and I have no doubt that if the interests are strong enough, and it suits certain interests, the Government will dispose of the Wyndham Meat Works.

I should now like to discuss briefly the question of prices. No Government wants to impose controls, if it can get out of it; and price control would be one of the last things that any Government would want to introduce, impose, or continue. But the position in Western Australia, and in the other States of Australia, is such that the Commonwealth Government will be forced to take some action respecting prices and other matters affecting our economic position and the economy generally.

I have some extracts here which I do not intend to read. Suffice it to say that here are two straws in the wind regarding the position, which is getting out of hand—

Civil Servants Want Controls.

Twenty thousand Commonwealth public servants are seeking the introduction of controls over prices and profits to check inflation.

Here is another one—

Women Want Renewal of Price Control.

A deputation of five women delegates of women's organisations in Western Australia approached the State Government to press the Federal Government for the re-introduction of price control.

The first extract is from *The West Australian* of the 23rd July. There are many people—small business people, and others in the community; and the wage-earners, certainly—who have a feeling that prices are getting far beyond wages, and that the purchasing power of the pound is being reduced too much. They believe that in the interests of the people of Australia as a whole, and in the interests of the Australian economy, it will be incumbent on State and Federal Governments to have some regard to a position which is becoming more acute every day. It seems that this Government is obsessed with the idea of pandering to certain interests.

Members can see that the Government will, at an opportune time so far as the Government is concerned, dispose of the State trading concerns. The Government is sapping the vitality of the Midland Junction Workshops; it is getting rid of the personnel there by not reappointing men when others retire, because of age, or leave the job. From what the Minister for Railways has said, I am led to believe that some time next year the Government will make a statement that there is not sufficient work to keep the workshops men fully or continuously employed; and, as a consequence, quite a number of these workers will be retrenched. I have no doubt that when that time comes, the Minister for Railways will have some further excuse, and the Government will have some further explanation for its action.

Last year, the Minister for Works, on behalf of the Government, commenced to retrench workers employed in the Architectural Division of the Public Works Department. Today that department has only a skeleton staff, and the same applies to many other Government instrumentalities. I said the other day—and I shall conclude on this note—that I think it is a matter of grave concern to the youth of Western Australia, and the time is fast approaching when something will have to be done about it. Figures show that the Public Works Department and the railway workshops were the two biggest employing agencies as regards the training of apprentices. With the sub-contracting system which has sprung up, and been accentuated in the building industry over the past year or two, the number of apprentices in the building trades is much lower than hitherto. The same thing applies in the Public Works Department.

In the heavy industries, in the metal trades, it will be found that the State Engineering Works and the Midland Junction Workshops absorb the largest proportion of the apprentices; they absorb a larger percentage than any employing institution in Western Australia. But with the feeling of insecurity, doubt, and restlessness that exists there now, and with their hostility against the Government, there will be far fewer apprentices trained in the next few years than have been in the past years; or than would have been had there been a Labor Government in office.

I support the amendment. I have no doubt it will be carried. I would like to hear the views of the private members of the Liberal-Country Party. They have been very silent. I would like to hear whether they are 100 per cent. behind their Ministers, or whether the Leader of the Country Party is keeping his members quiet, as requested by the Government, so that both parties can put up a show of a united front to the public. Whatever might be the case, in the meantime the people in this State are suffering hardships.

MR. FLETCHER (Fremantle—on amendment) [5.46]: I wish to briefly support the amendment, and voice my protest first in respect of the failure of the Government to honour its promise to issue a fresh proclamation under the Electoral Districts Act. I wish to say at the outset that although I respect individual members of the Government, I do not respect the Government as a whole, particularly in relation to its policy on this point. The Government is treating the public of Western Australia with contempt.

Either five seats were out of balance, or they were not. It has been shown, in fact, that 10 seats were out of balance. I would suggest that if, as is laid down, five seats were out of balance, thus making the issue of a proclamation necessary, then there being 10 seats out of balance would provide twice as many reasons why this Government should honour its obligations. The Government knows while it retains the status quo it will advantage the Government and disadvantage our party. It is just as simple as that.

Fortunately it is not only I who can see this, but more and more people are seeing it; and it is my job to ensure that as many of my constituents as possible know about it. In short, it is a scandal. I repeat, the Government is from day to day incurring public wrath as a result of its policy; and I suggest that if an election were held now, the Labor Party would win.

