

# Legislative Council

Wednesday, 19th August, 1953.

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

## QUESTIONS.

### COMMUNITY HOTELS.

#### *As to Government Policy.*

Hon. H. HEARN asked the Chief Secretary:

Is it the policy of the Government to make available, or to be responsible for, finance for the establishment of community hotels in any district?

The CHIEF SECRETARY replied:

The Government's policy in this matter has not yet been determined.

### RAILWAYS.

#### *As to Loss on Kalgoorlie Line.*

Hon. G. BENNETTS asked the Chief Secretary:

What was the loss, if any, on the Perth-Kalgoorlie railway system for the twelve months ended the 30th June this year?

The CHIEF SECRETARY replied:

As advised in reply to a question raised by the hon. member on the 12th August, 1953, this information is not available. Sectional financial results are, however, being compiled, and when completed a copy of this information will be made available to him.

### MIGRANTS.

#### *(a) As to Children Born Since Arrival.*

Hon. J. McI. THOMSON asked the Chief Secretary:

(1) How many children of new Australian migrants are there in Western Australia?

(2) What proportion of these children has been born since these migrants arrived in Western Australia?

The CHIEF SECRETARY replied:

(1) Approximately 9,000. This refers to children of European (non-British) descent who arrived in Western Australia since January, 1948, and who are still resident in the State. For the purpose of the Aliens Act, 1947, of the Commonwealth, a child is defined as being under 16 years of age.

(2) None. A child born in Western Australia is an Australian citizen and a British subject by birthright, notwithstanding the nationality of its parents. There are no separate records kept of such births.

#### *(b) As to Magistrate's Statement.*

Hon. J. McI. THOMSON asked the Chief Secretary:

In view of the adverse reaction as a result of an irresponsible statement made from the Bench regarding migrants, which appeared in "The West Australian" on the 8th August, 1953, page 12—

(1) Has any action been taken by the Minister for Justice in this instance?

(2) If not, will the Minister for Justice take the necessary steps to see that there is no repetition of same?

The CHIEF SECRETARY replied:

(1) Investigations have been made and it is found that the statement alleged to have been made from the Bench was not correctly reported. In the circumstances, no action is necessary.

(2) Answered by No. (1).

### HOUSING.

#### *(a) As to Land Held by Commission.*

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

(1) How many acres of land does the State Housing Commission possess up to the present date?

(2) How many effective building blocks does the State Housing Commission possess at the present date?

(3) When giving this information, would the Minister include the effective number of blocks held by the War Service Homes Department?

The CHIEF SECRETARY replied:

(1) Approximately 12,400 acres, including land acquired on behalf of the Director of War Service Homes. This embraces 9,000 acres of land acquired in the Wanneroo district for long-term development. The land held includes future school sites, playgrounds, parks, roads and other amenities to be provided for in subdivisions.

(2) This information is not ascertainable until subdivisions are completed.

(3) Answered by No. (1).

*(b) As to Commonwealth-State Homes, Rentals.*

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

What variations have taken place in the past six months in the rentals of Commonwealth-State rental homes in the Manning Park district?

The CHIEF SECRETARY replied:

There have been adjustments made to correct differences between rents previously charged on estimated capital costs of houses built under the McLarty-Watts Government and the economic rents assessed on final capital costs in accordance with the formula laid down in the Commonwealth-State rental agreement. During the past six months the State Housing Commission has made no increases on account of any charges over which it has control.

*(c) As to Surveys, Queen's Park.*

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

(1) Is it a fact that Government surveyors, acting on behalf of the State Housing Commission, were surveying land last Thursday, the 13th August, in the vicinity of Wharf-st., Queen's Park?

(2) Is it also a fact that such surveying operations were again continuing during Monday, the 17th, and Tuesday, the 18th August?

(3) Is it a fact that the survey is being completed on behalf of the State Housing Commission with the intention of resuming certain land for State Housing Commission purposes?

(4) If so, how much land is it intended to resume?

(5) Is there any particular reason for haste in the operation of this resumption?

(6) If so, what is the reason for such haste?

The CHIEF SECRETARY replied:

(1) and (2) Certain survey work is being carried out on behalf of the State Housing Commission in connection with the proposed development of land that has been held by the Commission since 1950.

(3) and (4) Minor resumptions may be necessary to give effect to the proposed scheme of development.

(5) and (6) There is need to utilise any suitable Commission land within reasonable proximity of services to provide, as early as possible, accommodation for those in need.

**ADDRESS-IN-REPLY.**

*Fourth Day.*

Debate resumed from the previous day.

HON. A. R. JONES (Midland) [4.40]: I desire first, Mr. President, to offer my congratulations to the Leader of the House and his co-Minister on their appointment

to their present positions. While I have known both those gentlemen for only three years, I have come to hold them in high regard. I feel that the Chief Secretary is in his rightful place because he is adept at knowing all the answers or at least in giving them very well. I am sure that during his term as Leader of the House he will not have many quarrels, because he is possessed of a co-operative spirit.

I think the present Minister for the North-West is the member who can do most for that part of the country, as he has an intimate personal knowledge of it. I give the Chief Secretary my undertaking that I will support his policies and any legislation that he may introduce, providing I feel they are in the best interest of the people of the State.

Next I desire to congratulate the new member for the Suburban Province who, following a term of parliamentary service in another place, has now been returned to this House. I welcome him and believe that his youth will add something to our debates while his knowledge of the work and procedure of another place will give him a great start in the carrying out of his duties in this House.

A matter to which I must draw attention is the position with reference to higher education for children in rural areas. The policy of the Education Department in the past has been to exclude numbers of country children from the enjoyment of higher education until such time as the town in their particular area reached the stage where the student population was sufficiently large. I believe that there must be a change in that policy if country children are to receive the education to which they are entitled. Twelve or 18 months ago the Government of the day revised the policy to the extent of reducing from 75 to 50 the number of children required in a centre before a junior high school could be set up. The result of that is that any country centre today with 300 school children or 50 post primary graduate children is entitled to a junior high school.

That is satisfactory in centres such as Pinjarra, Mt. Barker or other of the larger country towns where the population is denser than it is in the wheat and wool growing areas, but it does not meet the needs of our country districts generally, and in this regard I refer to towns such as Dalwallinu, Morawa and Wongan Hills. In such a town where there is a central school surrounded by perhaps seven or eight smaller schools, there is little chance of ever having in the one centre 50 post primary graduate children. If it were possible to take such districts collectively and bring in from the various schools the children of the required standard, it would not be difficult to obtain the necessary number for the establishment of a junior high school.

When approached recently the Education Department flatly refused to make any departure from the policy already set down. I can understand that to some extent owing to the present shortage of funds, but I hope that all Ministers—including those in this House—will do all they can to have brought about a change of policy as soon as possible. In three districts that the member for Moore, Mr. Ackland, Mr. Logan and I visited during the last couple of months we heard deputations from the parents and citizens' associations and the road boards, asking for junior high schools to be set up. The Education Department was represented on each occasion and the Minister for Education was also represented by a Minister each time, but the answer given was always the same, "You provide the 50 children and we will provide the school."

I repeat that it is not possible to provide the requisite number of children in any one of those centres unless those from outlying districts can be brought in. The parents and citizens' associations and the road boards have given an undertaking to the Minister that in each of those districts they will provide the necessary hostel or accommodation for children from outlying areas, providing that the department will give some definite indication of its intention to build a junior high school. That seems to me to be a fair proposition, and when the matter is under discussion I hope the Ministers in this House will adopt the suggestion I have made because unless we can gather together the children from more than one centre, the establishment of junior high schools in such areas will not be possible for a great number of years.

There are difficulties associated with the sending of country children to Perth, Geraldton or Northam to attend the existing schools. Firstly there is the expense to the parents who, in many cases, cannot afford it. Even a station master, road board secretary or farmer—men with reasonable salaries or incomes—may find it hard to meet the expense involved in sending their children away from home to attend school, and the result is that such children are denied the right to continue their studies. At present many farmers are bearing that cost because their industry is in a sound position, but in past years they were not able to send their children away from home for a better education. Another important point is that when children are sent from a country centre to the city or to a larger country town such as Albany, Bunbury, Geraldton or Northam, they leave the environment of their home life, which is a break that is not easily overcome when they leave school after four or five years to return home.

I have known of children who have left a district and gone to a high school and consequently have broken their association

with other boys and girls of from 12 to 14 years of age. On their return as well-educated children, they are not readily accepted by those who were not so fortunate as to have received that higher education. This seems to set up something that is most undesirable, that is, a small clique in the district. If we had higher education available in the country towns, it would be of great benefit to the people generally, the children themselves and the district as a whole. Quite a few of the children who go away and develop a taste for city life have no inducement to return to the farms which they left.

Hon. G. Bennetts: It is no encouragement to people with large families, either.

Hon. A. R. JONES: A review of the position should be made and I hope, when it is done, that every consideration will be given to what I have said.

I would now like to refer briefly to the economics of Australia as a whole and of Western Australia in particular. I do not profess to know much about economics, except to state that it is very readily seen, after taking into consideration the wonderful production we have had of wool, wheat and other primary products, and the excellent prices we have received for them, that our markets now, when competition is keen throughout the world, are slowly dwindling. Our costs of production have risen out of all proportion, and I think that our loss of markets is due to that fact. Only recently an article appeared in the Press stating that Denmark can provide dairy products to Great Britain more cheaply than we can. That is notwithstanding the fact that the Commonwealth Government subsidises dairy products to the extent of 11d. a lb., which subsidy, I believe, totals £14,000,000.

Other secondary industries are also subsidised, such as Chamberlains Industries at Welshpool which, I believe has received assistance amounting to £280 per tractor from the Commonwealth Government. Also, when a tractor is shipped from here overseas, the exchange rate must be taken into consideration, and even then it is found that he cannot compete in the open world market. When we consider all the publications that are available to us to read and are aware from our day to day conversations with people over prices and commodities, it must be admitted, if we carry on in the same way as we have done in past years, that the future for Australia is not very bright. I believe we have the answers if we will only put our shoulders to the wheel and obtain greater co-operation between all sections of the community.

I know that many improvements could be made in farming. The costs of production have risen in that industry and I think some of us have been inclined, over the last few years, to farm extravagantly, although costs have not been

given the same consideration as they might have received, because the money has been available. However, the time is very close when we shall have to study every penny we spend because costs of production have risen so high that I believe, if not a recession, a steadying of prices is imminent. If they remain static and costs continue to creep up, I can see the day fast approaching when we will not be able to farm profitably for much longer.

In fact, in the dairying industry at the moment we can say that the producers are not farming at a profit. I think, too, that the farming community should be made aware of all that we have been told over the last few years, and particularly within the last 12 months. For example, I remember reading an article which stated that our wool had decreased in style and quality. To substantiate this, one has only to visit the Midland Junction sale-yards and look over the pens of sheep that are for sale. With 50 per cent. of them, one would be hard put to it to state what type of sheep they really were. It is no wonder that our critics are so severe in what they have said about our products over the last 12 months or so.

A crossbred sheep is a very good type for use in the lambing industry and, of course, the full-blood merino is another good type of sheep, which forms the backbone of the wool industry in Australia; but I consider that more care must be taken in the breeding, maintenance and general management of the flocks, otherwise we will be very badly off in the future. The only way that we can bring into line those farmers who are not prepared to do the job themselves, is to set up an advisory organisation and make more men available to assist those sheep-farmers who are not conversant with sheep or who have an insufficient knowledge to better their industry.

