

Legislative Council

Tuesday, 8th September, 1953.

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

ASSENT TO BILL.

Message from the Governor received and read notifying assent to the Supply Bill (No. 1) £16,000,000.

QUESTIONS.

RAILWAYS.

As to Coach Couplings.

Hon. G. BENNETT asked the Chief Secretary:

(1) Is the Minister for Railways aware that—

- Due to trains becoming divided in sections, the new rollingstock is causing much concern to both the travelling public and train crews;
- the Perth-Kalgoorlie train was divided twice between Perth and Northam on Thursday week;
- the buffers are not the standard type used on our railways and are not fitted with chopper bridles or side chains?

(2) To avoid further delays, will the Minister have coupling links instead of choppers fitted on express trains?

The CHIEF SECRETARY replied:

- (a) The parting of trains due to the lifting of choppers of the new type draw-gear has been brought to the notice of the railway administration by the W.A. Locomotive Engine Drivers, Firemen and Cleaners' Union.
- (b) Yes.
- (c) The new buffers are the standard type for all new rolling-stock. They are not fitted with chopper bridles, nor are side chains provided.

TIMBER.

(2) Instructions have already been issued that when vehicles fitted with N.C.D.A. couplings are attached to passenger trains, links are to be used instead of choppers.

As to Royalty on Land for Agriculture.

Hon. N. E. BAXTER (for Hon. Sir Charles Latham) asked the Chief Secretary:

Does the Government intend to carry out an undertaking given by the previous Government that royalty would be paid to owners of land in the dairying areas for all timber sold from their holdings after, approximately, the 1st November, 1952, provided such land had been held for a period of five years or longer, and a substantial portion of the holdings laid down in pasture?

The CHIEF SECRETARY replied:

Cabinet has made a decision and is now making further inquiry as to the conditions necessary to implement the decision. Conditions will be announced in the near future, together with the nature of the decision.

EGG BOARD.

As to Concession to Employees.

Hon. L. A. LOGAN (for Hon. A. R. Jones) asked the Chief Secretary:

(1) Is it a fact that employees of the Egg Board are allowed to purchase eggs which, on account of being cracked, are not suitable for export?

(2) If the answer to No. (1) is "Yes," what price are they charged per dozen of cracked eggs, and is there any limit to the number each employee may purchase per week?

The CHIEF SECRETARY replied:

- No.
- Answered by No. 1.

BUS SERVICES.

As to Provision of Shelters.

Hon. C. H. SIMPSON asked the Chief Secretary:

(1) In view of the promise given in the Premier's policy speech at Northam on the 22nd January, 1953, and published in "The West Australian" the following day, that bus shelters would be provided for waiting passengers, will the Minister please say what action, if any, has been taken in this regard?

(2) If any such action has been taken, will he indicate at what points shelters will be provided?

(3) How soon will installation commence?

The CHIEF SECRETARY replied:

(1), (2) and (3) Arrangements are being made to convene a representative conference in an effort to achieve the desired results.

MARGARINE.

As to Local Manufacture and Imports.

Hon. A. F. GRIFFITH asked the Chief Secretary:

(1) Is the Government aware that the margarine manufacturers have reached the limit of the quantity of margarine permitted to be manufactured under the Margarine Act?

(2) Is the Government aware that 1,700 cases of margarine have been imported from the Eastern States and that a further shipment of 1,000 cases is reported to be on the way to Western Australia?

(3) Is the Government aware that at least one local manufacturing firm has been obliged to close its factory in view of the fact that it has reached its manufacturing quota, and that as a result, certain unemployment has taken place?

(4) Will the Government look into this matter with a view to introducing amending legislation to permit of a higher quota for manufacturing?

The CHIEF SECRETARY replied:

(1) No.

(2) There is no official information available at present regarding the importation of table margarine. Cooking margarine, copha and vegemol, the raw material for the manufacture of table margarine is being imported continuously.

(3) No official advice has been received to this effect.

(4) The Government does not consider this action necessary at the present time.

ADDRESS-IN-REPLY

Seventh Day.

Debate resumed from the 26th August.

HON. J. McI. THOMSON (South) [4.43]: I, like other members, desire to offer my congratulations to Mr. Fraser and Mr. Strickland upon assuming ministerial office and I trust that the Government will do its utmost during its term of office to safeguard the interests of all the people in the State. I congratulate Mr. Hall on being appointed Chairman of Committees, and Mr. Griffith on being elected as the new member for the Suburban Province. The hon. member served in another place, but for only a short time, and I trust that he will serve this House with the capability that was evident there.

The most important event of this year was the Coronation of Her Majesty, Queen Elizabeth. Those who had the privilege

of going to London and witnessing the ceremony with all its pageantry, as well as the proceedings inside the Abbey, will cherish long in their memories what they witnessed. Those of us who were not so privileged as to go to London were able to share in the proceedings because of the broadcast from Westminster Abbey and from London itself, and also through the films we have seen since.

The Coronation was of great importance to Her Majesty the Queen and also to every loyal British subject, and I am sure we will all long cherish the feelings we had during the ceremony. The most important aspect of the Coronation celebrations is what they mean to our children. The loyalty we, as grown-ups, have is founded on what we have been taught over the years. No greater ceremony than the Coronation could have been enacted during the lives of our children to stir within them feelings of loyalty and devotion to the Crown.

I recently had occasion to visit a picture theatre in a country town when a film of the crowning of the Queen was shown. When it came to the completion of the Coronation ceremony, and the National Anthem was played and Her Majesty proceeded down the aisle, the children rose in a body and joined in the singing of the National Anthem. This in itself goes to prove that something vital has been awakened in the hearts of our young.

The follow through, to make this coronation complete, will be to ensure that as many of our children throughout Australia as possible are able to see Her Majesty and His Royal Highness, the Duke of Edinburgh, when they visit us next year. To that end, I would urge those charged with the responsibility of making these arrangements to see that, wherever practicable, as many children as possible are brought to suitable centres and given the opportunity to see the Queen. This especially applies to our country children. With the co-operation of the Railway Department, school buses, the Education Department, local governing bodies and voluntary organisations, this, I have no doubt, can be satisfactorily accomplished. I, like other members, realise the tremendous importance we must attach to the rising generation because of the duties they will have in later years in safeguarding the landmarks, and rights and privileges which we enjoy.

In speaking of the children, I may mention that I am also concerned with what I saw recently in Sydney on the occasion of the May Day procession. I took note of those who were taking part in the proceedings, and it was disturbing to observe the sinister influence that was apparent in the minds of the younger generation there. The procession consisted of approximately 6,000 people whose loyalty I

have much reason to doubt because of their utterances. I feel that we have a grave responsibility in seeing that the children—the rising generation—are taught the need to appreciate the way of life that we have long enjoyed and which, I trust, this country will continue to enjoy.

There were at least 500 children in the Sydney procession, and they were preceded by a large band of young men and women, who made no bones about announcing their allegiance to the Communist Party in Australia. An effigy of the late Mr. Stalin was carried at the front of this band, and the young people paid their respects to it, naming Mr. Stalin as the "Immortal Stalin". As the children walked along the street to the Domain, they chanted the words, "We want peace". We in Australia enjoy an assured peace, and one can see from the words used by these children that the communists are endeavouring to use their influence to poison the minds of our younger element.

We must do something to combat this influence, and I urge the Government to ensure that on each school day the Australian flag is flown, and when it is broken, I would suggest the following pledge be recited by the children:—

Honour to God; loyalty to the throne, and my life's dedication to the service of Australia.

I offer that suggestion for consideration, but the words I have used could be improved upon, added to or subtracted from, as thought fit. If the children would honour that pledge, they would become useful citizens.

We have many young new Australians coming into this country, and we should endeavour to make them love this country of ours, and to serve it side by side with those who have been born here. We know the feeling an American has for his native land, and we can all remember the national fervour exhibited by the American troops when they visited this country during the war. During their early schooldays they were taught to love America, and even though there is a mixed population in that country, the children are all imbued with this intense patriotism. To the American, America is God's own country, and I should say that to the average Australian child, Australia is God's own country, because it offers so much. Therefore we should leave no stone unturned to impress upon our children the duties and obligations they owe to this country.

There is no doubt that many fanatical leaders throughout the world have realised how important it is to impress their ideologies upon the young. Hitler and Mussolini realised this fact, and we know what damage they caused. When speaking of this procession in Sydney, I omitted to mention that the effigy of "the Immortal Stalin", as they called him, was

preceded by a red flag, bearing the sign of the hammer and sickle. So there could be no doubt of the country to which these people and children showed allegiance. If we could encourage the establishment of youth movements, such as the Boy Scouts and Girl Guides, and perhaps give them some monetary assistance, we would be helping to counteract this communistic spirit. We must be ever vigilant as to what is going on in the directions I have mentioned.

Recently I asked some questions about the screening of our British migrants. The following are the questions I asked:—

What screenings, if any, are British migrants subjected to regarding—

- (a) Assisted migrants;
- (b) Unassisted migrants; and
- (c) nominee migrants?

The answer I received was—

(a) and (c) These British migrants are screened medically and accepted for passage subject to investigation by the Commonwealth Migrant Officer.

The answer to (b), concerning unassisted migrants, was as follows:—

Unassisted British migrants are only subject to normal passport regulations and security measures.

I asked these questions because I heard so many different dialects when I was standing on the sidewalks in Sydney on the occasion of the procession of which I spoke. I wanted to see just how these people were screened, because I feared that we were allowing into this country a number of people who had communistic ideas. We must be careful as regards the admittance of migrants into our country.