Mr. Roberts: That is wishful thinking.

Mr. FLETCHER: No it is not!

Mr. Roberts: Oh yes it is!

Mr. FLETCHER: The honourable member should get around the electorates a bit more. His outlook is probably very restricted, and parochial, and related to Bunbury. He should get around the electorates a bit more. If the boundaries were altered in conformity with the population trend, the present Government would be decimated. I suspect that is the reason why the proclamation is not being made. I again say the State Government is treating the public with contempt, because it feels that the average working man and his dependants are probably preoccupied with football and other interests; and, as a result, it thinks it can get away with what is happening at present.

The Government is quite definitely treating the public with contempt. I do not want to elaborate any further on that point. That is the first point made by the Leader of the Opposition in his amendment. His next reference is to the Government's failure to foreshadow legislation to keep prices of essential commodities under reasonable restraint. I think the easiest way to deal with this is to quote an ordinary housewife's opinion as expressed in the trade union journal which I have in my hand. I notice significant

looks from members opposite. The fact that it is a trade union journal makes it suspect in the eyes of some members on the Government side.

Mr. Owen: It is Communist-inspired.

Mr. FLETCHER: As I said, it is immediately suspect, and is even said to be Communist-inspired. The article is headed "Housewife Appeals to Unionists to Step Up Demand For Living Wage"; and the lady in question makes the following remarks:—

Firstly, I would like it made quite clear that I am not a Communist; I explain that because today anyone who objects to our standard of living is automatically branded a Communist or sympathiser.

Here let me interpolate that that is quite correct. I think it was Socrates who said, "To cover a local evil, create a menace abroad". That was said thousands of years ago, but it is just as apt today. Start talking about what is going on thousands of miles away, and you will take the public's attention off what is going on under its nose. It is possible to catch a bird with chaff for a little while.

Mr. Roberts: They must be pretty rough birds to feed them on chaff.

Mr. FLETCHER: To continue with the article, the lady states—

In my case I am just a housewife, who is sick and tired of seeing her husband's wages buying less and less each week—the last straw was at the week-end (June 25) when I had to pay 8s. 6d. for 1 lb. round steak and two-thirds of a lamb's fry.

I feel that all unions could do something about this state of affairs and ensure that working people receive adequate remuneration for their day's work.

All employers have one big union—the Employers' Federation—and in each shire the Chamber of Commerce. So why are we working people so lax and far behind in safe-guarding our own interests.

No government in the world would have dared lower our wages—that is, put less money in our pay envelopes. Instead, they have allowed prices and profits to rise hundreds per cent. above any rise in wages, thereby achieving what they would have had they cut our wages.

I am reading this to demonstrate why the Government has an obligation to introduce some type of legislation for the purpose of helping people like that. To continue with the lady's appeal. Under the heading "Clothes on Time Payment" she says—

How many families do you know of where the wife has to go out to work to help support the family? Or

where, through illness or other reasons the wife cannot work, the husband has to have two jobs to pay his bills?

I would be lucky to find one job for some of the people who approach me, let alone two. To continue—

Have you noticed that since the war people have been forced to buy even their clothes on terms?

That is quite true; people come around hawking them at the door. To continue—

It is a fine state of affairs when men and women haven't sufficient money to feed and clothe themselves without resorting to time payment, on which interest must be paid!

I would like to read a few of the commodities that have been mentioned. This is in opposition to the Premier's remark that price control will not stop price increase.

Mr. Brand: It never has; ever.

Mr. FLETCHER: I will quote some figures. For example, the price of a 2 lb. loaf of bread in 1945-46 was 4½d.; today it costs 1s. 5½d. In 1945-46, 1 dozen hen eggs cost 1s. 7½d.; whereas, today, they cost 6s. In 1945-46, a pound of bacon rashers cost 1s. 7½d.; today, it costs 7s. The average working man would not have that on his table. A pound of butter cost 1s. 7d. in 1945-46; today, it costs 5s.

That has happened despite the fact that the Federal basic wage has been pegged since 1953. These prices have continued to increase since this Government has been in office and while we have been in Opposition. Under the heading "Peg Profits" the lady states—

Our wages are pegged, why not profits?