The culling of flocks is a very important matter and quite a number of farmers I have assisted when they have been culling their sheep have had not the slightest clue as to what sheep they should cull, except the very old ones which had no teeth whatsoever. There is no doubt that there are quite a number of farmers who do not know how to cull their flocks or select their rams, and I think we should make available officers to advise them, with control on the same basis as that exercised by the Soil Conservation Commissioner. When a district is declared under the Soil Conservation Act, the Commissioner will visit that area and advise the farmer as to what he should do; and if he does not comply, the Commissioner takes steps to ensure that what he has advised is carried out. Unless we follow the same procedure in the wool industry, the quality and style of our wool will continue to deteriorate.

The same might be said about milk production. Whilst I am no authority on milk production and dairying, I have read the records of the herd tests made throughout the State to ascertain the production of gallonage obtained from each cow under test. Following a full report on all dairying centres, there could be a discrepancy in production from top to bottom of perhaps 50 per cent. Therefore, there must be something wrong in that industry, too. Those who are producing only 50 per cent of the maximum produced by another dairy farmer cannot be carrying the right stock that is necessary for full production. Therefore, it seems apparent that officers should also be made available to that industry in order to raise production.

Later when he has the opportunity, I would like to hear Mr. Henning provide us with some information as to what he considers could be done. I think our meat production is on sound lines because the right type of crossbred ewes is being bred throughout the State and, also, the right type of rams is being used to produce the downy breed of sheep for export and it is one that is favoured by the trade. There again, I feel that matter should come under the jurisdiction of the wool section of the Agricultural Department and that the Government should provide advice so as to help the growers to keep their flocks up to a reasonable standard.

In connection with egg production, we find that one producer can dispose of his production at a certain price while another states that he cannot produce eggs for less than 6d. more than the other requires. When we read the reports in the Press of trials in connection with the industry, it is noticeable that one man can obtain the production of an average of 300 eggs from his fowls, while the egg production of another man may be as low as 150. So the same tendency is apparent in that section of industry. Obviously, those concerned have not sufficient knowledge of their work, or else there is not adequate supervision by the owner or his manager.

It will be seen, therefore, that there is room for improvement in our farming practices, and the Government must come to the rescue in the interests of our general economics. Although it might be a costly move, more officers should be appointed to the several branches of the Agricultural Department. I have always contended that more advisory officers must be made available before our primary producing facilities in the State can be made to operate efficiently. Even if our Agricultural Department cost us £2,000,000 a year, it would not be too much. I will go further and indicate my feelings regarding the co-operation that is necessary to bring about a reduction in costs of production.

In order to lend point to my contention, I will refer to the unions that are cropping up throughout the country today. I am certainly not conversant with the union movement, but it appears to me that more and more unions are being formed annually, and the tendency is to segregate one class of work from another, even in the one industry. I am not saying that it occurs in the iron industry but I shall use that to illustrate what I mean. There may be one section of iron workers the members of which think they are entitled to form a union of their own because they are doing a type of work different from that upon which other workers in the industry are employed. Thus it is that more unions are being established all the time, and unfortunately each reserves the right to undertake certain tasks, and no one else must be employed in doing them. Hence, I say costs could be reduced considerably if there were more co-operation between these sectional unions.

To give members some idea of what goes on, I may mention that a friend of mine was employed in the tramways workshop as a coachbuilder. His job was in connection with the woodwork on trams. On one occasion, shortly after he commenced work there, he had to take up the flooring in a tram and to remove part of the gear operating the bell. To do that, he had to take off four nuts, two of which were in the woodwork and two in the steel part of the tram. He took them off and later on he was challenged about it and was asked who had done the job. My friend said that he had done it, and he was told that he could take the two nuts off the woodwork but in future he would have to get a fitter to take the two other nuts off the steelwork.

Hon. R. J. Boylen: Do you know of any other instance of that sort?

Hon. A. R. JONES: I can take the hon. member down there tomorrow and show him where it went on and is still continuing. That sort of thing is utterly stupid. I agree that there must be some line of demarcation between one section and another, but again I say that that was going altogether too far. A little more co-operation between union members could bring about reductions in the cost of operations. On one occasion, the man I refer to had to sit down for three hours waiting for a fitter to come along to take off two nuts. That is an absolute waste of public money.

Hon. R. J. Boylen: But that is only one instance.

Hon. A. R. JONES: To my way of thinking, the unions are somewhat to blame for the bad administration apparent in some departments because of the existing system of promotion merely because of an individual's seniority in the service. We know there are quite a number of young efficient men who should be promoted to

leading positions in departments. That course is adopted in private industry but never in Government operations. I believe that the unions should review the whole situation for a lot could be done towards achieving better administration throughout public departments.

Last year, and I believe the year before, I drew attention to the fact that Government cars were being used too freely out of hours on the roads of this State. The same conditions apply today and almost every week-end I have seen cars running round with Government number plates on them. The cars have been driven by public servants and they have with them their wives and families, or possibly friends as well. While I agree that if a man has to carry out a job at, say, Armadale, during the week-end, there is no harm in his taking his wife and family with him for a day's outing, but I am quite certain that not all the State-owned cars that I see running round are driven by men who are engaged on Government jobs on those particular days. I appeal to the Government to keep a check on this matter because it is having a bad effect on the public.

Recently, there was an increase in water rates, the reason for it being the increased cost of administration and of installations of water supplies in and around the metropolitan area. No individual appreciates increases in rates or in the cost of various commodities, and when they see Government cars running round the roads at week-ends, they are apt to say that that affords an explanation of why rates are raised. In Loch-st. I noticed two Government cars parked. I do not know which departments are concerned, but I have seen those cars on Sundays outside certain premises, and I do not think that should be allowed. I appeal to the present Minister, as I did to his predecessor in office, to see that matters in this direction are tightened up.

Dealing next with the Transport Board, for many years there has been a feeling among contractors and others that a certain amount of corruption has been going on and that anyone who was content to pay could obtain a permit to cart anything at all. For my part, I can only say that I do not think that body is entitled to be in existence for it does not serve any good purpose whatever. The board had to issue permits to carriers to cart super and at one stage we were told that a local carrier could apply in any country area for the right to cart super for that district, provided he was nominated by a farmer or user of the phosphate. Instances were brought to our notice very often that when an application was made it was refused.

Together with other members of the Country Party, Mr. Ackland, M.L.A., and I became very concerned about the situation that had arisen. Every day we were

receiving notes from various contractors saying that they could not secure permits giving them the right to participate in the work to which they were justly entitled. We approached the board on behalf of the men and subsequently they received a little more work. After a little while, those conditions ceased to continue.

It was suggested to Mr. Ackland and myself and others that there was corruption going on in connection with obtaining permits from the Transport Board. It was said that if one knew the right man and was prepared to pay money, one could get a permit all right, and carry on with the super carting. Naturally, we were concerned when we heard that and tried to find someone who would come out into the open and say he had actually done it and who would be prepared to give evidence accordingly. Unfortunately, no-one would come out into the open and give evidence to clear up something that is certainly dastardly if it happens in connection with a Government Department.

We had almost given up hope of getting someone who would make a statement about the matter, when I was rung up by a person who asked me if I would like to meet an individual who had been paying money to officers of the Transport Board for permits to cart superphosphate. Naturally, I was very interested, and I invited Mr. Ackland to come along with me. We met the man who said he was prepared to make a statement telling us what was going on, but he too was not prepared to come into the open, just as the others were not prepared to do. He said he would tell us the story of the actual experiences of himself and his son if we could guarantee him protection. We were quite prepared to hear his story and then to go to the Premier and ask for the protection the man wanted if only he would give us his statement.

At that stage, Mr. Ackland and I interviewed the then Premier, the present member for Murray. He was not prepared to be a party to the unsavoury business but was prepared to give protection to our informant inasmuch as his name would not be disclosed. The Premier then said he would arrange matters with the Commissioner of Police, and the Commissioner concurred. In all, we had three interviews with the Commissioner, and at two of the interviews the chief of the Criminal Investigation Branch was present. At the second interview there were five present, including the two police officers, Mr. Ackland, the informant and myself.

The informant, who is a contract superphosphate carrier, said he was tired of paying graft money and if he were given an assurance that he would not be prosecuted on his own evidence and would not be called to give evidence, he would make a statement. He said that on one occa-

sion when he went to the Transport Board for carting permits the man whom he had seen before was not present. Another officer accepted £10 saying that it was all right and that he would see that the right man got the money. The informant said that the practice was common among carriers who received the bulk of the work, and that he and his son had paid £40 each on more than one occasion.

For this amount they usually received three loads one week, two the next and one the following week, and then no more until the payment of further money was made. Gifts, he said, started in a small way, and were in the form of a case of beer being left at an officer's residence. The informant's son had purchased a car radio which was installed in the car of one of the departmental officers. I understand that the police and the informant had other interviews, but after a considerable time we again met the informant who stated that for some weeks after his statement to the police he had not paid over any moneys to the officers and had received no carting, and as there appeared to be no activity by the police and he was needing money to meet his commitments he was again paying to the officer and obtaining super carting.

For the third time, Mr. Ackland and I interviewed the police officers and it was pointed out to us that they could not obtain evidence to enable them to take action. That is quite correct. They tried all the schemes and devices they knew, but it seemed impossible to get anyone who was not under suspicion. I believe that contained in a report since then is the information that they had several tries, but were unsuccessful. As a last resort, and knowing that road haulage of super was nearing an end Mr. Ackland, on my behalf and for himself, interviewed the present Premier and asked for some action regarding the stamping out of the alleged graft.

We had hoped to hear of action regarding this unsavoury matter but there seems to be no alternative, and so we have decided on this course of action. Mr. Ackland is making a similar statement in another place today and in support of our contention that all was not well at the Transport Board, we can submit sufficient written evidence to the Premier in the hope that he will instigate an inquiry. It is a bad thing to have to stand up in Parliament and make these statements. I had hoped that the police, with the information given to them, would have been able to clean the matter up. I know they tried to have this done because I was in close contact with the man in charge of the job—the Chief of the C.I.B.—on many occasions, and he did what he thought was most likely to succeed, but apparently a rat was smelled and no good conclusions came from his attempts.

Whilst the position that Mr. Ackland and I are in is not enviable because we could be made to look like fools if nothing came of this, I still feel that in the interests of the people of this country it is our duty to do what we are today. I only hope the investigation will continue. I feel sure that if the inquiry is held, as so many people have been done wrong by the Transport Board, much evidence will be forthcoming to prove what I am saying today. I support the motion.

**HON. C. W. D. BARKER (North) [5.24]:** I, too, join with other members in congratulating Mr. Fraser on his elevation to Cabinet rank, and I wish him every success as Chief Secretary and Leader of the House. I also congratulate Mr. Strickland on being made Minister for the North-West and for Supply and Shipping. The people of the North have every confidence in Mr. Strickland, and I am sure that, with his knowledge of that part of the State, he will carry out his duties not only to the benefit of the people there, but of the whole of Western Australia. I also welcome our new member, Mr. Griffith, to the House. I am sure he will receive all the good advice and help that I did when I came here. I remember one hon. member saying to him that he would find a lot of difference in this House compared with another place, and I am sure he will, and that he will soon realise he is now in a House of gentlemen.

I have travelled through the whole of my electorate since Parliament last met. The North Province embraces an area of approximately 530,000 square miles. To visit its centres and industries, I travelled 10,000 miles. These thousands of square miles offer a promise of wealth and progress to Western Australia, and also living space to the land-starved and hungry nations of the world. If northern development offered an economic challenge in the past, it presents a much greater one now. The Government must realise that it owes a duty to the State as regards the development of the North, and the Commonwealth Government must appreciate that the primary responsibility belongs to it. The whole outlook respecting the problem must be a national one.

Formerly men have been interested only in exploiting the North Province, not in developing it. We want people to go to the North, not to grab a big cheque and get out but to be willing to stay and grow with the country. We want gigantic, creative new forces in the North, and from then on it will develop rapidly. We have all the necessary techniques to bring the entire region into full production and make it wholly livable. I believe, as do many others, that the future will see the North as one of the most interesting and versatile districts in Western Australia, with great agricultural enterprises and other sources

of wealth being handled to the best advantage of the whole of Australia and the world.