We have only to look at the leaders of the Communist Party in Australia to realise that many are not Australians. These people have come to the country from Great Britain and elsewhere and after a time have been able to wield their power and influence upon a large section of the community and upon the industrial life of the country. Had we been more careful in the past we might have been able to avoid some, if not all, of the difficulties we have experienced in this direction.

Complaints have been made to me by some people—not a great number I admit—in various walks of life, of the insufficiency of the detailed information that is available to them at Savoy House in London. Some of the people who were desirous of coming here to settle have said that the information given them is misleading, particularly with regard to housing facilities and jobs available on the land.

We know of a recent instance where a man who was highly qualified in the building industry came to Australia with

the hope of obtaining a responsible job in that industry in Western Australia. After he had sold his home and brought his wife and family here, he found himself a disillusioned man. That is something we cannot allow to continue. If the officers at Savoy House have not the correct information available to give these migrants, we should take steps to see that it is supplied.

I am aware there are many young men who desire to come to this country from England. These men have capital and they are the type of migrant we need to secure. If we encouraged them they would, with their capital and the assistance available to them here, be a great asset to this country. Many of these people apply to Savoy House and ask for information dealing with land that is available, the cost of the land per acre, the cost of bringing it into production, what the rainfall is, what the soil deficiencies, if any, are, and what facilities are offering by way of rail and road transport.

Unfortunately, they are very often misinformed or given information which is of little importance or interest.

It is necessary, therefore, that officers at Savoy House should return to this State periodically to gain first-hand information of the conditions obtaining from time to time. They would then be able to return to London and give these people who make inquiries correct and up-to-date information of conditions in Australia. We cannot afford to lose young migrants with capital, particularly if they are interested in settling in this country. I am pleased to see that only last week a Mr. Hopkinson, who was an officer at Savoy House, returned to Western Australia. I think it is some time since he was here and I feel sure that the knowledge he will gain will be of great value to him, and no doubt he will avail himself while he is here of the opportunity of visiting the rural areas which, of course, are the most important in the State.

Hon. H. Hearn: He is back to stay.

Hon. J. McI. THOMSON: I am sorry to hear that. I feel we have lost in that man a most valuable officer because, had he returned, the knowledge he would have gained while here would have been of immense value to migrants. I admit that the practice of sending people here from Savoy House would be costly, but I have no doubt that the cost would be well repaid inasmuch as the officer concerned would add to his knowledge and keep it up to date so that when he finally returned to London he would be able to convince people who are desirous of coming here that it would be in their interests to do so.

Hon. H. Hearn: Let's send members of Parliament!

Hon. J. McI. THOMSON: In reply to that interjection, I might point out that recently I visited the Eastern States. I think it is necessary that all members of Parliament, both in this State and in every State of the Commonwealth—indeed throughout the British Empire—should visit different places as opportunity offers. It is only by doing so that one is able to broaden one's view and enlarge one's mind, because then one comes up against the difficulties experienced by other States and other parts of the world.

The Commonwealth Parliamentary Association is doing an excellent job and through this association members are able to go to various places and acquaint themselves with all that is going on in the different parts of Australia. I urge all members of Parliament in this House, and also those in England, to travel as much as possible. If members of Parliament from England came here they would return with a very good opinion of Australia because the country has so much to offer. I hope, therefore, that all members will take advantage of the rights they have under the Parliamentary Association and visit as many places as possible in order to broaden their minds and their vision.

Hon. G. Bennetts: They should have a look at what is going on at Esperance.

Hon. J. McI. THOMSON: I agree with that. Members should acquaint themselves with what is going on at Esperance. We can liken Esperance to the land farming setup in South Australia which is promoted by the A.M.P. Society. The country there is light land and is, I understand, very similar to that around Esperance. Members should see how that land is being developed and brought into production and what it is carrying now. There are places carrying two sheep to the acre, and this besides cattle. It is proving its worth and is more than vindicating the amount of money being spent on it by the A.M.P. Society. I am sure that by going to such places as that to which Mr. Bennetts has referred, we will be able to convince the Government of the day that money will be well spent if it is expended on developing that land and bringing it into production.

Hon. G. Bennetts: We will have a field day down there at the end of this month and have plenty of room for visitors.

Hon. J. McI. THOMSON: That invitation is to all members of this Parliament and I think they will avail themselves of it. Unfortunately, I feel we are losing to Canada many good young migrants with capital. There appears to be an agricultural scheme in that country that is most attractive to these young men, and perhaps we would do well to investigate what is going on and see if we cannot do something along those lines.

There are many young men who, because of the smallness of farming lots in England today and because of the size of their families, have found it necessary to look further afield for an agricultural livelihood. These young men are going to Canada. They are employed as farm labourers for a period of years and at the end of that time they are placed on a farming property of their own which has a house on it and which is provided with stock and is completely fenced in. They get the land from the Government and with their own capital they proceed to establish themselves on that property. Because he has his own capital involved, it is a greater incentive for a man to endeavour to succeed. It gives him a greater will to work which, perhaps, is not quite so evident under our conditions here.

Our land settlement scheme is an admirable one and the principle is very sound. While there are many young men who proved themselves capable because of their willingness to work, there are others who have not that desire and look to the Government to supply them with everything. That, of course, is bad. It is morally bad because of the effect, not only on the person himself, but on the community as a whole. If we can encourage these men to come here and offer them facilities similar to those in Canada, it would prove of great benefit to land development in this country.

Hand in hand with this scheme there should be a civil scheme of land development that would meet the needs of many young men today—particularly those who are unable to offer their services to their country. It would enable them to enjoy the benefits of the war service land settlement scheme and would give the civilians a chance to expand. Many of them are sons of farmers with capital and find it necessary to seek land away from their father's property. If we can encourage that type of settler, I am sure it would be money well spent and the energies of the Government would not be wasted if they were devoted to that cause.

I realise, and we must all realise, what it would mean if we were able to bring hundreds of thousands of acres into production, thus adding to the stability of our State. At this stage I would like to refer to a report which I saw recently in "The West Australian." It was as follows:—

"Starvation Maps."

Not Enough Food for Many Nations.

New York, Sun.—New National Geographical Society "Starvation" maps issued today show that almost two-thirds of the world's people do not get enough to eat.

Global food production, if properly distributed, could provide for everyone.

The series of maps, prepared from a "study in human starvation" by the Medical Geography Department of the society, showed India, Ceylon, China, Indonesia, Pakistan and the Philippines among the Far Eastern nations unable to provide enough food.

In the western hemisphere the only countries enjoying an adequate diet, according to the study, are the United States, Canada, Uruguay, Paraguay and two-thirds of Argentina.

The diets of the people of Western Europe, with the exception of Portugal, Spain, Italy and East Germany are adequate.

Information based on data released by Moscow seemed to indicate that Soviet Russia provided an adequate diet, the map showed, but the society said it had gathered data showing the location of numerous forced-labour camps, where starvation diets exist.

The only other countries with adequate diets are Greece and Turkey in the East, Kashmir, Nepal, Tibet, Thailand, Cambodia and Formosa in the Far East, Somaliland and Portuguese Guinea in Africa, Australia and New Zealand.

The rest of the world subsisted on diets lacking in both energy and protective values, or in protective, tissue-repairing value.

Many factors contributed to this overwhelming prevalence of malnutrition, such as population densities, faulty distribution, inability to buy, waste, social and economic patterns, religious and cultural taboos, land tenure and poor farming methods, the society said.

In the opinion of Dr. Jacques May, head of the Medical Geography Department of the American Geographical Society and author of the maps, "there does not seem to be one single solution to world starvation.

"The problem is a different one in each country.

"But though there may be not one single solution, there can be only one single reaction to the sad facts revealed in our study, *the determination to do something about it.*"

A determination to do something about it is the need I wish mainly to stress. In this country we have a wonderful opportunity to supply the requirements of those people who are close to our shores. If we developed along the lines suggested in migration and civilian land settlement schemes, we could and would be contributing very largely to the welfare, peace and harmony of the folk living in the countries to which I have referred. It has been said—and it is a fact—that when a man is starving and has a hungry wife and hungry children, he is likely to be driven to desperate measures and to clutch

at any doctrine offering him some relief irrespective of what effect that doctrine may have on his standards in later years.

We cannot remain insensible to the responsibility that confronts us to see that these people are properly fed and clothed. We could contribute to their welfare to a very great extent, and I am sure that their reaction would be to our benefit, and in the interests of world peace. Unfortunately, however, we have allowed ourselves to assume the almost unpardonable attitude that we could not care less. That outlook, which we are allowing to creep into our national life, is one with which we must take immediate steps to deal, because it is this attitude of indifference to the disabilities of other people and our responsibilities towards them that is eating slowly but surely into our souls and will react very detrimentally upon us nationally.

I now pass to a consideration of our attitude towards new Australians. I feel that we are very intolerant towards them. Because they are perhaps slow to learn our language and to grasp our way of thought, we treat them with indifference and intolerance. That is something we must take stock of. We must ask ourselves what are our responsibilities in the way of assisting and encouraging these men, women and children from other places to become good Australians. We have found the men a very convenient source of labour in our public works undertakings such as sewerage, road construction, drainage and railway works throughout the State, and especially in country areas.