I spoke on this the day before yesterday. To continue—

I, as a housewife, know how wages have dropped and prices have risen since the last war. The accompanying list will throw some light on this subject so far as food is concerned. It would do many people, including some union leaders, good to read and study these figures and see why wages go nowhere today.

On many occasions I have sent such lists to newspapers, radio commentators, etc., but none has published my complaint. It is natural, I suppose, they are employers and receiving huge profits.

As I said yesterday, we do not object to firms making a reasonable profit, but we do most emphatically object to their making exorbitant profits, and charging unnecessarily high prices. We find in today's issue of *The West Australian* the headlines "Seamen to Face 12 Summonses." A

number of members opposite say they are a lot of Commos; that is the usual way of disposing of them. The article in today's *The West Australian* reads in part—

The Australian Coastal Shipping Commission—which runs the Australian National Line—and the Commonwealth Steamship Owners' Federation have filed 12 separate summonses against the Seamen's Union for contempt of court.

The summonses claim the union is guilty of contempt of the Industrial Court, which ordered it on March 4 to comply with Clause 84 of the Seamen's Award.

The SPEAKER: Order! Does the honourable member propose to relate this to the amendment?

Mr. FLETCHER: I propose to do so, Sir, from the point of view of price control. I am trying to show that there is price control on one commodity—namely, the price at which the seamen can sell their labour—but there is no price control on commodities such as sugar, butter, etc., which are being sold at prices quoted.

That is the best way I can illustrate my point. They are related to the extent that there is price control on wages but none on commodities. I would like to continue to the extent that I think it is grossly unfair that these seamen should be penalised for wishing to demonstrate their opposition to such an unfair state of affairs. They can be hauled before the court on 12 separate charges, because they wish to express an opinion.

I submit the average person opposite would not know what it is all about. It is related to penalty rates, and overtime rates; and, if the seamen lose this argument, they will have lost their penalty rates over the week-end. That may not cause members opposite any concern; but, as a trade union representative, it causes me great concern, as it does other trade unionists in Australia. We are all concerned at the prospect of these men losing penalty rates at the week-end. It is a dangerous precedent which could affect all unions throughout Australia. That is my brief contribution on the subject of the Government not introducing legislation to prevent price increases.

Mention is also made in the amendment of the Government's policy of undermining the future of the Midland Junction Workshops by refusing to allow the management to tender for large-scale manufacturing jobs. Mention is made too, of the Government's policy of disposing of other Government enterprises.

Earlier in the session the member for Guildford-Midland asked a question of the Minister for Railways, and I quote from *Votes and Proceedings* No. 2. I will not

read the whole of the question; I will deal only with the first part. It was as follows:—

What was the reduction in employees at the Government Railways Workshops, Midland Junction, for the year ended the 30th June, 1960?

Mr. Court replied—

Wages staff employed on	
30/6/59	2,790
Wages staff employed on	
30/6/60	2,653

This was a reduction of 137. Despite this, the Government says it is not reducing the effectiveness of the Midland Junction Workshops.

I visited those workshops a few weeks ago and I noticed that many machines were standing idle. As I said earlier, I worked at those workshops at one time and saw coaches being made there. They were constructing not only wagons, but coaches as well; and if that work could be done in 1946, when I was there, it could be done today. Yet the Westland trains are to be constructed by a private firm, despite the fact that they could be competently manufactured at the Midland Junction Workshops.

Mr. Toms: And cheaper.

Mr. FLETCHER: Yes, because the jigs and the gear are there. It was said that I would be able to recount the situation in relation to the State Engineering Works. The position there is worse than at Midland Junction. More than 137 have been dismissed. Machines are standing idle; and quite recently men were standing against their benches because they had no work to do. They had to put up with this embarrassment or find a job elsewhere.

I will tell the House the experience of an employee whom I will name. It is a peculiar name—Mr. Billyeald. He was a crane driver at the engineering works, and was employed on that job because of a war-caused disability. However, I do not want to play up that aspect. Crane drivers are needed because of the heavy nature of the work; and this man was able to do the job quite competently despite his disability. This man saw the progressive reduction of staff and was afraid he would be put off. Therefore, he sought a job outside and obtained one with the Commonwealth Government at Hollywood. He thought this job would be permanent. When he resigned from the State Engineering Works he had five years' long service leave entitlement. Had that man been sacked he would have received pro rata long service leave. However, because he resigned, he did not obtain payment for that leave.