The urgent need for developing these vast rich plains should be fairly clear to all concerned if for no other reason than that of defence. If the world is to feed itself, and the heedlessly breeding human race is to find room for its multiplying millions, we must do something to put this country into full production. We can develop the North and populate it with people of our own kind or, on the other hand, we can leave it for someone else to develop for us, and that someone else may destroy the very foundations of our democratic way of life. I hope that saner counsels will prevail.

During my tour of the North, I saw at first hand the effect of the disastrous drought that the Kimberleys were, and are now, going through. I saw the advancements that have been made at the Ord River experimental station in the field of tropical agriculture. I also saw the activity that is taking place in the development of our mineral resources, particularly in the Pilbara district. I travelled through the sheep country and discussed with the owners of those properties, their problems. In spite of all that is being done by the Agriculture Protection Board, I have seen how the dingoes are spreading and ravaging the flocks.

I have seen at first hand what is happening to the water supplies on the Gascoyne banana plantations. I have been in the coastal towns and discussed with the people and the local authorities, their problems. I have visited public utilities and inspected them, and these are the matters that I wish to speak about. Firstly, I would like to discuss our main industries. The beef industry of the Kimberleys last year, and to some extent this year, went through the most serious drought known in the history of the white man. No part of the Kimberleys escaped. From Wyndham to Halls Creek in the East Kimberleys and right down through the West Kimberleys to Derby heavy losses have been suffered.

Billabongs, springs and waterholes that had never been known to go dry were bone-dry before the end of last year, and large areas became utterly devoid of stock-feed. The losses have been generally acknowledged to be heavy. Approximately 45 per cent. of all the young stock and breeders have been lost, and all stations have been hand-feeding stud stock and horses, at great expense. It should be clear that the loss of breeders and young stock will affect the metropolitan and export markets for many years to come. It should be obvious, too, that the Kimberleys must receive some form of drought relief, and we must face the fact that these losses could have been avoided if the owners of the million-acre properties had adopted a policy of being prepared to weather at least one year of drought.

Throughout the Kimberleys there is abundant dry feed, but no water. The cattle everywhere die in dry billabongs within reach of good dry feed. To talk now of spending £2,000,000 or £3,000,000 on a deep-water port at Point Torment, or Black Rocks, would be like building a large front window in a shop without having anything to put in it. A deep-water port at Point Torment would not put one more bullock into the Kimberleys or one more acre of ground under cultivation, nor would it build one mile of fencing. If that amount of money is available, let it be spent on improving and rehabilitating the cattle industry and then, in 25 years' time, we shall perhaps begin to talk of a deep-water port.

Surely, after what has occurred during the last year's drought, even the most sceptical-minded towards this problem must admit that 1,000,000 acres is too much for one man or one company to manage with any degree of efficiency. Until the fact is realised by all concerned, the cattle country in the Kimberleys will continue to retrogress. It is not only last year's drought that has contributed to the decline of the cattle industry; the methods that have been practised over the years have also played their part.

The beef industry, since its inception, has been carried out on the open range system. By that I mean that there are no fences with the exception of bull paddocks and horse paddocks. The properties, which mainly comprise about 1,000,000 acres, are managed generally by two white men and a dozen native stockmen. Cattle of all ages and sexes are allowed to mix freely. That the size of the properties is far too big for the managing staff is proved by the high percentage of unbranded stock to be seen in this area today. The country requires thousands of miles of fencing. We need weaner and heifer paddocks and, if we wish to improve our herds, we must keep the young female stock away from the herd bulls until they reach the mating age.

Under the present system, heifers from 12 months and upwards are being mated with scrub bulls, and some are ravaged by reason of the fact that from 10 to 12 scrub bulls try to stint them at the one time. Quite a lot die in calf, and those that have calves produce only weedy, immature progeny in a herd that has long ceased to know the word "quality." It is useless, under the present system, for these property-owners to get stud bulls from the south to improve their herds because they are put out on the vast open ranges and must live on the natural feed under climatic conditions to which they are not accustomed. They are no match for the scrub bulls, and there are plenty of these scrubbers. Whilst the herd bull is stinting 5 per cent. of the herd, the scrubber is stinting 95 per cent., and so we have the degeneration of the Kimberley herds. It

is not the fault of Nature in not sending down copious falls of rain to fill the billabongs and produce plenty of green grass. The holders of these properties, by retaining them on a day-to-day raping policy, are proving beyond doubt that they cannot control 1,000,000 acres.

If the properties in the Kimberleys were smaller, they would not show such an alarming drop in cattle population, and they should be correctly paddocked with some form of pasture control. Last year an interesting experiment took place with cattle from the open ranges and those fed on controlled pastures. Steers three years old were shipped with a girth measurement, behind the withers, of 85 inches and they were 56 inches in length from tail butt to wither. Cattle from the open ranges averaged only 900 to 1,000 lb. in weight, whereas cattle fed on controlled pastures averaged 1,653 lb. in weight. That proves the value of smaller properties with controlled pastures and we can improve the quality of beef from the Kimberleys only if we are prepared to adopt an entirely new policy along the lines I have suggested.

Under such a system we could establish mixed grasses and legume pastures in place of the hard fibrous grasses that are at present left in the Kimberley areas. Herds should be correctly supervised and paddocked off and if that were done, we would not have immature heifers being stunted by scrub bulls. It would be necessary to put down hores and dams and to conserve water in every possible way. If that were attended to, we would have quality beef cattle, which do not eat any more grass than the mongrels that are at present produced.

At the moment it is difficult to breed horses in the Kimberleys and for many years pastoralists have been battling with the burden of Kimberley horse disease. In the last few years the plant life responsible for this disease has been isolated and if the Government will take an interest in the industry, a horse-breeding property could be established in the Kimberley areas at Magel Creek or Plane Creek where there has never been any sign of this particular disease.

Horses always have been and always will be the ideal so far as mustering cattle is concerned. At the moment there is an acute shortage of horses and if the Government would establish a horse-breeding property on the country I have mentioned, we could be assured of a supply of horses for the future. The station could also be used as a training centre for both white and native stockmen.

Hon. L. C. DIVER: Would that be as economical as a sheep station?

Hon. C. W. D. BARKER: It would be quite suitable. There is a shortage of stockmen and we must encourage people to go to these areas and learn the cattle in-



dustry, otherwise it will go out of existence. We can breed horses in the Kimberleys and if the Government will establish a property for this purpose stockmen could be trained and natives could be taught to do this work.

Hon. L. C. Diver: What about private enterprise? Could not it do the work?

The Minister for the North-West: Why do not the present lessees breed horses?

Hon. C. W. D. BARKER: It can be done only on isolated places throughout the Kimberleys.

The Minister for the North-West: What about the places further down?

Hon. C. W. D. BARKER: I do not know why this subject has not been brought forward before, but I consider it to be the Government's duty to do something to overcome the problem. The last Government did try to do something for the Kimberleys by putting down bores on a £ for £ basis, but it did not tackle the problem from the right angle. That is not only my opinion but also the opinion of many graziers, and I suggest that the practice should be stopped immediately. We must conserve water, but I think it would be a better scheme, both for the taxpayers and the Government, if the Government purchased two or three rotary type boring plants. Crews could be trained and sent to the Kimberleys to put down bores at cost price and this would be a much better scheme than that which has operated in the past. The necessary equipment and skilled labour are not available in the Kimberleys but these modern rotary drilling plants would put down bores in half the time taken by the out-dated jumper-bar type at present in use.

Labour of all types is difficult to get in the Kimberleys but I think that the means of overcoming the problem is in the hands of the pastoralists themselves. If they built decent homes, encouraged married men on to the properties and gave them some of the amenities that everyone else takes for granted, it would make a terrific difference. The job should be made attractive and if that were done there would be no labour problems. I did not intend from the outset, nor do I intend now, to antagonise the present owners of these properties, but both they and the Government must realise that if we intend to save this vast rich country from utter ruin, we must get together to work out a scheme so that these changes can take place.

However, I realise that it will have to be with the consent of the present owners and the Government. To give the pastoralists some incentive to improve their properties, I suggest that the Government offers them 250,000 acres freehold at present day rental values on condition that they hand over the rest of their holdings. The Kimberley area is a vast rich country and is capable of pro-

ducing many more tons of beef than it does at present. Both Australia and the rest of the world are in dire need of our beef. I am confident that the present owners would gain in the long run from such a scheme as I have suggested.

This problem cannot be deferred or put aside until tomorrow. Sooner or later people will have to admit that I am right, and I hope that it will not be too late. There are large tracts of undeveloped open country in the Kimberleys and I refer particularly to a stretch of country north-west of Wyndham. This area comprises approximately 20,000,000 acres of good pastoral country and some of it would be excellent for tropical agricultural projects. It has one of the highest rainfalls in Western Australia—from 40 to 60 inches a year—and good rain fell in that area even during the drought years. It is on the Durack, Carson, Drysdale, King Edward and Ord Rivers and I ask the Government to have this area surveyed, cut up into suitable grazing and agricultural blocks and then thrown open for selection. If that is done we will find plenty of blocks available for intending settlers. The area consists of hills, plains and valleys, richly grassed and well watered and is too valuable to be left in its present unproductive state.

What I have said about the Kimberleys is based on the knowledge I have gained through a close association with the beef industry, and I hope my remarks have not fallen on deaf ears. We have talked and pleaded with various Governments, but all in vain; something must be done about it if we want to see the Kimberleys developed and carrying a population of which it is worthy—and that is one of my greatest hopes in life. But I have fears in this regard and anyone who stops to think will realise that my fears are not unfounded. To hold this country against the rest of the world we must develop it and put it into full production, for the dangers today are just as real as they were at any time in the past.

We might not lose it to an aggressor—I am not suggesting that for one moment—but today, with the world's population reaching figures unheard of in the past, we cannot afford to have such large tracts of undeveloped and partly undeveloped country. For instance, there are 12,000,000 more people in Japan today than there were in 1945. In 1950, the birth rate was 2,356,856 per annum, the highest in Japanese history, and in the same year the deaths fell to below 1,000,000—actually 908,801. Marriages jumped over 100,000 to 719,069 and at this rate Japan will soon have a population that she cannot support and might soon be the first nation to present a case to the world, peacefully, for living space for her increasing millions.

The same applies to the islands adjacent to our northern shores. The future of the North is in our hands, and, as I have said

before, we can populate with people of our own kind—or else! The Commonwealth Government has earmarked £200,000,000 for defence purposes and where else would our front line of defence be but our northern shores in these days when aircraft can go through the sound barrier and travel such long distances? The best form of defence is to develop this country and put it into full production and let every body know that we can develop and handle it to the benefit of the rest of the world. It will cost millions of pounds to bring into full production; but I believe that if we approached the right organisation, finance could be made available.

But firstly I wish to discuss some of our other industries to give members a full picture of our potentialities and then I shall return to this most important subject. So now, for the time being, let us leave the cattle industry in the Kimberleys and take a look at the sheep and wool industry in the North-West. The season in this country has been patchy, but on the whole, generally good. Some stations in a strip of country from Onslow to Winning Pool suffered severe damage from a blow which struck Carnarvon on the 23rd March. Fencing and windmills were destroyed and one station is reported to have suffered damage to the extent of £30,000.

I was interested to hear Mr. Jones speak of the quality and character of the Western Australian wool clip and how our experts said last year that it was falling off. However, during my trip north I found the position just the reverse. Many stations were not running as many sheep as they did 20 or 25 years ago; but there is a great improvement in the quality although they are running only about 50 per cent. of what used to be the normal flocks. I found that each stationowner has learnt the lesson of overstocking and realises that sheep that cut 10 or 12 lb. of wool do not eat any more grass than those that cut 5 or 6 lb. I can assure members that everything possible is being done in the North to keep the standard and quality of wool as uniform as possible.