They have been compelled to work on these undertakings during the two years covering their contract; but when they desire to improve their position, as they are justly entitled to by their educational standards and attainments, there is a marked reluctance on the part of Government departments, local governing bodies and private employers to make use of their services. That is very regrettable when it is realised that these men have a duty to perform to their families and have brought a total of 9,000 children to this State, apart from those who have been born since their arrival, and who, by that fact alone, have the birthright of Australians. These men are finding it extremely difficult to give their children rights and privileges such as we desire to give ours. That is brought about by the fact that we will not enable them to obtain work in avenues for which they are fitted.

Recently the Government called for applications for a certain position. Seven or eight persons applied, and amongst them was one new Australian. He was very fitted for the job, but it went to another person. Had this man been an Australian he would, with his qualifications, have obtained the job. I know of

another case in which applications were called for a job and the qualifications and requirements were stated. A migrant applied, but before applications were closed it was decided to alter the requirements. The man who had applied possessed all the qualifications and owned a vehicle such as was needed for this particular job. When the requirements were altered, however, it was stated that no vehicle need be supplied. He was told that he could apply again, but he realised that his chances of getting the job were remote. Whether he did actually apply again, I do not know, but by what occurred in that instance, he was forced to seek a job in the city.

The very reason we brought these people to this country was to settle them away from the city. What better life could be offered to men, women and children from abroad than that which is available to them in the country? This man was content to remain in the country, amongst his friends, but because he was denied the right of employment, he was forced to come to the city to take a job. That is deplorable. These men can be far more profitably employed in the country areas than in the towns.

The Minister for the North-West: Where did the man who got the job come from? Did he come from the city?

Hon. J. McI. THOMSON: No, the man who was ultimately employed was in the country. What I am trying to impress on the House, however, is that we fail to realise our responsibilities to these people by not placing them in jobs offering. We must make a decision on this matter. We may have to decide, unpalatable though it may be to some people, that we must give some of them employment in preference to our own people. After all, they are now Australians and if we are going to keep them in the frame of mind we desire them to have, we must see that they are given opportunities and not denied the right to jobs. It behoves all of us to take stock of that point.

I was amazed at the irresponsible statement uttered from the Bench recently. I regard it as irresponsible because of the effect I fear it is likely to have upon these new Australians. It was made by a person who, by virtue of his position, should have known better. It is ridiculous for any man in the position of a magistrate to say that new Australians who cannot learn our language in two years should be sent back whence they came. A person such as that should ask himself why these immigrants came to our country. Obviously they did so because of the conditions in their own country and because of what they could see in the future for themselves and their children in this land of ours.

Admittedly it must sometimes be exasperating for the man on the Bench to have to deal with those who cannot speak our language fluently, but having made a

statement such as that to which I have referred, I hope it will not be necessary to make the lame excuse that he was wrongly reported in the Press. Is it any wonder that new Australians become bewildered when they are subjected to such utterances? It behoves all who are in responsible positions to exercise care in what they say.

The English language is difficult to learn. The children of immigrants experience no difficulty with it; newcomers between the ages of 30 and 40 have some trouble with it; those between 40 and 50 find it still harder; and for those beyond 50 years of age it is almost an impossibility to learn to speak our language fluently.

Hon. H. Hearn: We would find it difficult to learn their languages.

Hon. J. McI. THOMSON: Exactly, and therefore, when considering the position of such people, each of us should say, "There, but for the grace of God, go I." I trust that our lack of tolerance towards new Australians will disappear and that we will all try to be more patient with them so that they may take their rightful place in the community and have a chance to bring up their children as we would like ours to be brought up.

The total sum collected in this State in fines imposed on starting price bookmakers for the year ended the 31st June last, was £51,909. Of that sum £41,000 was collected in the metropolitan area—Perth, Fremantle and Midland Junction. From larger towns outside the metropolitan area—that is, Albany, Bunbury, Geraldton, Kalgoorlie and Boulder—the amount collected in this way was £8,134.

Hon. H. Hearn: Then surely the country is receiving preference!

Hon. J. McI. THOMSON: Yes, if the hon. member desires to express it in that way. From the smaller centres such as Mt. Barker to York, Brunswick Junction to Pinjarra, Northam to Coolgardie, Mullewa-Mingenew to Goomalling-Gingin, £1,600 was collected, leaving a balance of £1,669 10s. of fines imposed in other places throughout the State although there are apparently many centres in a position similar to that of Collie which does not contribute one penny piece to Consolidated Revenue by way of fines for offences of this kind.

Hon. G. Bennetts: I wonder why that is.

Hon. J. McI. THOMSON: It may be because of the relative importance placed upon coal as against that placed on gold.

Hon. C. W. D. Barker: Have they s.p. betting in Collie?

Hon. J. McI. THOMSON: Yes, if the hon. member went there he would find plenty of s.p. betting going on, and I see no reason why it should not.

Hon. A. L. Loton: You are right there.

Hon. J. McI. THOMSON: Yes, one can see the bookmakers there in the streets openly laying the odds.

The Minister for the North-West: The punter gets a fair deal in Collie, then?

Hon. J. McI. THOMSON: Yes. The figures clearly indicate that something should be done to equalise the penalties for s.p. betting—

Hon. C. W. D. Barker: Or make it legal?

Hon. J. McI. THOMSON: That is what I am coming to. No Government in this State has ever shown any inclination to clean up the s.p. betting business.

Hon. R. J. Boylen: Did you bring up the question last year?

Hon. J. McI. THOMSON: Indeed I did.

Hon. H. S. W. Parker: You should read "Hansard."

Hon. J. McI. THOMSON: The hon. member could verify my statement by referring to "Hansard." However, we had not the chance to do that and I trust that the present Government will do something about the matter as it is the responsibility of the Government of the day to grapple with this problem. S.p. betting is a wonderful source of revenue and I do not think the Government should drive it underground, as at present there is some supervision over the activities of the bookmakers. In legalising s.p. betting, any Government would be doing a good job.

The Minister for the North-West: Do you favour totes or licensed bookmakers?

Hon. J. McI. THOMSON: I would favour any scheme that would give the State a better return in revenue than is afforded by the present setup.

Hon. J. M. A. Cunningham: But in a clean way.

Hon. J. McI. THOMSON: Definitely. We should take steps to legalise s.p. betting, which could then be taxed. Only last year we passed legislation to tax winning bets and that measure has returned to the Treasury about £65,000 since January last.

Hon. R. J. Boylen: Why penalise one particular kind of sport?

Hon. J. McI. THOMSON: I have no wish to penalise any sport.

Hon. R. J. Boylen: That is what your suggestion would amount to.

Hon. J. McI. THOMSON: As I have said, the tax on winning bets has so far returned £65,000 this year and by the end of its first 12 months of operation I believe the sum will be well over £100,000. Would it not be better to legalise s.p. betting also, and by means of taxation, derive revenue from it? A turnover tax placed on the bookmakers would return a substantial sum. Action of that kind would enable s.p. betting to continue, but under better circumstances than have operated in the past.

It is bad to force any activity that is carried on to operate illegally, and so this form of betting should be legalised and placed on a proper footing. In a large country town where four bookmakers are operating, their turnover would, at a rough estimate, be perhaps £5,000 per week in all. If we placed a 2½ per cent. turnover tax on their activities that would return about £5,200 per year. In view of the number of towns of that kind in the State, the total sum collected annually in that way would indeed be amazing. Something should be done along the lines I have suggested as s.p. betting will never be stamped out, human nature being what it is. The imposition of the tax I have proposed would enable the Government to finance such activities as water supply and the rehabilitation of our railways and would make unnecessary any increase in rail freights or water rates.

The Minister for the North-West: You believe in making one section of the people pay for another.

Hon. J. McI. THOMSON: That situation prevails everywhere today. The person who wanted to bet would have to contribute to the revenue of the State.

The Minister for the North-West: He would be contributing twice; once through income taxation and again through this new tax.

Hon. J. McI. THOMSON: If he did not want to bet, he would not have to pay this tax. He can afford to pay it.

Hon. R. J. Boylen: The hon. member's Government did not impose a tax on the bookmaker but on the punter.

Hon. J. McI. THOMSON: Let us put it on both the bookmaker and the punter.

Hon. R. J. Boylen: Why put a tax on the punter? We do not put a tax on the man who attends a football match.

Hon. J. McI. THOMSON: He pays entertainment tax.

Hon. R. J. Boylen: Of course, he does; he pays tax on every entertainment that he attends, but if he pays that tax, why should he pay another at the races?

Hon. J. McI. THOMSON: I know there is great opposition from certain sections of the community to the legalising of s.p. betting. Such people are no doubt actuated by extremely worthy motives. The members of this House are also actuated by similar motives and desires in order that right shall be done, and that no moral degradation of the people shall occur by allowing s.p. betting to remain illegal.

While some sections of the community are anxious to safeguard the interests of the people generally by opposing legal s.p. betting, we must also take into consideration that the present system lends itself to graft and corruption. In particular I refer to the attitude of some members of

the Police Force. Therefore, let us stamp out the present system and place s.p. betting on a sound basis in order that it may operate fairly and cleanly. I would not, however, encourage adolescents to bet and, in fact, I would be prepared to agree that it be made an offence for a person under age to have a bet; also, provision should be made that no bet shall be taken from a man under the influence of liquor.

If s.p. betting was conducted in this manner, it would be far better for the Commissioner of Police and his officers to control it than is the case under the present farcical conditions. We should ensure that the onus is on the bookmaker to refuse the taking of any bet from people under age and from those who are under the influence of alcohol. Further, I do not object to women having a bet, but if they are to be permitted to enter s.p. betting shops, I would suggest that they should be segregated in a separate section of the establishment.