He worked at Hollywood for a few months; but, unfortunately, his war-caused disability caught up with him and he had to have three days off from work. He

visited a doctor, because it was necessary for him to produce a doctor's certificate and the doctor told him that the nature of his work was aggravating his condition. As a result he was put off. I know this does not cause members opposite any concern, but that fellow at the age of 50 or 55 was thrown on to the labour market. With this disability, what prospect would that man have of obtaining employment?

Mr. Lewis: Would you advise him to resign?

Mr. FLETCHER: No, I would not. Many of the tradesmen who worked at these places are going east. I know this from personal experience. Recently, I visited the Department of Labour and National Service in regard to a certain matter and I saw a number of men seated there. Mr. Ward said to me, "Do you know who they are? They are tradesmen going east." There was a queue of them; and they comprised some of our best men. They were going away because of a lack of employment. My next-door neighbour has left for the same reason.

This is a scandalous state of affairs and one we will inherit when we shortly become the Government. There will be a shortage of skilled tradesmen as a result of the policy of the present Government.

Mr. Hawke: The Minister for Industrial Development is trying hard to think of a suitable interjection.

Mr. FLETCHER: Before concluding, I would like to mention the fact that the Minister for Industrial Development joined issue with the member for Beeloo. In this connection, I would like to read from an article which appeared in *The West Australian* on the 18th May, even though that paper is not always reliable.

Mr. Perkins: What paper do you call "The West" now?

Mr. FLETCHER: Do not think that that disconcerts me. This will disconcert the Minister. It reads as follows:—

West Australian Industrial Development Minister Court left San Francisco this evening on his way back to Perth at the end of a six-week round the world one-man trade mission.

Mr. Evans: A one-man band.

Mr. FLETCHER: The Minister for Industrial Development took exception to what the member for Beeloo said; and this is what the Minister is alleged to have said—

He had promised American industry a welcome to Western Australia on its own terms—either using 100 per cent. American capital or part American and part Australian capital, as the investor preferred.

What a colossal hide! Especially when we consider the £15,000,000 profit made by General Motors (Holden) Ltd. The Minister may have been speaking for himself, but he does not speak on behalf of the population of Western Australia.

Mr. COURT: We happen to be the Government.

Mr. FLETCHER: Yes, unfortunately.

Mr. W. Hegney: What a Government!

Mr. FLETCHER: A Government with a very slender majority, elected to office, as I said previously, by the second preferences of a party that has no representation in this State or Chamber. The Minister cannot speak for all the people of Western Australia. The Minister demonstrated his attitude in the past when he joined issue with me during the last session at a time when I was taking exception to some of the exorbitant profits which were being made. If industries are to be brought here, I want them to be of a type that will be beneficial to Western Australia and to the population of Western Australia.

On motion by Mr. Watts, debate adjourned.

COMMITTEES FOR THE SESSION

Council's Message

Message from the Council received and read notifying the personnel of sessional committees appointed by that House.

QUESTION WITHOUT NOTICE

RAILWAYS CONCESSIONS

Grants to Private Schools

Mr. COURT: Earlier in the sitting I promised the honourable member for Guildford-Midland I would obtain information resulting from a Press announcement headed, "Rail Fares Reduced," and which related to Government schools and colleges.

The commissioner has forwarded me a copy of the Press statement as submitted, portion of which reads as follows:—

Reduced rail fares will be granted to pupils from both private and Government schools and colleges travelling during the August school holidays.

House adjourned at 6.11 p.m.

Legislative Council

Tuesday, the 9th August, 1960

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

SWEARING-IN OF MEMBER

THE PRESIDENT: I am prepared to swear in the Honourable L. A. Logan who was returned for the Midland Province at the biennial election.

The Honourable L. A. Logan took and subscribed the oath and signed the roll.

QUESTIONS ON NOTICE

HOUSING: COMMONWEALTH GRANT

Allocation to Western Australia

1. The Hon. G. C. MacKINNON asked the Minister for Mines:

For each of the last three financial years, will the Minister advise—

- (1) the amount made available to Western Australia by the Commonwealth Government for housing?

Distribution

- (2) the amount retained by the Housing Commission and the amount allocated to building societies?
- (3) the amount spent by the Housing Commission in—
 - (a) the metropolitan area;
 - (b) Albany, Bunbury, Geraldton, Northam, Kalgoorlie, and Busselton?