There is still a lot of work to be done on the properties in the North which during the war years fell into disrepair as a result of the shortage of materials. Supplies are not yet plentiful, but the position is much better. Great difficulties have been experienced in getting prompt deliveries of orders placed in Perth and Fremantle, and I would like to take this opportunity of reminding the firms in Perth and Fremantle that the roads up north are open only during a certain season of the year. Accordingly they should try to give some attention and consideration to the wants of these people who are not so favourably situated as those in the south.

A large percentage of property-owners in the North are becoming exceedingly interested in the growing of crops for

horses and stud stock. At Marilyn in the Pilbara district I saw some sorghum that had been grown and when 24 square feet of it was cut it weighed 60 lb. of green feed. This is nearly 24 tons to the acre and the manager informed me that this was cut every six weeks. I suggest to the Government that every encouragement be given to these people who are trying to develop the North and who are doing experimental work in this respect.

Help should be given by means of technical advisors and in any other way that is possible. Labour is difficult to obtain in the North-West, particularly on sheep stations, and any young man who is looking for a good job in the open air and who would like to learn all about the sheep and wool industry, would find plenty of opportunities up there. These people on the sheep stations have shown a genuine desire to provide their workers with all the amenities available under present conditions. Little or no improvements have been carried out; only renovation work has been done.

Under the heavy burden of taxation there is little money left with which to do improvements. There is no incentive or encouragement given to them to branch out and produce more. I know this is an old story and that the case has been presented to this House many times before, but I propose to do it again in the hope that the present Government will take the matter up with the Commonwealth. The portion of Western Australia north of the 26th parallel comprises one-sixth of the entire Commonwealth, and it has been suggested that much more could be produced there than is being done at present. A suggestion has also been made that the Commonwealth Government could make a big contribution towards the development of that country by granting further tax concessions. By the creation of Zone A, the Commonwealth Government has admitted that the people in the North are living under adverse conditions and we ask the Commonwealth to free from taxation 60 per cent., of all incomes for those living here in the territory north of the 26th parallel.

This is to be done for a period of not less than 20 years providing that that money is reinvested in the country at the discretion of the property-owners. That would include all business people, pearlers, pastoralists or anyone whether he be an individual or it be a company that is carrying out work in the defined area. In order to encourage workers and to prompt initiative so that they may go north and pioneer the country, the workers should be allowed £1,000 free of tax.

I feel that the Commonwealth Government owes a duty to this country and that that Government could do a lot towards

helping it. I trust that the State Government will take every step that is necessary to place this case before the Commonwealth authorities. I think it has already been placed before the present Government and I hope that something can be done about it. It has been said that this scheme failed in the Northern Territory. It failed there only because the scheme was for a duration of five years and not 20 years. Besides this, it was not correctly supervised. It will cost millions of pounds to develop the North, but I feel sure that if an incentive is given to capital and labour to open up the area it will develop rapidly.

Another matter to which I wish to refer in connection with the wool and sheep industry is the alarming spread of wild dogs and dingoes. I feel sure the Agriculture Protection Board is doing all it can with the funds available to it, but we want much more to be done than is being undertaken at present. We want a more extensive aerial baiting programme sponsored by the Government. We want more doggers on the fringes and in the breeding country. We cannot stand by any longer and see the main source of our natural wealth being ravaged and destroyed by wild dogs.

Not enough publicity is being given to what has been done in the North, particularly in the field of tropical agriculture. Little or nothing is known by the general public regarding the work that is carried out by the Kimberley Research Station jointly with the Western Australian Government and the Commonwealth. Although a large industry in bananas has grown up at Carnarvon, there are plenty of people in Perth who still think they are eating Queensland bananas.

The Gascoyne River settlement last year produced 73,000 cases of bananas valued at £350,000, while £70,000 worth of beans was produced. This year the industry has suffered a considerable loss because of a blow that struck Carnarvon on the 23rd March. On behalf of the planters I would like to thank the Minister for the North-West for the prompt action he took and sympathy he displayed at that time. There are at present 180 odd plantations involving some 500 acres of bananas.

The soils in this area are amongst the most fertile in the State and they are certainly not deficient in phosphate. They are also of an excellent texture and lend themselves easily to irrigation. The area of this river delta soil is enormous and by the use of underground waters, tropical crops, principally bananas, grow remarkably well. This is only because of the highly suitable climate. There are also a number of out-of-season vegetables grown for marketing to Perth.

In 1941 the Gascoyne Research Station, which was engaged in some valuable experiments, reported no progress. In the

past the experimental station was nothing more or less than a State farm run on experimental lines. But now experiments, such as the closer planting of bananas, are being carried out, and it is hoped this will result in the greater use of the water resources in the first year of production and give the planter three times the return he would normally receive in his first year. Experiments have also been carried out with fertilisers and with methods of irrigation, such as sprinkler irrigation, and these experiments are designed to find a means of combating alkalinity of the soil. In the near future a trial will be carried out in the transport and packing of pawpaws and if successful this may give rise to pawpaws becoming yet another commercial proposition in Carnarvon. Although little success has been achieved with pineapples it is hoped that with further experiments they could well be made a commercial crop. The most recent experiment is the planting of peanuts and this has proved an excellent guide to the growers.

Big problems have arisen over the last two or three years due to the fact that the whole Gascoyne agricultural system is relying on underground water. This fact must be stressed. Twenty years ago there were very few plantations. There seemed to be an ample supply of underground water and the quality was excellent. But with 180 odd plantations, in most places now the underground water supplies have been more heavily drawn on. In fact, they have been drawn on to the extent of 60,000,000 gallons per week, and in the last few years the salt content of this water, taken over the whole area as an average, has been going up.

Before the recent blow, the river flooded five times early in the year and ordinarily that would have meant that all the river wells would have been supplied with good water. However, the quality and quantity had already shown a serious falling off before the blow and the effects could be seen in the banana plantations which were only checked after the recent river rise.

Hon. N. E. Baxter: What is the salt content?

Hon. C. W. D. BARKER: In some areas it is as high as 160 grains, which is beyond the range of all agricultural crops grown in Carnarvon. In other parts of the world, irrigation schemes have been started and they have relied principally on underground water. But some trouble has been experienced and I refer particularly to the Italian colonies in Libya where large undertakings were started and after a few years because of the heavy draw on the water, they reached the salt regions and the scheme was ruined. The plantations on the south bank of the river at Carnarvon were being seriously affected and the influence was to be seen in the

banana crop at the time. There is, however, the probability that this will occur again because on the average the river only flows once a year.

Since the soil in the Gascoyne area is of such a high fertility, the collapse of this industry would not only be disastrous to Carnarvon, but would also wipe out an industry which is producing nearly £250,000 a year. If a guaranteed water supply were established at Carnarvon, the position would be much different. For then I could visualise another Murray River project at Carnarvon, complete with canning factories and dehydrating plants. This can be achieved by the building of a dam at Rocky Pool. When the Gascoyne River flowed through the plantations after the recent blow, reliable tests revealed that a volume of water was moving to the sea to the extent of 300,000,000 gallons an hour at a rate of a little over two miles per hour.

This type of flow is most beneficial to the growers because the water gradually seeps into the subterranean channels. If a dam were built at Rocky Pool as I have suggested, it is calculated that after allowing for evaporation there would be 12,000,000,000 gallons of water when the catchment was full. That would supply the requirements of the banana industry for two years if the Gascoyne River failed to run during that time. Very little is known of the underground water system. It is not known whether it is a series of underground streams or a series of sand lenses or one huge basin. I would suggest to the Government that it is most important that, as soon as possible, a complete geological survey be made to investigate the possibilities of installing the proposed dam.

It is the policy of the Government to station at Carnarvon a soil analyst and I would emphasise the need for providing this man with a complete library and reference books, which would be available for the information of others in the district. When reference books on tropical subjects are now required, it is found that the library is in Perth and unfortunately it is not well stocked with books on tropical subjects.

The Kimberley Research Station is run jointly by the Commonwealth and Western Australian Governments and has a well-defined but strictly limited function, which is to investigate agriculture on the black soil plain under irrigation. The Government should take advantage of this and add to its limited objective the development of this centre for research work. Already one highly efficient officer in the person of Mr. Fitzgerald uses the station as his base and draws both experience and material from it.

The research work on the one hand and the experimental work outside should be knitted together as closely as possible because we stand to gain so much from these

investigations. Wonderful work is being done at the Kimberley Research Station and very satisfactory results have been obtained. While there is still a lot to learn about the establishment of pastures and their maintenance, much has been done to date, and this work has shown great promise. For example, a pasture of paspalum with clitoria blue peas as a legume on an area of 1.8 acres provided for 544 steer days of grazing and during that time they made a live-weight gain of 950 lb.

There is no difficulty at all in finding crops that will thrive on the red soil. Indeed, the difference between the red soil and the black soil is amazing and must be seen to be believed. Several other commodities are being grown very successfully at the research station. Jute and jute substitutes have been tried, but I am afraid that manufacturing difficulties would rule them out except under emergency conditions. Much success has been achieved by growing the oil-seed plant safflower. This member of the thistle family has been grown successfully in Canada and the United States of America and the adoption of an improved strain has made it a commercial proposition. It is as good as linseed and sells competitively with it. At the research station yields have been obtained to the order of 1,000 lb. of oil per acre.

Peanuts have also been tried at the station and have given excellent results under irrigation with a maximum yield of 3,000 lb. per acre. There has been some trouble on occasion with a disease very similar to if not identical with the crown root disease of Queensland, but new varieties imported from overseas have shown a high yield with relative freedom from disease. If these varieties are acceptable to the trade in lieu of the Virginian and red Spanish varieties, there is every promise for the future of peanut growing in the Kimberleys.

Several experiments have been carried out with grain crops and they have done exceptionally well. Sorghum has given an excellent yield when irrigated both during the wet season and during the dry season, provided it is planted not later than April. Yields of sorghum have been as high as 70 bushels per acre. Surprisingly enough wheat has been grown successfully at the station. A fair crop was grown on the red soil during the last drought season to supply poultry feed for local needs and the return was 16 bushels per acre.

Experiments have been carried out in the growing of rice, quite a number of varieties of which appear to be well adapted to Kimberley conditions and good results have been obtained. The early varieties produced in the vicinity of 2 tons per acre and the longer term rice gave even higher yields. The growing of rice shows every promise, but commercial crops have yet to be produced. I have seen a crop of

6 tons grown at the Beagle Bay Mission. Experiments are being carried out by private enterprise on the Fitzroy River. Highly satisfactory results have been obtained, and the company concerned is now prepared to try growing it on large areas on a commercial scale. This company has expended thousands of pounds on experimental work without having received any aid from the Government. I hope that the Government will prove to be big enough when the company requires assistance to grant it land at a reasonable figure.

Sugarcane was introduced from Queensland in 1950 and is now being grown on an area of 15 acres. Some of it was cut at seven-and-a-half months to provide further planting material and if left would have given a yield of over 30 tons to the acre. Some of the better varieties were then yielding 35 tons to the acre. When it came to be cut at 11 or 12 months, much higher results could be expected. I was speaking to a gentleman the other day and he told me that it is a beautiful stand of cane 14 ft. high. The cultivation of sugar there gives promise of great success and should be placed on a commercial scale as soon as possible. So far these crops have been relatively free from disease. The vast and rich plains of the North are worthy of producing something better than hard fibrous grass. The establishment of sugar plantations and farms would mean attracting population to the North, and that is a consideration of the greatest importance.