Hon. R. J. Boylen: That practice proved to be a tragedy in South Australia where it encouraged more betting.

Hon. J. McI. THOMSON: We often hear what South Australia has done. Probably that State has made mistakes, but surely we can profit from them.

Hon. H. Hearn: You will never make a decent place of a licensed bookmaker's establishment.

Hon. J. McI. THOMSON: The hon. member does not think so?

Hon. H. Hearn: No, I do not.

Hon. J. McI. THOMSON: I beg to differ, because the present setup is so unsavoury that any improvement would be for the better.

The Minister for the North-West: They do not segregate the sexes on the racecourse.

Hon. J. McI. THOMSON: I admit that, but there is a great difference between betting on a racecourse and s.p. betting.

Hon. C. W. D. Barker: Well, why segregate them?

Hon. J. McI. THOMSON: I am merely expressing my opinion that it would be better to do that. However, I would be prepared to leave it to a board similar to the Licensing Court to draw up the conditions. S.p. betting would be better controlled by a body similar to that which controls the liquor trade. The board would then have a say as to what was to be embodied in any proposed legislation.

Hon. G. Bennetts: There are many matters that come under the Licensing Act that could be tidied up.

Hon. J. McI. THOMSON: I admit that.

Hon. F. R. H. Lavery: There is only one system; that is, the totalisator system.

Hon. J. McI. THOMSON: Yes. As I said earlier, I am not opposed to the totalisators. I would be favourably inclined to any system that would be an improvement on the present one and would provide more revenue for the State. I trust that the Government, during the present session, will introduce a Bill that will straighten out the existing unsatisfactory state of affairs.

I regret that controls are to continue because it is time that such iniquitous restrictions were abolished. Price-control was introduced as a wartime measure. No doubt it served a useful purpose but I think that its usefulness has passed. It is time we had the courage to wipe all legislation relating to controls off the statute book.

Hon. C. W. D. Barker: Control over rents, too?

Hon. J. McI. THOMSON: Yes, all controls. If we were to remove them and return to an even keel, we would be much better off. We are rearing a generation that knows nothing but controls. The best control over prices is buyer-resistance.

Hon. H. Hearn: Which is the only control that is imposed today.

Hon. J. McI. THOMSON: Yes, I was about to say that. We have only to read what appeared in "The West Australian" recently—

Hon. G. Bennetts: One would not take notice of that altogether.

Hon. J. McI. THOMSON: I certainly would. If members were to take more notice of what appears in the Press at times it would be to their advantage.

Hon. J. M. A. Cunningham: The trouble is that often what members say does not appear in the newspapers.

Hon. J. McI. THOMSON: The article to which I refer is signed "Uncontrolled" and reads as follows:—

Have the Government and those who advocate price-control ever paused to think of the absurdity of partial control as we have it today? Price-control is supposed to keep prices down for the buying public, but under the present partial control, how does it operate?

The Prices Branch tells the grocer that he must sell his butter and sugar, etc., at the fixed prices.

So the grocer prices every article at the maximum price.

Hon. L. A. Logan: The maximum becomes the minimum.

Hon. J. McI. THOMSON: Yes. Continuing—

All right, says the grocer, I can't pay my way on that margin of profit, so he puts extra profit on numerous other lines that are not controlled.

So it goes on in every trade. The poor public, which is supposed to be protected by price-control, is paying high prices for uncontrolled goods, and on top of that they are paying high sums to keep a Prices Commission going.

If the Commonwealth is going to withdraw its help in financing price-control, surely even a Labour Government can see that the poor worker—

Hon. Sir Frank Gibson: Where is he?

Hon. J. McI. THOMSON: The hon. member's answer is as good as mine. Continuing—

—they are so anxious to protect, is going to get more of a kick to keep this useless department going.

The Prices Branch has outlived its usefulness and it is time we abolished it. Under our present system it would be farcical for it to continue. The sooner we can lift the lid off controls and let buyer-resistance have full sway, the better we will be.

Hon. F. R. H. Lavery: The secretary of the Retail Traders' Association in replying to that correspondent in the columns of "The West Australian" said that retailers did not increase the prices of uncontrolled articles in order to offset the lower prices of controlled articles. I presume that he would know.

Hon. J. McI. THOMSON: He may know, and then again he may not. However, this is merely a case of a man giving an instance, and we can take it only at its face value. We can soon prove whether that correspondent's statement is correct by going into the shop ourselves.

Hon. H. Hearn: There is a price-war on in Victoria Park.

Hon. J. McI. THOMSON: I understand that is so.

Hon. F. R. H. Lavery: Not in the furniture trade, though!

Hon. J. McI. THOMSON: Apart from control over prices, the control I am most interested in is that over building. If any industry has suffered as a result of controls, it is the building industry. These controls were introduced during the war when the activities of the industry were confined to housebuilding. However, that is not its main activity by a long way. I admit that over a period of years control has been gradually eased, but eight years have passed since the cessation of hostilities and the building industry is still subject to controls. Those that operate at present mainly affect commercial buildings. The lack of such buildings today clearly emphasises the need to have these controls lifted. Although there is a certain number of factories and possibly shops and hotels—

Hon. C. W. D. Barker: And offices.

Hon. J. McI. THOMSON: Yes. Although some constructions are already in train, there are nowhere near the number required, and if controls were lifted I am satisfied that the need for business accommodation would be fulfilled because the building industry would be able to return to an even keel. Hotel accommodation is insufficient to meet requirements. If we wish to encourage tourists in order to provide another source of revenue, we must cater for them by providing adequate accommodation.

Hon. C. W. D. Barker: Would not that affect the building of homes for the people?

Hon. J. McI. THOMSON: The removal of controls on building generally would not affect the number of houses that would be constructed. It may be that some hotels are not providing the accommodation that they should do. If that is so, there must be something wrong with the administration of the licensing law. The need for additional office accommodation and for more warehouses and factories is apparent, and the provision of these requisites would lead to the employment of many more men and women. We should encourage construction along these lines, and the only way to do that is to remove building controls entirely. It is high time that such controls were eliminated so that the building industry might be given the opportunity that it should have in order to expand its operations.

The statement that the stability of a country is largely reflected in its building activities is a truism. Admittedly, the provision of homes for the people is very necessary; we need to build more and more houses, but other buildings are required to permit industry to expand. The greater the volume of building that is undertaken, the better it is for everybody. I should like to quote a statement from the official organ of the Master Builders' Association of New South Wales, as follows:—

With hundreds of thousands of houses in short supply, with scarcely a building crane on the city skyline, with roads and bridges, market buildings, banks, churches, halls, factories, offices, warehouses, schools, hospitals, recreation centres and theatres all waiting to be built, there is a great future before this country if we will only embrace it. The master builder has a knowledge to construct major works such as these, and he is being denied the right to use that knowledge. He is waiting for the repeal of Acts of Parliament that will enable people to build.

Hon. N. E. Baxter: What about the go-slow policy?

Hon. J. McI. THOMSON: I am very doubtful whether any go-slow policy is operating; in fact if it is, I should be amazed to know of it.

Hon. N. E. Baxter: It takes much longer to build a house now than it did in pre-war years.

Hon. J. McI. THOMSON: Of course it does, and I, as a builder, can tell the hon. member the reason why. Not only are building operatives now working on a 40-hour week, but allowance must also be made for the time lost by breaks for morning and afternoon tea. These breaks are certainly pleasant enough, but they do add to the time required to build a house, to say nothing of the additional time entailed to provide the necessary material. These breaks must be taken into account when the high cost of labour is being considered. If we adopt a standard of this sort in the building industry and provide breaks for morning and afternoon tea, we must be prepared to pay the price, but it should be worth considering what the total cost of these concessions must be to the nation as a whole. I should not be exaggerating if I said the cost must amount to millions of pounds a year.

Hon. F. R. H. Lavery: Would you say that the men should not be given those breaks?

Hon. J. McI. THOMSON: Not at all; I was answering the point raised by Mr. Baxter as to why it took so much longer to build a house now than it did formerly, and why the cost is now so much higher.

Hon. C. W. D. Barker: If men are given a break and a spell, they work all the better afterwards.

Hon. J. McI. THOMSON: The point I wish to make is that operatives are working far less than a 40-hour week, and that is why it takes so much longer to build a house and to obtain building materials, and why the cost is so great. As I have pointed out, these concessions apply not only to the men engaged in the building industry but also to the men engaged in producing building materials.

Hon. F. R. H. Lavery: The fact of builders not having the materials on the job when needed is another big factor.

Hon. J. McI. THOMSON: Let me resume the quotation I started a few minutes ago. The next section is entitled, "The Government Stranglehold," and says—

Most everybody is waiting for the stranglehold the Government exerts to be released so that the warm blood of good circulation may flow freely through the veins of this industry.

If we are going to permit controls to continue, we shall merely be prolonging the Government stranglehold, so let us abolish controls and get back to the freedom of former times.

I now wish to speak about the Railway Department. I feel greatly concerned—and so do people generally throughout the

country—about the suggested increase in freights. The impact of any additional impost in this direction naturally falls upon the people living in the country. I urge the Government, before proceeding to raise freights, to have a thorough investigation made of the administration and working of the department with a view to cutting out all unnecessary expense. I am satisfied that there are many avenues in which expenditure could be curtailed, and we should bear in mind that a pound saved is a pound gained and would be of assistance in reducing the losses now being incurred by the department.