The work on the Ord River dam site has been completed, but no hydrological investigations have been carried out on the Fitzroy River and its tributaries, the Ord River tributaries, the Leonard River and the Barker River and its tributaries. I ask the Government to have gauging stations installed on those rivers in order to record the volume of water in relation to rainfall, depths, extent of flood and the rate of flow in a flood area, and a special study should be made of the water resources during the dry season, especially where there are extensive areas of suitable soil along the river banks. This information will be required years in advance of constructing dams for conserving water. I hope that the Government will see that this work is undertaken as soon as possible. I consider that we should work hand in glove with those men who are doing such excellent work to increase development in the Kimberleys and should make sure that lack of interest on its part, particularly in the field of finance, does not retard the work.

In the vicinity of Broome there is a possibility of establishing grazing properties with an area of 6,400 acres or 10 square miles. Buffle grass and Birdwood grass are highly suitable for the district and have a high protein value. Sorghum could be grown in the wet season. Last year, in spite of the drought in and around Broome, there was a good growth of buffle grass and

Birdwood grass. One settler in the vicinity of Broome ran 26 head of stock on 25 acres of buffle grass and that was done without conserving any fodder.

The Department of Agriculture this year is carrying out experimental work by planting small areas of buffle grass and Birdwood grass, and I am satisfied that it would be economically possible to establish small grazing areas on a sound basis. Broome is a centre that must have an outlet for its rapidly-expanding population. If the coloured people were given a chance to settle on the land, they could become an asset instead of a liability to the State. In addition, there are plenty of white people who wish to settle on the land and thereby provide security for their growing families. This is an important matter. If we want to keep people in the North, we must create an outlet for the young people. At present there is no outlet for them, and when they become of age, there is only one thing for them to do and that is to go south and seek opportunities there. Population would mean prosperity for the North. We must encourage people to go there, and people will do so if we have something to offer them.

As I said before, the time is past when we should have to plead with different Governments and plead in vain. Members representing the North have been pleading with Governments for the past 20 years to do something tangible for that part of the State, but those pleas have influenced none of them. I am expecting much from the present Government, particularly as one of the members for North Province is the Minister for the North-West.

One factor that has deterred the development of tropical agriculture and small farming in the North has been the attitude of banks, finance companies and the repatriation authorities, but if the Government established men on freehold farms and permitted the Rural and Industries Bank to make advances to them, we could prove that it was economical to have small grazing properties right through the North and thus the North would contribute its share to the national wealth by raising primary products for which people the world over are crying out.

*Sitting suspended from 6.15 to 7.30 p.m.*

Hon. C. W. D. BARKER: Before tea I was dealing with the main industries of the North Province, and had discussed the beef, and the sheep and wool industries and tropical agriculture. Now I would like to say a little about the metals of the North and mining generally. To say that Australian economy today is literally riding on the sheep's back, is true; but I do not think anyone can say that the price of wool will not fall in future, or that some substitute will not take its

place, such as nylon, rayon, or zealon. But for gold, uranium and several of our rarer metals, like columbite and tantalite, there will always be a demand. Then there is copper, of which the world's supplies are dwindling.

Hon. H. K. Watson: The price has fallen, too.

Hon. C. W. D. BARKER: I realise that; but the world's supplies are dwindling, and in this electronic age we are using more of these metals, and we in Western Australia particularly are utilising an increasing quantity as fertilisers. In the North Province we have large deposits. We have also big quantities of iron-ore and manganese, which is so vital to our industrial expansion; and asbestos, which today is put to so many industrial uses. These minerals will always be in demand. Yet the mining industry, particularly with regard to base metals, has been utterly neglected and ignored over the past few years, and all our eggs have been put into one basket.

That applies not only to Western Australia but to the whole of the Commonwealth. Since 1900, the population of Australia has doubled, and nearly all our important mining ventures were started before that date. Owing to the high cost of living and of equipment, the prospector is becoming very rare indeed, and no major discoveries have been made in recent years. Capital has received no encouragement to invest in mining ventures, and money for prospecting and exploration work is very hard indeed to come by.

We all know that a mine is a wasting asset, and every ton of ore mined brings it nearer to its death. Any capital invested in a mine is risked capital from the outset. The Commonwealth Government has never recognised that it owes a duty to the mining industry, particularly in regard to the production of base metals. It is true that gold and some of the rarer base metals are exempt from tax and were so listed following the 1947 amendment of the Income Tax Act. But such metals and minerals as lead, zinc, wolfram, scheelite, asbestos, and other base metals were omitted, and the result is that the development of those metals has been retarded. Under the present law, a person holding a mining lease is taxable on sales in respect of the depreciation of the capital value of his assets. The result is that prospectors have been unwilling to sell their holdings when the sales were subject to tax, and have been prepared to continue working the shows themselves.

If the production of gold and base metals is to be revived and is to take its rightful place in our economy, the Commonwealth Government must be made to realise that, for the benefit of the whole country, it must play its part. The State Government has started in the right direction by increasing the assistance given to prospectors, but the Commonwealth Gov-

ernment must be prepared to do much more than that. In the case of base metals, I suggest we should endeavour to get every assistance possible through taxation reductions and place a programme before the Commonwealth Government that would benefit not only Western Australia but the whole of Australia, and revive the metal industry.

I have prepared a 13-point plan which if put into operation, would, I think, benefit not only this State but the metal industry throughout Australia. With your permission, Sir, I would like to submit this plan so that the Government can place it before the Commonwealth Government, if it thinks the scheme would work and would benefit the industry. The plan is as follows:—

1. Exemption from tax of bona fide prospectors be they individuals or companies prospecting for gold, base metals, or oil.

2. Exemption from tax of those who take a real risk in backing the bona fide prospector for any amounts, be they private individuals, companies, traders or storekeepers.

3. Incentive payments in the form of rewards to be paid by the Commonwealth Government for the discovery of new deposits of gold, base metals and oil, as are now paid for the discovery of uranium.

4. The Commonwealth Government to carry out a comprehensive diamond drilling programme on all known belts of auriferous country.

5. All base metal mines with an income of under £10,000 per year to be allowed the first £3,000 free of tax each and every year until the net income reaches the £10,000 mark.

6. Freedom from sales tax on machinery, trucks, front-end loaders, etc., used in the mining industry and in exploration for oil.

7. All capital spent on unrealisable assets, such as concrete engine beds, roads, etc., to have complete freedom from tax.

8. The Commonwealth Government to control and sell all base metals for home consumption and export.

9. In the case of base metals, the Commonwealth to offer long-term purchasing contracts and a guaranteed minimum price to ensure continuing production.

10. All producers to guarantee a certain quota for stockpiling purposes.

11. 75 per cent. to be paid on delivery of all parcels of ore.

12. Loans to be made available for the development of any mine with Government participation or guarantee on the advice of Government geologists.

13. Direct governmental participation in the management of subsidised mining companies on either a long-term or short-term basis.

If a plan such as that were put into operation, the Commonwealth and State Governments would gain enormously from increased production and I have no doubt that many new discoveries would be made. Gold and base metals and rare metals would come to light, and the industry would be more attractive to capital. The development of the industry, not only in this State but also all over the Commonwealth, would extend rapidly, and the opening up of mining ventures would be followed by other enterprises.

We in the North have large rich fields of metals, of which the surface has barely been scratched. The search for oil has been carried out by W.A. Petroleum Ltd. in the North-West and, according to the reports of the geologists, is progressing satisfactorily. In the North, there are two sedimentary basins which are considered to have oil possibilities. These are the North-West basin and the desert basin. The top end is generally referred to as the Fitzroy basin. Some showings of oil were reported in a shallow well 200 miles south-west of Derby in 1919, and bituminous residues were reported in rock outcrops in the Orde River valley recently.

Active drilling for oil is about to take place at Exmouth Gulf, and was also in operation in 1932 in the Fitzroy basin. That drilling held out great possibilities for the discovery of oil but, owing to lack of funds, it ceased. The Commonwealth Government has lying in store complete oil-boring equipment. What I want to know is whether this Government has made any representations to the Commonwealth to have that equipment released and put to work. If oil were discovered in Western Australia, it would be not only the making of this State but the making of the whole Commonwealth. The North-West basin extends approximately from the Murchison River north of Geraldton to Exmouth Gulf where, as I have said, active drilling is about to begin.

The distance from the Murchison River to Exmouth Gulf is 400 miles, and the area covered is 45,000 square miles, which is greater than Tasmania. The desert, or Fitzroy basin, is an immense area to the south and south-east of Derby and Broome. The total area is something like 130,000 square miles. As a result of recent geological work, interest is at present taken in this centre. It extends broadly along the course of Christmas Creek and Fitzroy River, and north-east into Dampier Land. There are at least six probable known structures which open up a wide field for exploration. Everyone knows what the discovery of oil would mean to Australia, and the companies that are spending millions of pounds on this work should

receive every encouragement from both the Commonwealth and the State Government.

Copper is in short supply throughout the world today and the price is said to be falling, but I think such fluctuations are due to variations in the buying programmes of the major countries. I feel that the price will revive when dollars and sterling are made available for the purchase of further stocks. We in the North have several large deposits. There is one north-west of Derby and another at Whim Creek in the Pilbara district. Still others exist right down through the Murchison to Northampton, and I am confident that in the near future we shall see two or three large mines producing copper in those areas, particularly if the Commonwealth Government will realise that it has a responsibility to foster base metal mining.

The blue asbestos mine at Wittenoom Gorge is an important producer. In an area where a few years ago there was nothing but kangaroos, there is today a flourishing town with a population approaching 1,000, complete with its own picture theatre, restaurants and all the usual amenities and utilities. The fibre produced there is strong and of high quality and yet most of it has to be exported owing to the refusal of Australian buyers to use it in sufficient quantities. That does not mean that there is no demand for asbestos for industrial purposes and building and, as the fibre produced in this State is of high quality, I think it is ridiculous that we should be importing asbestos from dollar countries. The Minister concerned might do something about this by consultation with the Commonwealth Government. The company operating at Wittenoom Gorge has spared no expense in bringing the mine into full production and at present is turning out 450 tons per month. As its milling capacity increases the production will rise to 600 tons per month.

Wherever it is possible to assist a company of this kind, I do not think the present Government will be found lacking and I hope that in future the marketing of blue asbestos from Wittenoom will receive the attention it deserves from local buyers. There is great activity on the Pilbara field and two companies there are producing tin. In 1952 tin production there was valued at £44,755. From that field also comes antimony, beryl, copper, cuprous ore for fertiliser and rarer base metals such as columbite, tantalite and wolfram, which are at present used for hardening steel for aircraft manufacture.

Hon. G. Bennetts: What about white asbestos?

Hon. C. W. D. BARKER: White asbestos is also produced in the North and at Nunnery we have one of the best mines in the world, the fibre from which is eight or nine inches long and of the highest possible quality, yet it does not get even as good

treatment as is received by the blue asbestos. I notice with interest that there was produced 17 tons of ore named fergusonite. This is an entirely new ore to me. It contains tantalum, niobium, yttrium, erbium, cerium and uranium, and is radio-active. I do not know what its metallic value is, and I mention it in passing only.

Hon. H. S. W. Parker: It is certainly not stinted for names.

Hon. C. W. D. BARKER: There is also a considerable quantity of gold mined in the Pilbara district, but the mining there has been done by small parties and has been purely selective. Anyone interested in the industry could find a great field for investment in that area. One company is mining a high-grade manganese ore at Ragged Hills for shipment to America and that field offers great opportunities and would return good dividends to any company willing to invest there. The lead mines at Ashburton and in the Murchison River district received a hard knock through the fall in the price of lead. I realise that the Government can do nothing about the price of lead, which is controlled by supply and demand, but there again the Federal Government, if it would face its responsibilities to the base metal industry of the Commonwealth, could help the lead mines to continue production at a reasonable profit by stockpiling until the buyers on the world market allocate currency for further purchases.