Before any increase in freights is decided upon, attention should be given to the turn-round of railways wagons. It has been the policy of the department to send to the country areas various traffic inspectors with a view to ensuring a quick turn-round of wagons. Obviously the best use should be made of all the trucks, but I often ask myself whether the cost of these inspectors does not outweigh any gain. We have only to consider what is occurring on spur lines.

Hon. A. L. Loton: Each inspector makes a check upon the other.

Hon. J. McI. THOMSON: Exactly. My contention is that this expenditure could be curtailed. Surely the turn-round of trucks could be attended to by the length runner!

Hon. A. L. Loton: It is.

Hon. J. McI. THOMSON: Then why employ an inspector to do the same work? When trucks have been unloaded and hauled into the assembly yard, they are allowed to stand there for days. A farmer has to unload his freight within a specified time or pay demurrage, but the same trucks are permitted to remain in the railway yard for days. Thus, any benefit that the department might hope to gain from the activities of inspectors is nullified.

The Minister for the North-West: They do not cost as much when standing in the yards as when running along the line.

Hon. J. McI. THOMSON: I am sure the Minister will agree that it is essential to keep trucks moving if the railways are to be made to pay. The reason why inspectors are employed to travel about in motorcars is to ensure that the trucks are moved back on to the main line with the least possible delay, but when trucks are allowed to stand idle in a railway yard for days at a time, it represents a dead loss to the State.

Another point I have been considering is whether worth-while economy could be effected by doing away with the metropolitan suburban service as it is being operated today. I am conscious of the importance of such a statement, which doubtless will create much criticism, but

last year, during the period of the metal trades strike, we had an opportunity to judge of the value of that service.

Sitting suspended from 6.15 to 7.30 p.m.

Hon. J. McI. THOMSON: I was saying that I hoped the Government would make a thorough investigation into the administration of the railways before increasing freights, because I considered there were many avenues through which economies could be effected, and I instanced the turn-round of railway wagons. I am sure there are many other means by which savings could be made. No doubt such an investigation could well substantiate the cancellation of the metropolitan-suburban railway service. We had proof during the railway strike of the Amalgamated Engineering Union last year that it is not necessary. I do not think that people in the metropolitan area were inconvenienced in any way during the period the strike was in progress. I do not know of anyone who was debarred from getting to his place of employment; or of any housewife who was not able to do her shopping; or of people being unable to go to places of pleasure because of the lack of the railway service at the time. The reason was that private enterprise stepped in. I admit the Government provided bus and trolleybus services, but private enterprise stepped in and adequately and creditably coped with the situation.

The Minister for the North-West: Do you not think it should take over the whole system?

Hon. J. McI. THOMSON: That the Government should take over the whole system?

The Minister for the North-West: No, private enterprise. That it should take over the whole lot and not only transport in the metropolitan area.

Hon. Sir Frank Gibson: It would be glad to, I think.

Hon. J. McI. THOMSON: That would be all right to a point, but there are some lines operating for developmental purposes in certain areas. I have no objection to the railways functioning for the haulage of goods traffic or the conveyance of passengers, but I want to know whether we could effect savings in the Railway Department which would prevent the necessity for an increase in freights. We have the Perth to Fremantle service via Stirling Highway, Perth to Fremantle via Canning Bridge and also via Mosman, and services to North Cottesloe and Graylands. We also have the intersuburban bus service from Claremont to Perth, and there are various other bus services conveying people from the suburbs into the city. In addition, we have road services to Armadale, Kalamunda, Darlington and Midland Junction. When we remember this, we must ask ourselves whether the railway service in the metropolitan area

has outlived its usefulness, and I say without fear of contradiction that it is the logical conclusion to come to that it has.

Hon. C. W. D. Barker: What about the haulage of goods from Fremantle?

Hon. J. McI. THOMSON: I am dealing only with passenger services where we can effect savings. I admit it is necessary to keep the line in operation for the conveyance of goods. Some of the railway services are paying, but not the suburban passenger service, and that is the point I stress. With the revolution of transport over the years, we should expect up-to-date methods.

Hon. N. E. Baxter: There has not been a revolution in the Railway Department.

Hon. J. McI. THOMSON: That is the tragedy. I was referring to the revolution in motor and aerial transport. Getting away from the metropolitan area, I sometimes ask myself whether or not some of the country services do not overlap each other; and whether a proper investigation would disclose that in some circumstances we have a steam train, a diesel train and a road bus service passing through the same area; and whether they are capable of returning a profitable margin. In the interests of economy, we should delete whichever is not a paying service. That could be the function of some committee.

Hon. N. E. Baxter: You would probably have to cut out the Perth-Albany steam train.

Hon. J. McI. THOMSON: I do not think so.

Hon. E. M. Davies: That is on the parochial side.

Hon. J. McI. THOMSON: I do not wish to be parochial in this matter. The Great Southern Railway serves an important part of the State.

Hon. A. L. Loton: The most important part.

Hon. J. McI. THOMSON: A very important part indeed. We must be conscious of the fact that wherever we are producing we must have transport to bring the goods to their proper place.

Hon. J. G. Hislop: What about Esperance?

Hon. J. McI. THOMSON: Esperance has its place in this problem, too, and I am sure nobody is more capable of explaining the needs of serving Esperance than Mr. Bennetts. We must see that economy is practised in every possible way. It is because of the multiplicity of services that I am inclined to think an effective saving can be made. All these single items will together make an effective saving so that we may not have to pass on the cost, as it appears we shall, to the people in the country areas. The matter of fares and freights is to be considered by Cabinet

next Monday. I trust that endeavours will be made in the directions I have indicated as I feel sure there are many avenues along which economies can be effected.

The Minister for the North-West: It is a £5,000,000 loss, you know.

Hon. J. McI. THOMSON: I admit it is a heavy loss. If we wish to continue with the present high standard of living, and we have such things as added railway costs, we must see that each and every person engaged in that department, or in any other, or in industry, is giving better service and value for the money received. That is the important thing. We cannot possibly expect to make up the deficiency through the avenues I have suggested, but what I have put forward will go a fair way towards it.

Hon. A. F. Griffith: One of the pre-election promises of the Government was to reduce railway freights and fares.

Hon. F. R. H. Lavery: Promises are like piecrusts. They are made to be broken.

Hon. J. McI. THOMSON: I do not think that is so. The public do not look on them in that light. They have every right to expect promises to be fulfilled. If promises cannot be fulfilled they should not be made.

Hon. C. W. D. Barker: It was never made.

Hon. J. McI. THOMSON: It was made. If we are going to promise these things we should keep the promise. We find now that we have to increase railway freights. I trust that ways and means can be found to avoid that. If we in the country are forced to bear increased charges, I hope the Government will give some consideration to my remarks.

The Minister for the North-West: They overcame the trouble on the Marble Bar railway by ceasing to operate it.

Hon. J. McI. THOMSON: By pulling up the line?

The Minister for the North-West: No, by ceasing to operate it.

Hon. N. E. Baxter: By the look of it, that is what you intend to do this time.

Hon. J. McI. THOMSON: I do not think that is the way to tackle the problem.

Hon. N. E. Baxter: But it is a way round it.

Hon. J. McI. THOMSON: If we are to continue to operate our railway services in the country districts we cannot justify the continued operation of our metropolitan services. It is a totally different proposition in the country areas.

The Minister for the North-West: You suggested that the metropolitan railways should cease to operate.

Hon. J. McI. THOMSON: I did, because the saving effected would go a long way towards overcoming the financial problems of the department. The public in

the metropolitan area is adequately served by other means of transport and to my mind we should encourage people to use our railway services in the country districts, particularly over long distances and where night travelling is concerned. In this regard we should give more consideration to the convenience of the people using the railways. On the Albany train the department is still using one or two side-door coaches, and if these were removed and other coaches used in their place, the employees of the department, too, would have less trouble. While the train stops at the various towns, the employees of the department have to attend to the wants of the passengers in those side-door compartments.

Hon. A. R. Jones: What do you think should be done?

Hon. J. McI. THOMSON: The side-door coaches should be replaced by corridor coaches. This would be more convenient for both the people using the trains and the employees of the department. If we could provide the travelling public with more amenities there would be an increased number of people using our railway service. I think we could improve the sleeping facilities on our trains. I will admit that over the last few years improvements have been made to the second-class coaches, and those improvements were long overdue, but when one steps off the Commonwealth train at Kalgoorlie and gets on to the Westland travelling from Kalgoorlie to Perth, one realises the difference. It is impossible to compare the two trains, although the Westland, as far as our own railways are concerned, is first-class.

Hon. F. R. H. Lavery: The new East-West train cost a million pounds.

Hon. J. McI. THOMSON: I know that.

Hon. E. M. Davies: It was made in Germany, too.

Hon. J. McI. THOMSON: I do not say that we should scrap our present coaches, although I admit it would be preferable if we had a standard gauge, which would enable us to travel in the same train all the way across Australia. As we cannot do that, we must improve the facilities on our own trains.

Hon. G. Bennetts: Passengers sometimes leave the train and complete their journey to Perth by car rather than travel on the Westland.

Hon. J. McI. THOMSON: People would not get off the Eastern States train at Kalgoorlie and come down to Perth by car if we improved our travelling conditions. We could improve our sleeping compartments if we supplied rubber mattresses and pillows and the dining-car could be improved by the installation of air-conditioning. In the summertime the dining-car must be unbearable, not only for the passengers, but also for the people

who have to work in the kitchen. That is one aspect that could be attended to immediately.

There is one other matter which requires attention, and that is the refreshment room on the Kalgoorlie railway station. As people who get off the train at Kalgoorlie have to wait for some time before they can board the train to Perth, they should be able to get hot meals served quickly. I am not blaming the people who are in charge of the refreshment rooms, as they are forced to put up with the equipment that is now available in the kitchen; but surely we could improve the kitchen equipment, because at times the people at Kalgoorlie have to cope with a large crowd. The refreshment rooms at any of our stations in Western Australia do not compare with the refreshment rooms in the Eastern States, particularly those at Murray Bridge in South Australia and at Seymour in Victoria. At those places people can obtain good meals as soon as they arrive.

Hon. N. E. Baxter: Probably those places are run by private enterprise.

Hon. J. McI. THOMSON: I do not know whether that is so or not. The persons responsible are making a success of it and we could adopt some of their ideas in Western Australia.

Hon. E. M. Davies: Private enterprise was not very efficient when it was in charge here.

Hon. J. McI. THOMSON: If those refreshment rooms are run by private enterprise, then private enterprise is doing a good job.

Hon. E. M. Davies: They have had an opportunity here.

Hon. J. McI. THOMSON: As I said before, I am not criticising those who are now in charge of the refreshment rooms in this State. If these people are given the equipment to do a good job, the travelling public will patronise the dining-rooms. It is not permissible to take bottled beer on to trains, but I was amazed to find that at all these refreshment rooms along the line passengers are supplied with bottled beer. That is all very well if people consume beer in moderation, but when it goes beyond that point, it becomes a nuisance. To my mind more strict supervision should be imposed on people who attempt to take bottled beer on to trains.

Hon. N. E. Baxter: You would advocate that the refreshment rooms should not sell bottled beer?

Hon. J. McI. THOMSON: I would do that.

Hon. H. Hearn: Some people look upon beer as a food.

Hon. J. McI. THOMSON: That is so. Some people do look upon it as a food and those people could have a glass of beer while others had a coup of tea.

Hon. J. G. Hislop: What about serving beer and wine in the dining-car saloons?

Hon. J. McI. THOMSON: That would be one way of overcoming the problem. In the Eastern States they serve beer and wine on the trains.

Hon. H. Hearn: In South Australia.

Hon. J. McI. THOMSON: Yes, when light refreshments are served in the dining coaches and buffet cars. To my mind that is most desirable and it would be an added attraction for the travelling public.

I now wish to deal with the State Housing Commission. This department was inaugurated during the war years and from a small beginning it has grown into an enormous department costing a large sum of money to administer. I know that there are many sections of the department and that it administers the following:—

Purchase of Commonwealth-State rental homes.

War service homes section.

McNess Housing Trust.

Converted Army huts.

Evictee cottages.

Shops.

In addition to the above there is the maintenance of all these projects. If one looks at the Commission's report for the year ended June, 1952, laid upon the Table of the House, one sees that for the year 1951-52 the administrative costs were £257,658. To offset that the department received a sum of £247,149, which means a deficiency of £10,509 for the year. For the previous year there was a deficit of £5,016 and for the year 1949-50 a deficit of £7,890, or a total deficit for the three years of £23,415. Those costs have been apportioned and the Auditor General has accepted them as correct. On the profit and loss side, over the same period, there was a deficiency of £40,123 8s. 10d. or an increased deficit over the previous year of £13,934 11s. 11d.

Now I desire to draw a comparison with the position in South Australia. In that State there is a housing trust; and over the same period as I have mentioned above, the administrative costs for that department were £42,039, a difference of £215,619. That is a large sum of money. While we had a deficit for the year's transactions, the department in that State had a surplus of £75,790. Prior to the inauguration of the State Housing Commission in Western Australia the Workers' Homes Board was operating successfully. The Workers' Homes Board, I will admit, did not have to administer so many departments. Nevertheless it was able to show a profit during the years it was operating. I understand it still does.

If, as is the case, it was able to operate at a profit when it was doing similar work, and if it was able to work effectively in those days, I think it could do so as

effectively today, although I do admit that conditions have altered very materially since then. It is most desirable that an independent investigation—quite independent of Government sponsorship—be made into this question of why there is this huge amount of expenditure, and recommendations should be made as to how it can be overcome. In Sydney there is a business firm whose function it is to investigate all types of business undertakings and to ascertain the avenues that are profitable and non-profitable.

Hon. H. Hearn: Do you suggest we put in the experts?

Hon. J. McI. THOMSON: Yes, I think it would be well to do that.

The Minister for the North-West: It must have made a mess of things.

Hon. J. McI. THOMSON: If members interjecting were to acquaint themselves with the position as I have done, they would see that this would be well worth while. This particular firm was engaged, I think, by the Chifley Government during its term of office, to investigate such things as the marketing of eggs and the marketing of potatoes. It was called upon to give reasons why a certain Commonwealth security loan was a failure. From its investigation and the minute detail it submitted to the various departments, the committee clearly showed what could be done and the reasons why it should be done. We could entrust a job of this nature to such a business undertaking. It would be done with a view to economy.

When I consider the large amount of money the Minister proposes to spend on these flats at Subiaco, I feel this amount could be more effectively spent in providing homes for people in areas that are reasonably close to the city and adequately served by transport. Visualising the size of the flats that are to be erected on this site of 2½ acres, I am convinced it would be far better if that money were put into the building of homes. I am sure the interests of the people would be far better served if they had homes in which to rear their children rather than have them surrounded by other flats. It would be better from the point of view of the children themselves. We realise that living in flats—as I had occasion to do in Perth a few years ago—is most undesirable. It does not permit a man to occupy his time in the way in which he would normally do if he had his own home. Therefore consideration should be given to this important aspect. It was necessary to build flats in Sydney and Melbourne because it helped to clear the slum areas of those cities. But we are not faced with that problem here and it is not necessary, therefore, to embark on such a project.

Hon. A. F. Griffith: The Housing Commission is holding 12,000 acres of land at the present time.

Hon. J. McI. THOMSON: And yet it proposes to build these flats costing £550,000 on 2½ acres of land. The question of a public works committee has been mentioned in this House on many occasions by my own father and also by Dr. Hislop when speaking to the debate on the Address-in-reply. We could no doubt use a public works financial committee very well in this direction with a view to saving such an enormous expenditure. As has been pointed out, the Commonwealth public works committee has brought to light the large sums wasted in various avenues. Time and again we hear of the necessity for bringing into being a committee of this nature; we are convinced of its necessity. But how long have we to wait before we can get the benefit of such a committee? Similar committees are functioning very satisfactorily in South Australia. Let us benefit from their experience and from their deliberations.

I would like to say a few words about assistance to the dairying industry because I think it is an important question at this time. It is necessary for the Government to see that the people who are already engaged in this industry should obtain financial assistance to further develop their land in clearing, sowing down of pastures, fencing, providing water supplies and mechanising their farms. It is most desirable that when assistance can be given to bring land into production it should be encouraged with money at a very low rate of interest.

It has been proved in some of the dairying districts in the Eastern States—I refer particularly to Murukah in the Shepparton district of Victoria—that by intensive pasture development the farmer has been able to cut his acreage down, but still keep up his production and, in fact, often increase production though on smaller holdings. I met one farmer whose present holding was 150 acres, but because of the method referred to he will cut this down to 70 acres. By improvement to pastures and improvement of cattle by various means, including artificial insemination, people have been able to increase the capacity of their holdings.

Hon. C. H. Henning: Was it irrigation or natural farming?

Hon. J. McI. THOMSON: Natural farming. This is the type of assistance we should give to our people. I trust research into this matter will reveal that what I say is right. This research will be very beneficial to the industry if it is given effect to.

The question of timber rights has been referred to in this House, and I have had complaints from quite a number of people in a large portion of the South Province who have been seriously affected on their holdings because timber millers have had

the right to go on to those properties and fall trees and take the timber out, the freeholder of the property having no right whatever to claim compensation. I know a particular instance in which a young returned soldier took over an abandoned group settlement farm in the heavy karri timber country. When he took it over 65 acres were cleared and he now has 125 acres of cleared land. The millers have felled those trees on to the pastures and have made the paddocks useless for feed, with the result that the man's stock has not been able to obtain any benefit from them.

He obtained the services of a bulldozer to come around and clean up his paddocks. It cost £25 to clean this particular paddock, which he had to pay out of his own pocket. The people who felled the trees took away timber to the value of £1,000 and the man who owned the property had to suffer the consequences. I urge the Government to make every endeavour to see that the man whose property it is receives a greater portion of the royalty, as is the practice in the Eastern States. In those cases where a man has timber removed from his property he has the right to be paid in full. In other States he is allowed to claim one-half or one-third of the royalties. It would certainly recompense him considerably if the expense to which he has been put in cleaning up his paddocks were repaid.

I understand we are to have a Bill brought down dealing with the native citizens of our country. I feel we have to grapple with this problem very seriously and quickly because it is one that is of grave concern to those of us who see what is going on in our midst and around us. To give these people citizenship rights at the present juncture would be premature. I think an approach should be made to educate them to a sense of responsibility, and after they had attained that sense of responsibility they would be better able fully to appreciate all that goes with rights of citizenship. I think that some country areas are on the right track in endeavouring to improve the housing conditions of these people. That, however, is the responsibility of the Government. We accept the duty of providing better housing for white people, and we must accept the same responsibility with regard to natives.

Hon. N. E. Baxter: Provided they have the ambition.

Hon. J. McI. THOMSON: When are they going to get the ambition?

Hon. N. E. Baxter: When we are prepared to spend money and do a proper job.