Mineral wealth will play a great part in the development of the north of Australia generally. In view of the known deposits of iron, manganese, copper and asbestos, together with the possibility of oil being discovered, we should do everything possible to foster the investment of capital in mining ventures in the North and must urge on the Commonwealth Government the need for taxation reductions and the complete rehabilitation of the mining industry.

The marine wealth of the North contributes a fair share to the economy of this State. The fishing industry in Western Australia generally has suffered from lack of marketing facilities and adequate cold storage. It could be greatly expanded but at present depends to a large extent on an unworkable marketing system. The trouble is that there is no relation between the price paid to the fisherman and that paid by the consumer. There is a great demand for fish in this State and when country people visit Perth they complain that they cannot obtain supplies in their district. Most of the retail fish shops and the like will not deliver although there are great quantities of fish held in cold storage.

In reality the retail shops are not giving service even in the metropolitan area and are not trying to expand their own businesses, although there is plenty of room

for it. The country fish trade could be handled by refrigerated vans to deliver supplies to rural centres, to which such a service would be a great boon. It would be the first step towards expanding the industry. Our marketing system leaves much to be desired. I would advocate the formation of a board to handle the marketing of all fish in this State.

Hon. L. C. Diver: Another board?

Hon. C. W. D. BARKER: The industry is being given no encouragement in Western Australia and has suffered from lack of assistance. By "assistance" I do not necessarily mean financial assistance. There are many other ways in which the industry could be helped. It needs advice as to marketing and distribution, and I would advocate the setting-up of a board such as I have mentioned. In Great Britain there is a committee known as the MacMillan Industries Board. It is functioning successfully and I believe is the first board fully to realise the necessity of lending assistance to industry. That board was primarily responsible for the formation of the British Industrial Development Board, the object of which is to give advice, assistance and where necessary financial help to industry.

In South Australia an organisation endowed with the same principles was formed and is known as the Industries Assistance Board. It was set up to give practical assistance and advice to industry. The Government there lent it £50,000, to encourage industry in that State and it has provided help for the industries in need, together with advice on marketing, distribution, costing, credit control and organisation generally. While as yet only in its swaddling clothes, it has rendered valuable assistance to 15 industries in South Australia. Such a board would be of great help to the fishing industry here and would help it to expand and prosper.

I have repeatedly been asked what has been done to assist the fishing industry in this State, and the answer is: "Nothing". Surely the Government must realise that if it is to continue and expand, the industry must be encouraged. We could do worse than follow the lead of Great Britain and establish an industries assistance board. Its first duty would be to organise marketing facilities, giving the widest possible coverage. It could give those needing it the benefit of trading experience and could provide a sales force and appoint agents. It could even set up an efficient transport service to provide regular deliveries as the demand in the industry grew and every large centre in the State could be covered. The board would soon get to know its market and, as it would be dealing with quality goods, it would have confidence in its selling and would in turn impart confidence to its customers.



In that way adequate supplies of fish could be made available to the country districts. The finance required by such an organisation could be raised by a levy of ½d. per lb. on all fish. Had such a board been in operation in 1952 a levy of ½d. per lb. on the 8,415,425 lb. of crayfish produced would have returned £8,766 1s. 4d. and on the 7,418,655 lb. of fish produced the return would have been £7,717 7s. 1d., a total of £16,483 8s. 5d.

Hon. J. Murray: How many tons of fish are in cold storage today?

Hon. C. W. D. BARKER: That I could not answer. The board would, of course, have collected much more than that if the levy had been paid by the fishermen, the dealers and the retailers. Possibly, the board would have to get assistance from the Government to erect cold storage depots, but I am sure that such a board would be of great help to the fishing industry of Western Australia. The Commonwealth Government also could do much to expand the industry and put it on its feet by giving close attention to the importation of fish from South Africa and Iceland. During 1950-51 imports of fish were valued at £4,000,000 and in 1951-52 the import figure increased to £6,000,000.

Because of the importations of filleted fish, the Queensland Packing and Curing Coy. Ltd. had to close down its operations. In Tasmania, the fishing industry is in a very parlous state and, the fishing industry is not the least of our worries in Western Australia. The Government should make representations to the Commonwealth to protect the Australian fishing industry by the application of tariffs to all imported fish. In South Africa the fish is produced by black labour and we, in this country, cannot compete with it. The standard of living of those people is nowhere near that of Australians and they have greatly inferior working conditions.

In South Africa the Government protects and subsidises its fishing industry. In this State we have only dhufish and schnapper that are fit for filleting. These fish are caught by line, whereas in South Africa and Iceland the cod is caught by trawlers and is produced much more cheaply. In that Dominion, also, a pine-wood box holding 14 lb. of filleted fish costs 6½d., but in Western Australia these boxes cost 2s. 6½d. It requires 160 of these boxes to pack one ton of filleted fish, and in Western Australia it would cost £20 for the boxes alone.

Hon. L. A. Logan: How are we going to reduce the cost of the boxes?

Hon. C. W. D. BARKER: I cannot answer that, but I know we could protect our fishing industry by placing tariffs on fish imported from South Africa. Later I will try to explain to the House what should be carried out to make our fish products more attractive. Something must be done to protect the fishing industry in

Western Australia and a board such as I suggest, if it were constituted, would make it its business to ensure that the Australian public received its fish already cleaned and attractively wrapped in cellophane. I feel sure that that would do much to boost the production of fish in Western Australia. Most of the fish supplied from the North Province comes from Shark Bay and in 1952, 1,500,000 lb. of wet fish were produced and marketed to a value of £83,087. The fishermen at Shark Bay could do much better if they were given more adequate marketing facilities.

There has been much controversy over the size of nets which are permitted to be used and I think that such a restriction, to a great extent, is unnecessary. The fishermen know what is the permitted size of fish they can catch and it is claimed that with the nets used at present, the size of which is governed by regulation, large quantities of fish are killed or damaged and, when released, die. However, if nets of a smaller mesh were used, the fish would be dragged to the beach, and the small ones could be picked out and released undamaged.

Any fisherman knows that he is allowed to sell only fish of a certain size. He also knows that his catch will be inspected on his arrival at Geraldton or Fremantle and he is not going to sell undersized fish when he is aware that he is liable to prosecution for so doing. I hope the Minister will give due consideration to this matter because the fishermen believe that if nets with a smaller mesh were used, less fish would be damaged, especially when fishing for whiting and mullet.

The Minister for the North-West: The Minister paid them a visit up there.

Hon. C. W. D. BARKER: Yes, and I am asking him to give particular attention to this question which is perturbing the fishermen because so many fish are damaged and die after being released. I consider there is a lot of merit in that suggestion and hope the Minister will make it one of his duties to put the matter before the Minister concerned.

The Minister for the North-West: I thought the hon. member accompanied him on his visit.

Hon. C. W. D. BARKER: Yes, but that makes no difference when it comes to telling him what his duties are, and I am telling the Minister now. The indiscriminate issuing of licenses is also hampering the fishing industry. Those men who engage in fishing but who have other jobs and sell their fish to anyone at any price should be prohibited from participating in the industry. If there were only a few of these men it would be of no concern, but in the past licenses have been issued indiscriminately and it is affecting the occupations of men who have put all their savings and wealth into boats and equipment in order to make fishing their liveli-

hood and profession. As the present licenses expire I hope that due consideration will also be given to the point because I consider that if this indiscriminate issuing of licenses does not cease, it could result in a great deal of harm to the fishing industry in this State. At Carnarvon there is a company known as the Gascoyne Fisheries which last year produced wet fish to the value of £12,000.

Hon. E. M. Heenan: What does the hon. member mean by "dry fish"?

Hon. C. W. D. BARKER: Fish such as crayfish and so on. Wet fish are all scale fish. This Carnarvon company produced £12,000 worth of fish which brought roughly about £70 a ton on the metropolitan market. The company has tremendous opportunities for expansion. The types of fish caught by it are whiting, mullet, bream, cod, and several others. If the Government would be willing to assist such industries, I am confident we would hear much more from the operators in the North-West. At certain times of the year, prawns swarm off the North-West coast and I am pleased to learn that the Minister for Fisheries is having an experimental boat sent up there to investigate the possibility of exploiting this fishing wealth.

Off Carnarvon on the Uranie bank king prawns swarm in their thousands, but to date nothing has been done to ascertain what could be done to exploit this enormous wealth commercially. I am sure that if the research ship discovers that the product exists in payable quantities, and if the prawns are processed and attractively wrapped in cellophane, there will be a dollar market awaiting them. This year we have learned that the crayfishing grounds in the south and at Geraldton have been over-fished to a dangerous extent. Yet nothing has been done to investigate the possibilities of crayfishing north of the 26th parallel, in which waters crayfish abound. Fishermen have told me that they are to be found there in their countless thousands. Yet, in that respect no investigation has been carried out.

Hon. L. A. Logan: I was up there last year.

Hon. C. W. D. BARKER: I believe that when the experimental vessel concludes its investigations and makes known its findings, it will be found that this industry could be established and we could erect our own crayfish processing factories.

The Minister for the North-West: They investigated that possibility.

Hon. C. W. D. BARKER: I realise that, but they came away with the knowledge that the crayfish would not go into the pots. With a tale such as that, one cannot tell me that that is an investigation. At Port Samson another industry has

grown up with oysters and "Flying Foam" oysters are becoming well-known in Perth and Darwin. Here is another phase of the fishing industry that has hardly been touched. At Derby in King Sound there are also huge oyster beds, and a great opportunity awaits the grasp of an enterprising company. Along the coast from Wyndham to Derby and right down to Carnarvon at all times of the year swarm certain varieties of fish suitable for processing and canning, and I believe if we could interest any company in this type of fishing there are great profits awaiting it in the North-West.

The main deterrent to the fishing industry of the North in the past has been the transporting of supplies to the southern market. This difficulty could easily be overcome by the fish being snap frozen, wrapped in cellophane and retailed in that form, which has proved to be so popular to the housewife with other products that have been sold in our local market. The two shore-based whaling stations in the North-West are still going strong, and in 1952 they produced 2,265,000 gallons of oil and by-products to the value of £1,125,925. It has been stated that the Commonwealth Government intends to sell its share in the whaling station based on Babbage Island. If and when it does, I urge the Government here to see that this profitable enterprise is bought for the people of Western Australia.

Last year, from pearl fishing at Broome, 303 tons of shell were produced. In 1952 the production of pearlshell was valued at £176,872 and pearls to the value of £500 were recovered. This, of course, was in dollars. That pearlshell was taken with only 16 boats operating. The demand for the shell is still strong, but if we do not give attention to increasing our efforts in that direction, there is a great danger of plastics taking the place of pearlshell and we will lose for ever this profitable market and industry.

Today it costs £9,000 to build and equip a pearl-fishing boat. In the past it cost in the vicinity of £1,000. The Commonwealth Government has shown no respect for this industry whatsoever. The men engaged in it do not even receive the same tax reductions as do the primary producers. It is worth mentioning that Japan, a defeated nation, has today 25 ships fishing off our coasts, and those craft are twice as large as any one of our own luggers. We, in Western Australia, can only succeed in putting to sea some 20 ships. I say that the Commonwealth Government has a very poor appreciation of this enterprise. Surely something could be done by the Government to assist it by way of an allowance of reasonable depreciation values for taxation purposes. I feel sure that the present Minister for Fisheries will give attention to the conditions prevailing in connection with the industry, which is worthy of all the assistance that can be rendered.

It is my opinion that there is no need to import fish into Western Australia. If the marketing facilities were properly organised, I feel sure that the housewives of this State would secure a better product, clean and filleted, and attractively wrapped in cellophane. Our fishing resources there are enormous, and the market is available. If we go out after it, we shall obtain the business. There is certainly a great export market overseas for our fish products, but if we want to avail ourselves of it, we shall have to work for it. We shall never get anything by sitting down and waiting for it to come to us.

Next I will deal with the basic wage and the district allowance for the North. One of the greatest deterrents to inducing people to live and work in the North is the high cost of living. The basic wage in the North Province is based on the cost of living in the Goldfields areas, to which is added a district allowance. Twenty years ago the district allowance varied from 15s. to 38s. in the far North, and yet the cost of living has risen approximately 300 per cent., despite which the district allowance is still the same. I maintain that the practice of arriving at the basic wage for the North Province on the Goldfields basis is wrong.

Hon. H. K. Watson: Do you not think that the whole system of basic wage adjustment is wrong?

Hon. C. W. D. BARKER: That may be so, but at the moment I am discussing the basic wage in the North. I think the present method of assessment is wrong and I have gone to the trouble of making up a list of commodities to indicate the prices prevailing on the Goldfields compared with those ruling in the North-West. These prices are as correct as it is possible to get them these days with the cost of living chasing the rises in prices of commodities. The particulars are as follows:—

Commodity.	Northern Prices.	Kalgoorlie Prices.
Bacon, per lb. ....	5s. 8d.	5s. 4d.
Tin of tomato soup ....	2s. 10d.	1s. 7½d.
Tin sal vital ....	4s. 3d.	3s. 10d.
50-lb. bag flour ....	29s. 0d.	19s. 6d.
One dozen eggs (freezer) ....	6s. 8d.	Local eggs
	to	eggs
Tin sausages ....	7s. 1d.	5s. 6d.
7-lb. potatoes ....	5s. 6d.	3s. 4½d.
1 long loaf bread ....	5s. 9d.	2s. 8d.
Small sunlight soap ....	2s. 9d.	2s. 0d.
1 giant pearl ....	2s. 11d.	2s. 6d.
1-lb. dried peas ....	2s. 11d.	2s. 10½d.
1-lb. dried beans ....	3s. 9d.	1s. 9d.
1-lb. dried vegetable soup ....	3s. 9d.	2s. 9d.
Large tin vegetable soup ....	3s. 8d.	2s. 6d.
Rabbit, per lb. ....	2s. 0½d.	1s. 9d.
Small tin spaghetti ....	1s. 5½d.	1s. 0d.
1-lb. rice ....	1s. 0d.	10½d.

I ask members please to note the next item.

1-lb. fresh beef steak .... 4s. 11d. 3s. 3d.

Hon. H. S. W. Parker: And that applies to the beef country!

Tin butter ....	7s. 1d.	6s. 11d.
1-lb. fresh butter ....	5s. 6d.	4s. 4d.
Tin cauliflower ....	4s. 4d.	3s. 10d.
Packet crackers ....	1s. 7d.	1s. 5d.

That item of course, refers to the type of biscuit.

Packet kraft cheese ....	2s. 9d.	2s. 5½d.
1-lb. bulk cheese ....	4s. 0d.	3s. 6d.
3-lb. tin sunshine milk ....	16s. 3d.	13s. 3d.
1-lb. dripping ....	1s. 6d.	1s. 2d.
1-lb. sugar ....	11d.	10d.
2-lb. bag self raising flour ....	1s. 10d.	1s. 9d.
Wheatbix (24-oz.) ....	2s. 7½d.	2s. 6½d.
1 tin rissoles ....	3s. 11½d.	3s. 1½d.
Tin green peas ....	3s. 8d.	2s. 8d.
Tin baked beans ....	3s. 8d.	2s. 4d.

It will be noted that in this list I quote a lot of canned foods. That is because they are our mainstay in the North. Fresh fruit and vegetables are not so readily procurable.

Hon. L. C. Diver: What has happened about all your production up there of vegetables and so on?

Hon. C. W. D. BARKER: I will come to that.

Hon. E. M. Heenan: Can you tell us why it is that the North-West members look so well?

Hon. C. W. D. BARKER: That is because they have great constitutions and a sense of humour. It is the policy of the present Government to do something about this matter because, in spite of the high wages ruling today, there is no living in the North-West, but merely an existence. The price of green vegetables is so high that they are beyond the reach of the worker. One week when I was in the North I saw oranges quoted at 7s. 6d. per dozen and the following week at 10s. 6d. per dozen. If we are to prevail upon people to live and work in the North, we must provide a reasonable standard of living and reasonable wages. I trust the present Government will look into this phase as soon as possible.

I heard an interjection about growing vegetables in the North. Of course, we could grow them if the Government would only provide the necessary water supply. As a member representing the North Province, I do not stand in this House cap in hand like a poor relation, but as one who represents people who have contributed their fair share towards the State's economy and have contributed it in no mean respect. I have here a list of some of the commodities produced in the North during 1952, which I shall read to make my point—

Beef cattle, number slaughtered 36,831, valued at £612,405.

Sheep exported (oversea only) 7,720 head, valued at £33,815.

I tried to get particulars of livestock shipped or overlanded to other parts of Western Australia, but they are not available.

Wool produced, 17,256,000 lb., valued at £4,756,447.

Fishing, 1,005,000 lb. valued at £83,087.

Pearlshell, 303 tons, valued at £176,882.

Pearls valued at £500.

Whaling, 2,265,050 gallons of oil, valued at £1,125,925.

Minerals, total value £1,341,299.

Bananas, 73,000 cases, valued at £350,000.

Beans, valued at £70,000.

I have also a list of the minerals produced in the North during 1952, which I think will prove interesting to members because it will give them some idea of the wide range that is being produced up there. We all know the enormous possibilities for further development of the mineral resources in that part of the State. The details of mineral production are as follows: —

Mineral.	Quantity.	Metallic content.	Value £A.
	Tons	Tons	
Antimony concentrates ....	264.58	Antimony 129.69	43,397
Asbestos ....	3,592.44	.....	595,116
		BeO units	
Beryl ....	71.26	861.19	11,825
		Tons	
Copper ore ....	15.51	Copper 6.20	1,094
		average assay	
Cupreous ore (fertiliser) ....	1,003.65	Cu 8.23%	7,601
Fergusonite ....	.17	.....	165
	Fine Ozs.		
Gold ....	15,424.00	.....	238,945
	Tons	average assay	
Iron-ore (exported from Yampi) ....	204,945.00	Fe 62.53%	203,238
		Tons	
Silver Lead Ore and Concentrates ....	1,433.02	Lead 972.69	(a) 140,208
		Tons	
Silver/zinc lead ore and concentrates ....	316.57	Lead 133.06	(b) 15,714
	lb.	Ta/Cb205 lb.	
Tantalo/columbite ore ....	3,071.00	2,211.00	1,555
		Tons	
Tin concentrates ....	61.92	Tin 42.56	44,755
		WO3 content	
Wolfram ore ....	46,883.00	lb. 30,663.96	37,686

(a) Including £2,937 value of contained silver £9,959.08 fine ozs.

(b) Including £806 value of contained silver £2,285.91 fine ozs. and £365 value of 46.01 tons of contained zinc.

From these particulars it will be seen that even, with its small population, the North is contributing more than its fair share towards the economy of Western Australia. When I stand here as representing people in the North and ask for the provision of certain amenities and utilities in that part of the State, I do not approach the House as a beggar but as a representative of a section of the community that has done its bit for Western Australia. The North is responsible for large sums of money from the main roads fund and petrol tax distribution.

In 1949, the State was responsible for £1,400,000 for main roads and, owing to the method of allocating the fund, the North was responsible for a large proportion of that money. Despite that, only a small contribution was spent in that part of the State. Public utilities such as water supplies, harbours, public build-

ings, police stations, hospitals, and schools up there are all in need of repair, additions or renovations. I would like it understood that any criticism I offer on these matters is not necessarily destructive criticism but is meant to be helpful and to draw the attention of the Government to the various matters so that Ministers will know exactly the state of affairs in the North.

The people in the North were pleased to know that the State Government had ordered a ship of the "Kabbarli" type and that there was a possibility of getting another similar vessel. I am sure that the Minister for the North-West will see that the north-westerners get preference on passenger ships to and from the North, which they have not always had in the past. Tourists on occasions have taken preference over the people who actually work

and live in the North, but I am sure that the present Minister will see that that does not happen again.

I suggest to the Minister for Supply and Shipping that as our mineral reserves develop, the inadequate method of shipping cattle alive be discontinued. When a meat-works is established at Derby the grower will be able to have his cattle slaughtered, as is done at Midland Junction, and the meat will be sold on the hook in Perth. The freighting of cattle from Derby and Broome means that practically the whole vessel is taken up with cattle, fodder and water. If cattle be reckoned as general freight, we find that a subsidy of approximately £7 per head is being paid to the grower at the expense of the taxpayer. Approximately the same number of cattle is carried in the freezers of the ship as is carried alive in the remainder of the ship.

Hon. L. A. Logan People do not want frozen beef.

Hon. C. W. D. BARKER: I will deal with that later. The freezers consist of two small lockers between No. 3 tween decks and one small locker aft of No. 2 hold. The total space occupied is little more than 1,000 ft., nominal, and a supercharge above the ordinary rates is made for this type of cargo. Very little more space would be needed if this freezer space had to be used for chilled cargo, if it was desired that the beef should be hung to make sure of its being first-class quality on arrival in Perth. The chances of bringing pleuro, tick and buffalo fly to the southern herds would be wiped out for ever.

One member interjected that the people did not want frozen beef. If the beast was slaughtered in Broome or Derby and then chilled and shipped to Perth, there would not be the waste that occurs through travelling the beast down alive. A beast of 1,000 lb. weight when it leaves the North-West, wastes anything up to 200lb. through fretting on the trip to Perth and because of the unusual surroundings on the boat. Chilled beef, if hung, would be delivered in Perth, and the people would get a much better quality beef than they do when it arrives on the hoof from the Kimberleys, as it does at present. It would also relieve a lot of our shipping space which, I feel sure, will be needed in the future. Our mineral wealth is growing. Its development is such that it will require more shipping space, and this is one way by which we can save a considerable amount of space.

Hon. G. Bennetts: I might get our ship back on the Esperance run.

Hon. C. W. D. BARKER: The hon. member might, but I am told that the oars for the "Kybra" have been lost! Wyndham has always complained of its wretched shipping service. Perishable cargoes have been overcarried to Darwin and delivered, in a very poor state, on the return journey. I ask the Minister to look

into this question to see that Wyndham in the future gets a better service, particularly with regard to perishables. The crews of the State ships, particularly in the stewards' department, are to be commended on the highly efficient service they give to the people travelling to and from the North.

The main roads throughout the North Province are now much better than they have been but there still remains plenty of room for improvement. There is not yet one main road in the North which we could truly call an all-weather road. The need for a bitumen road between Northampton and Carnarvon is indeed urgent. I fully realise that this job will be costly, and I appreciate the financial position of the State, but I ask the Government to make a start on the road and do so much each year until it is completed. I am sure the people concerned would be well satisfied if that were done. As the road is at present, it is a deterrent to agricultural projects around Carnarvon.

Transport in the North has always been an important factor. The maintenance of trucks hauling bananas, because of the present state of the roads, is colossal and is reflected in the freights. There has been much talk about starting on this job, but I think it is time the talking stopped and action of some sort commenced.

Hon. L. A. Logan: They are doing four miles at each end this year.

Hon. C. W. D. BARKER: I am pleased to hear it. The provision of a similar road between Port Hedland and Marble Bar is just as urgent and important. Marble Bar depends on this road for all its supplies from Port Hedland. This year the road was out of commission for many weeks through the wet, and the food supplies at Marble Bar were at a low level. This road also needs a sealed surface, and I ask the Government to have this job done, as soon as finance is available, and thereby assure the people of Marble Bar of their supplies.