Hon. J. McI. THOMSON: The proper job is to educate the natives to a sense of responsibility. That is what we should do.

Hon. H. L. Roche: How do we do that?

Hon. J. McI. THOMSON: It is a very difficult problem, I admit. Nevertheless, if we do not make a start on the children—

Hon. N. E. Baxter: We have made that start.

Hon. J. McI. THOMSON: Yes, we have. We take them through our State schools until they reach the leaving age, and then we say our responsibility has finished.

Hon. A. L. Loton: Is there not a home for girls in North Perth and another one for boys?

Hon. J. McI. THOMSON: From what point do they go to those homes?

Hon. A. L. Loton: From the schools in country areas.

Hon. J. McI. THOMSON: I think we are only dabbling in this question and we must be prepared to tackle it in a big way in order to meet the situation and give the natives a proper education. Difficult as it is to impress upon them the responsibility they have to accept, we must do it. That is the only way we can get the response we need.

Hon. F. R. H. Lavery: We whites have to suffer some disability while we are bringing these people up to what we call our standard.

Hon. J. McI. THOMSON: I agree. I think that these matters can be tackled practically and logically, and the sooner the better. I was very impressed with what our Premier had to say upon his return from England recently. The newspaper report stated—

Mr. Hawke paid a tribute to Britain's effort to rehabilitate her battered industry and economy, and to her policy of trading with and helping former enemy countries to her own detriment in world markets.

Working-men and their families had made a tremendous contribution to the survival of British industry, he said.

He found wage standards to be less than half those in Australia, while the cost of living was 85 per cent. of that here.

It is when the British people have had their backs to the wall that they have risen to the occasion and have put their country first. I think that that has had a lot to do with the rehabilitation that they have achieved up to the present. Their faith in their country in adversity is something we appreciate. If we are going to emulate our kith and kin in that land, we must be prepared to have that same faith and to demonstrate our will to work. It is only in that way that we shall bring about the conditions we are anxious to achieve. I thank members for very patiently listening to me for longer than I had anticipated speaking. I support the motion.

HON. H. S. W. PARKER (Suburban) [8.20]: I would like to take this opportunity to congratulate Messrs. Fraser and Strickland on attaining Cabinet rank and to express my sympathy for them in regard to the duties in front of them. Knowing something of the difficulties of a Cabinet Minister, I can assure them both that they have my great sympathy, and I sincerely trust that at all times I shall do my utmost to offer constructive criticism, because I know very well the effect on an individual of the other type of criticism. Experience has taught me perhaps to be a little more lenient than I otherwise might have been.

I would also like to offer congratulations to Mr. Hall on his elevation to the Chairmanship of Committees and would very much like to welcome my colleague, who really fought my battle when he fought the election recently. I sincerely trust that those with knowledge will take full notice of what happened on that occasion! I wish Mr. Griffith long years of very useful service in this House.

I desire to take this opportunity, too, of referring to the late Mr. Hastings Carew-Reid. He was a gentleman I knew extremely well for a great number of years. We all know his worth to "Hansard" and realise what a splendid citizen he was, apart from his work in Parliament. He was an extremely industrious and energetic man and one can appreciate, in view of the salary of the Chief Hansard Reporter, how necessary it was for him to earn outside, which he did with tremendous energy and industry, and brought up a large family. His five sons all enlisted in the last war, and he must have been a very proud man indeed when he found that they all obtained commissions. They all did extremely well in the various fighting units. In his youth, Mr. Reid was an excellent athlete, and I think all members will agree that his passing has removed a citizen of whom we were all very proud and whom anyone could wish to emulate.

I congratulate Mr. Royce on taking up the position of Chief Hansard Reporter and I feel sure that with the excellent example we have had recently of that gentleman's work, no member will have any reason to find any fault. I wish him many years of useful service in his new job, which incidentally is not very new to him because he has been engaged in such work for a long time.

To get on to more political matters, I think we all agree there are far too many elections. Just recently, owing to a by-election, I was engaged in canvassing, and I received a number of complaints about the necessity for another election. Incidentally, the Government is always to blame for elections. I pointed out to one person that the election in question was a by-election, made necessary by Mr. Dimmitt's having been appointed Agent

General. The complaint then was that the Government had no right to appoint him, because it made another election necessary! That is an indication of the general feeling of the people regarding elections.

The question that one naturally asks is: How can this be avoided? I suggest that a number of elections could be avoided. True, we cannot have any effect on the Senate elections every three years, or on the elections for the House of Representatives every three years, but we can have something to say about the Legislative Assembly being elected every three years and about biennial elections for the Council. These elections are State-wide. True, there may be some walkovers, but generally speaking the elections are State-wide, so that we have nine general elections throughout the State every six years, or one and a half each year.

The conditions of this State have altered very considerably since Federation and since 1889 when the Constitution came into force. I would not have you, Mr. President, or members think for one moment that I am trying to lay down the law. I am endeavouring to offer suggestions and some food for thought, especially on the part of the Government. I think we might very seriously consider electing Parliaments for five-year periods. I am not speaking of the Legislative Council but of the Assembly. There is no earthly reason why, during this year or next year, the State Government should not bring in a Bill providing for Parliament to be elected for five years instead of three. I am not suggesting that the life of the present Parliament should be prolonged; there would be too much opposition to that. But if such a Bill were carried, the next Parliament could be elected for five years.

Hon. R. J. Boylen: What would you do about the Council?

Hon. H. S. W. PARKER: I will mention that directly.

Hon. Sir Frank Gibson: Elect the Council for 10 years!

Hon. H. S. W. PARKER: At present, during its first year of office a Government has to decide what legislation is to be brought forward. That having been decided, the legislation has to be drafted. Generally, the elections are held in April and the new Ministers are inexperienced in the administration of departments, and in administrative work in Parliament. They are strange to the duties and have to find their feet. Consequently, they are disinclined to introduce any big, important Bills in the initial year, so that the first year of any Government is largely lost.

Practically speaking, 100 per cent. of the essential work is done in the second year. The third is spent in window-dressing, in getting ready for the coming elec-

tions. So, of the three years, there is only one full year of good solid work on behalf of the people at large. If there were a five-year Parliament, there would be far more work done. In the first year the members of the Ministry would be feeling their way, but in the second, third and fourth years they could go straight ahead and do all the essential work of Government, irrespective of whether that work was popular or otherwise; because the memory of the people is very short, and it is practically only the last year in the life of a Parliament that counts when it comes to an election. People seldom look back more than one year. Perhaps they glance back over two years, but certainly not over three, when deciding how they will vote at a general election.

With Parliaments lasting for five years, we would avoid all that petty party-bickering which takes place from all parties, not so much in this Chamber as somewhere else, and life would be made very much more pleasant for the people generally. There would be a great saving of expense to the State and an enormous amount of worry and expense on the part of individuals conducting the general elections. A lot of wasted effort that is expended in elections would also be saved. Surely it would be better as it would save expense on the part of candidates and the State alike.

A redistribution of the seats for both Houses is overdue, and I would suggest that for this Chamber we should have an election every three years, brought about by dividing the State into 15 provinces, instead of ten, and still having the same number of members. Before continuing, I might add that it would not be easy to make the alteration as it would require considerable thought; but the advantage to members would be in having two representatives to each province and none would have a vast area to cover, with the result that members would be able to pay more attention to the needs of their electors. We would then have only two elections every six years instead of three, again a saving to the Treasury.

Hon. R. J. Boylen: Why not an election every six years, as ours is a six-year term?

Hon. H. S. W. PARKER: That could be considered, but I would rather see a rotation than a general election. Perhaps proportional representation could be achieved. In England, the practice is to have a five-year Parliament, and there the system works well. I repeat that no Government can give full effect to and demonstrate its policy in three years. So long as the people are able to maintain control over their elected representatives by means of elections the position is safeguarded. Obviously, they would not have that control if elections were held every ten years, but experience in England has

shown that the five-year term is a sound policy. Conditions have altered to such an extent and so much power has been handed over to the Commonwealth since Federation, that I am sure our people would be sufficiently safeguarded if elections were held every five years instead of every three years.

In 1896, there were eight provinces for this Chamber, with three members to each province, and in 1899 two provinces—the Metropolitan and South provinces—were added, giving a total of 30 members, as at present. The only alteration since then was with regard to the boundaries of the Metropolitan and Metropolitan-Suburban Provinces on the occasion when the provinces were altered and the names were changed to the Metropolitan and the Suburban Province.

Hon. L. A. Logan: There have been a lot of changes in both boundaries and names.

Hon. H. S. W. PARKER: I am sorry; that is correct, but there have been no general alterations. Our boundaries at present are out of proportion and out of date and I feel that the commissioners who deal with electoral districts, a Select Committee of both Houses, or an independent outside body might inquire into the position. The present rolls show the following enrolments—Metropolitan Province, 14,900; Suburban, 22,747; and West Province, 11,282, so that 48,922 electors have nine representatives. The Central Province has 7,560 electors enrolled and the Midland Province 4,142. The North-East Province has 3,871, the South Province 5,924, the South-West 8,429, and the South-East 3,822, giving a total of 33,748 electors, represented by 18 members. The North Province has 1,278 and three representatives. The three metropolitan seats have 50 per cent. more electors on their rolls than all the rest except the North Province, but only 50 per cent. of the representation, having nine representatives against 18 representing the country provinces.

The North Province is in a class of its own, with three representatives for 1,278 electors. The average enrolment for the provinces is—Metropolitan 16,308, and country 5,619, while the North Province has 1,278. The result of this is that one vote in the North Province equals 12.8 votes in the metropolitan area and 4.3 votes in the country, while one vote in the country is equal to 2.9 in the metropolitan area. To my mind, it is time that serious thought was given to a complete redistribution. I believe that part of the North-East Province might be added to the North Province, though I do not say where the division should be made, as that would require close investigation.

The Minister for the North-West: It is half the State now.

Hon. H. S. W. PARKER: Yes, but the result would be two provinces with two representatives each, and there would not be the present great distances involved. If the metropolitan area had five provinces, it would have ten members instead of nine as at present, and it could be extended eastward a little. It already goes south to Rockingham—

Hon. E. M. Heenan: Do you not think a more pressing problem is to increase the franchise and put more people on the rolls?

Hon. H. S. W. PARKER: I have thought that question over and the hon. member knows my views from reading "Hansard." My suggestion would give the metropolitan area ten members, while the country might be divided into eight provinces, giving it 16 members in place of its present 18. That would be two members less, and one of those would probably be from portion of the North-East Province and the other from portion of the province adjoining the metropolitan area. In effect, they would lose nothing but would have only half the area to represent, making things easier for those members; but until a complete inquiry is held, one could not decide where the boundaries should be. Admittedly, there must be more members, in proportion, in the metropolitan area than in the other districts, but the details would have to be worked out. Perhaps there should be more members and more provinces.

Hon. E. M. Heenan: What about more voters?

Hon. H. S. W. PARKER: That is a matter of individual opinion. I am not enamoured of the idea of having a greater number of members, but perhaps the term of office should be extended to ten years, although I do not say that it should be. To adjust boundaries and the term of office, perhaps a temporary measure should be brought down. In that case, some who were elected for six years might have to forgo two years of that term, and so on, but that would be another question for the inquiry to decide. Another important matter is the question of compulsory voting. People strongly object to being taken to the polling booth and forced to vote.

Hon. A. L. Loton: The hon. member is saying that as one who knows.

Hon. H. S. W. PARKER: People are forced to vote when they are taken to the polling booth because if they do not they are fined.

Hon. A. L. Loton: They are not forced to vote.

Hon. H. S. W. PARKER: Of course they are forced to vote! They are forced to place a vote in the ballot box. Perhaps the hon. member would understand me better if I said that they are forced to take a ballot paper and put it in the box or be fined £2. Of course they could make

their votes informal. There is no doubt that there are many people who go to the polling booth and are forced to vote for men they do not like. Their only alternative is to be fined £2. There were two striking examples of that during the last election.

In one electorate one candidate was a Communist and the other a Liberal. The Labour people did not desire to vote for either, but they were forced to cast a vote. In another electorate the candidates were a Labour man and a Communist and the Liberals did not care to vote for either; nevertheless they were forced to attend the polling booth to record a vote. That is entirely wrong. Incidentally, the Government is usually blamed for forcing these people to vote. When they do so they record their votes on the ballot paper 1, 2, 3, etc., right down to the bottom. It is a well-known fact that many people do not take the slightest interest in politics. They know nothing about the candidates and so they vote straight down the ballot paper in numerical order. I would like to see compulsory voting abolished. I was one who, in another place, voted for compulsory voting because I thought it would save the use of transport, but I have since found that it does not.

The Minister for the North-West: In union ballots as well?

Hon. H. S. W. PARKER: I am referring to parliamentary matters. I know nothing about union ballots.

The Minister for the North-West: The hon. member was referring to compulsory voting.

Hon. H. S. W. PARKER: Yes, but only as it applies to the Legislative Assembly elections.

The Minister for the North-West: I am wondering whether the hon. member believes in compulsory voting for union ballots.

Hon. H. S. W. PARKER: I am not expressing an opinion on them.

Hon. Sir Frank Gibson: Is that domestic only?

The Minister for the North-West: The hon. member will find the answer in "Hansard."

Hon. H. S. W. PARKER: I hope the Government will seriously consider the abolition of compulsory voting; but, if not, perhaps it will agree to the procedure of drawing the candidates' names out of a hat to decide the order in which they shall be placed on the ballot paper.

Hon. R. J. Boylen: What difference does it make?

Hon. H. S. W. PARKER: It makes a difference of 15 per cent. of the votes. One does not usually select Mr. Aaron as one's candidate when there is a more suitable one on the ballot paper whose

name starts with Z, but a man whose name begins with Z has very little chance of getting into Parliament.

Hon. R. J. Boylen: It would still give the man on top a flying start.

Hon. H. S. W. PARKER: When the names are picked out of a hat it is not known who will get the flying start. New South Wales introduced this procedure and three of its Senate candidates whose names all began with the letter A were placed on top of the ballot paper. This proved to be worth to them 15 per cent. of the votes. I certainly believe that names should be drawn out of a hat to decide which shall be placed on top of the ballot paper.

Hon. A. F. Griffith: If such procedure means that it is worth 15 per cent. of the votes there would be no borderline seats.

Hon. H. S. W. PARKER: If that be so, it shows the stupidity of compulsory voting. When people cast a vote, we want them to understand what they are voting for.

Hon. R. J. Boylen: That makes them take an interest in the election.

Hon. H. S. W. PARKER: Let the hon. member do some canvassing and see whether they take an interest. They will certainly take an interest if they are called for in a car. I do not wish to labour this subject, but there are one or two other matters to which I wish to refer. Charges of wilful murder are frequently being made at present and they will continue to be made in the future. During the hearing of such cases it is not uncommon for psychologists to be called to give evidence to show that the accused is insane. It is remarkable how such specialists, in many instances, certify that a man is insane. When we hear that a man has committed a murder, we feel that he must be mad and when such a diabolical crime is perpetrated, such a feeling is justified. However that feeling is expressed in ordinary parlance, the psychologist or medical specialist says, in effect, that he is mad.

Generally speaking, a jury does not like to commit a man on a charge of wilful murder and the result is that they take the line of least resistance and will not convict him if a plea of insanity is accepted. That offender is sent to wherever the Governor cares to keep him. If he is not insane he is sent to Fremantle gaol; but if he is insane, he is committed to an asylum. At present there are several people in Fremantle gaol who were found by a jury not guilty on a charge of murder on the ground of insanity. They are not insane and never have been. But the jury said they were insane, so the law says, "Very well, you must be kept in a place to be appointed by the Governor."

Hon. E. M. Heenan: How many would there be?

Hon. H. S. W. PARKER: I think there are three. Mr. Heenan will appreciate what I am saying, because when a barrister is called upon to defend a person charged with wilful murder, he has to endeavour to put up the best possible defence he can. If he finds that there is apparently no defence, he asks, "Is the man insane?" and his relatives and friends usually say, "We will get the help of a psychiatrist and see." Along comes a psychiatrist, and as a result of the ability of the barrister and the testimony of the psychiatrist, the jury find the man not guilty on the ground of insanity.

On one occasion I asked a barrister why on earth he pleaded insanity for his client when he knew that the man would be in an institution for the rest of his life. The barrister replied, "It was a question either of doing that or of letting him hang, because there was no other defence."

That is likely to happen more often in the future. Something should be done about it, because those men who have been found not guilty on the ground of insanity cannot be forced to do anything. They are not criminals and have not done anything wrong in the eyes of the law, and accordingly the gaol authorities cannot force them to do hard labour, or any work at all, although presumably they get them to clean their cells and that sort of thing. That is the position we are in. We have some of these people in gaol and others in the asylum. Those that are not insane and never have been insane have no outlook in life; they have nothing to look forward to at all. They cannot go to the prison farm at Pardelup because that exists to rehabilitate those who are to be released into civil life.

Hon. Sir Frank Gibson: Did they not commit murder?

Hon. H. S. W. PARKER: The law said "No; they are insane." I suggest there should be some alteration in the law and that some hope should be given to these people. Let them serve a proper and reasonable sentence and then consider whether they are fit to be let out on a ticket of leave or be completely free. But the law should be altered to allow the Governor in Council to do that. All prisoners in for life have their sentences reconsidered every five years, and I think these people should be brought into the same category. It is very important. There is a case that I know of. The man is perfectly all right. He should be given a punishment, substantial or otherwise and he would then be a good citizen. I am sure of that.

I would like to support the remarks of Dr. Hislop in reference to a joint committee to deal with subordinate legislation. I am not going to weary the House at this hour with the remarks that have

been made, but I would like to refer members to "Hansard," volume 1, 1952, page 311, where Dr. Hislop gave a very excellent dissertation on the reasons for having a joint committee on subordinate legislation. Again, I spoke on that matter at page 473, but I do not wish to weary members by reiterating my remarks.

There is one final short matter with which I would like to deal again. It is one I have mentioned on many previous occasions, and concerns the increasing congestion of traffic in Perth. Some provision should be made at selected spots on the transport route into the city so as to make parking space available at such places as the termini of the various buses and trams. If this were done along the route, then one could leave one's car at those points. To take my own case, if I left my car at a parking area at the terminus of the trolleybus where I could park it safely, it would save me bringing my car into Perth.

Hon. C. W. D. Barker: Heirisson Island has room for 6,000 cars.

Hon. H. S. W. PARKER: That may be so, but we have not got Heirisson Island. Perhaps the Government could give some consideration to that. If people could park their cars at Nedlands, I feel sure more of them would use the trolleybuses and leave their cars there, because it is not possible to do any shopping in a motor-car; one cannot pull in to do the shopping necessary.

On motion by Hon. A. F. Griffith, debate adjourned.

House adjourned at 8.56 p.m.