Then again, I have heard much talk of the Great North Road, but how many people realise that from Pardoo boundary to Broome, a distance of 300 miles, there is no road at all but just the same old wheel tracks, made by the bullock waggons that were there in the old days. It was said that the Great North Road was our main line of defence. Work has been done to the south of this road and to the north of it, but to my knowledge not one blow has been struck on it since 1936.

The Main Roads Department proposes to survey a line for a main road along the edge of the sandplain and the sandhills. I draw the attention of the department to the fact that there is no suitable road material on the stretch where it is proposed that the new road shall be. I suggest that a road be surveyed across the desert from Warawagine to Broome. It would need only four feeder roads to Wal-

lal, Lagrange, Anna Plains and Mandora. This road would be on much higher country where there are several good gravel ridges and plenty of road material. At the Marble Bar end it would serve the inland road through Roy Hill, and the coastal road through Port Hedland. I hope that as soon as finance is available something will be done about this particular stretch of road.

The hospitals in the North, in the past few years, have been gradually improved, but there is still room for further improvement. I stress the position of medical facilities at Shark Bay where there is no doctor and not even a sister. There is no outlet from Shark Bay, except by road. There is an airport or landing ground 80 miles away, but it is not always possible to get a plane down there.

Hon. J. G. Hislop: What is the population?

Hon. C. W. D. BARKER: Approximately 100 people. I have tried, through the Commonwealth departments, to have a landing ground provided there for medical purposes, but so far have always received the same old answer—"No." Last year it cost thousands of pounds to take people out of Shark Bay to hospital by road, and I know of at least one patient who did not arrive, but died on the back of a utility 30 miles from Shark Bay.

Hon. G. Bennetts: Does the Flying Doctor go there?

Hon. C. W. D. BARKER: He cannot, because there is no landing ground. Surely these people who are contributing their share to our economy are worthy at least of having available the services of a trained sister, if not a doctor. Also, an aerodrome could be established at Shark Bay so that planes could land there. It has been said that it has been found difficult to find a suitable landing ground, but I say that those responsible have not tried very hard or they would have found one by now.

I recently received a letter from the department in which it was mentioned that the population did not warrant an aerodrome, and the area could not stand up to any economic means test. If all our aerodromes had been subject to an economic means test, we would not have one in the North, and there would not be so many down south. Surely these people are worthy of some consideration. They have not even got a decent water supply, but when I was there I was lucky and had a drink of water—it rained!

Hon. H. K. Watson: Their fish supply is pretty good.

Hon. C. W. D. BARKER: It is very good. These people have not even a mail service. They do not receive a supply of daily newspapers. I do not think it is asking for too much to request a decent water supply and some other facilities. There is a hospital at Shark Bay, but there has never been a patient in it.

Hon. C. H. Henning: It must be healthy country.

Hon. C. W. D. BARKER: They have all had to be carried to some other place, and some have died on the way. I ask the Government to investigate the problems of the people at Shark Bay and to give them at least the bare amenities and necessities that other people get. They are a hard-working community, contributing a fair share to our economy. I hope something will be done for them. In any case, I shall keep on fighting until something is done. To me, this is not a laughing matter. It is serious to see these people living as they are—isolated and with no amenities whatsoever.

Throughout the North there is need for many houses to be built. The Minister for Housing kindly sent me a list of the houses which it is proposed to build in the North this year, and the provision for all the towns there shows that a total of only 20 houses are to be built. I hear members representing other districts grumbling about the number of houses being built in their areas and saying that they only got 1,000 houses or 1,500 houses last year, but in all the towns of the North only 20 houses are to be built.

Hon. A. R. Jones: Who got 1,000 houses?

Hon. C. W. D. BARKER: I am talking of what the last Government skited about. In the North, they built only 20 houses.

Hon. A. R. Jones: There could not have been applications for more.

Hon. C. W. D. BARKER: The hon. member might have his problems. We all have them because the bush generally gets it in the neck, but we in the North seem to get it in the pants as well.

Hon. H. S. W. Parker: Then your Government has a wonderful opportunity, has it not?

Hon. C. W. D. BARKER: I hope the present Government, in spite of lack of finance, can see its way clear to build more than 20 houses throughout the North. I do not think it is asking for too much; we are asking only for a fair share. We need houses in the North and somebody must fight for them, and I am sure all members representing the North will be pleased if we can have more houses built in our areas.

Hon. H. K. Watson: Is it true that those 20 houses are costing £60,000?

Hon. C. W. D. BARKER: No. When these houses are built, not only in the North but also throughout the State, I hope that the Government will be big enough to see that a certain proportion of them is set aside for the coloured population. I wish to congratulate the Minister for Education on the arrangements he has made for summer camp schools in the North. I think it is a good

idea because it brings the children together from their isolated points, helps to broaden their minds and contributes to their education.

All the schools in the North are overcrowded. When I was at Wyndham I saw 160 children in one classroom, sitting three little kiddies at a desk, and the temperature was 107 degrees. Surely something can be done to improve the accommodation in schools in the North, particularly at Carnarvon. The people of that district years ago were promised a domestic science class, but so far that classroom has not been built; so I hope that the Government can do something about it in the near future.

While on the subject of schools, there is one matter regarding teachers that I wish to mention; this refers also to civil servants in the North. When a civil servant is sent to those areas, as a rule a house is made available for him but he has to take his own furniture. Usually, the appointment is for only two or three years, but it costs the Government anything up to £300 for transportation of the furniture and not only is it damaged in transit but it also costs the taxpayers a large sum of money which, in my opinion, is not necessary. I think it would be better if the Government furnished these houses with suitable tropical furniture, and it would be there for years, instead of wasting taxpayers' money carting it backwards and forwards.

Hon. G. Bennetts: We have had two schools closed in Kalgoorlie—the two-up schools!

Hon. C. W. D. BARKER: There is another matter I want to mention, and this concerns the inadequate supply of water in the North. I am pleased to see that the Government is doing all it can to improve the position, but the people in the North are discouraged by the high cost of water. There is not one town in that area whose residents do not have to pay ridiculously high charges for water, especially when one compares the prices with those charged in the metropolitan area.

Hon. J. G. Hislop: What are they?

Hon. C. W. D. BARKER: I think the average is 3s. 6d. At one stage it was £1 a 1,000 gallons at Port Hedland, but I think 3s. 6d. is the average. I would like to ask the Minister for the North-West if that is correct.

The Minister for the North-West: That is so.

Hon. C. W. D. BARKER: I hope the Government will look into this problem and try to get for the people of the North a cheaper rate for their water. Now I wish to say something to the workers of Western Australia. Because a Labour Government is in power, it is not the time to relax. We can gain prosperity and a high standard of living only by hard work.

Hon. H. S. W. Parker: Hear, hear!

Hon. C. W. D. BARKER: Anything we get must be earned, and I am confident that if we all take that view the Government will do a good job, and we shall march forward to prosperity. In my address I have tried to impress upon members the urgent need for rehabilitating and reorganising the cattle industry in the Kimberleys. I have tried also to describe to members the potentialities of the rich, vast plains of heavy river soil. If we dammed the Ord and Fitzroy Rivers, we could visualise, in the future, sugar plantations complete with sugar mills, waving fields of rice and vegetable oils being produced. It is not hard to look into the future and see the vast mineral resources being worked for the benefit of Australia and the rest of the world. Mr. Dumas cannot speak too highly of the Ord River dam project, and anyone who has seen it, and the miles and miles of rich levee soil on the Ord and Fitzroy Rivers, realises that if that project were put into operation, it could not fail. More important still, it would carry hundreds of thousands of people and that is important to the defence of Australia and the peace of the world. Rice, sugar and sorghum for vegetable oils would have brought hordes of cheap labour in the past, but in this modern machine age, that is no longer necessary.

I realise that we must keep Australia white and we are all aware of the world's rapidly expanding population and the need for more food in Australia. These nations, with their expanding millions, will be looking for living space. In south-east Asia the prestige of the European races has deteriorated badly, and who would have thought of China as a military power? But today she is a power to be reckoned with. Are these people going to allow us to keep the North, with its rich potentialities, with its mineral wealth and right on our doorstep an abundance of atomic material? That needs some thought, and we should remember that we are shaping the future of this country for our children and their children, and we want to hand over to them a country that is developed and populated and able to defend itself in a future that does not look at all bright.

There are very few large tracts of country undeveloped, or partly undeveloped, in the world, but we have them in the North. I have said that the State Government has a duty to develop the North, and I believe it should play its part. I have also said that the major responsibility belongs to the Commonwealth and it can play a great part by reducing taxation; but the overall development of this country is too vast a project, even for the Commonwealth. We need irrigation and drainage systems, towns, bridges, railways, roads and a host of other things. So I suggest that the State Government approaches the Commonwealth Government, lays its cards on the table, and asks the United Nations Organisation for finance to get this huge project under way.

The Food and Agricultural Organisation of the United Nations, whose object is to increase the production of food to feed the world's starving millions and to find living space for its increasing population, is spending millions of pounds throughout the world today. We have plenty to offer the world for any assistance that might be given to us to develop the North. Holland and Italy must have an outlet for their surplus population, and that applies to other European countries. We have the land and the potentialities, with these vast rich plains in the Kimberleys. If they were developed and put into full production, they would carry hundreds of thousands of people instead of the thousand they support today.

We could produce enormous quantities of food in the form of beef, cereals, vegetable oils, minerals and a host of other things. Not only would the world's starving millions benefit but also industry in the south would advance with development of the North. I believe we have a good case to put before the world and the United Nations in asking them for help to finance and develop these vast rich northern plains. In 1951, the Director General of the Food and Agricultural Organisation stressed the urgency of increased production of food, and he explained my point. I would like to read a short extract from that report. It reads as follows:—

One of the striking developments of 1951-52 has been the intensified interest in the food and population problem. Intelligent people in all parts of the world are asking what the consequences will be if the gap between food supply and population in the hungry countries continues to grow. Food production is increasing, but mainly in a few already highly developed areas. In the world as a whole, the increase is not enough to keep pace with the growth in population. The disparity is worst in the underdeveloped countries.

In the Far East, population is rising at the rate of a million people a month. Food production is higher in that crowded area than it was before the war, yet there is less food per person by some 10 per cent. than there was in pre-war days 15 years ago. Even in relatively uncrowded Latin America, production on a per person basis is down some 8 per cent. compared with the pre-war period. And that was not a Golden Age by any means. A third of the human race was ill-fed then.

Once it was argued that food production could be increased only so far. If population grew faster, starvation for some was the natural redress of the balance. Now we know that the increase in food production must be speeded up. If it is not speeded up,

then who shall bear the blame for starvation? And who shall starve? These questions account for some of the unrest now seething in the world.

That is a report from the Food and Agricultural Branch of the United Nations Organisation. In my opinion, there is no quicker breeder of unrest in the world than an empty belly. Are we in Australia to allow this challenge to feed the starving millions to go unheeded? The future prosperity and peace of our country is in our hands, and I believe that by producing food and helping these people we shall be contributing a great share to the defence of our country.

Millions of pounds are being spent on defence, and I think Dr. Hislop was right when he spoke about the Colombo Plan and said that if a lot of the money set aside for armaments were spent in helping to feed these people, it would be a much better form of defence than the purchasing of arms for destruction. Someone has to start in the right direction. We of the North do not want to be cut off from Western Australia; we are proud of being Western Australians and we look to the Government to do something about it. It is a great aim for any man to have in life and I hope to receive the backing of every member of this House, irrespective of the party to which he belongs. It is not a matter that concerns any particular party; it is beyond all party considerations. Nor does it concern only Western Australia or Australia. If something is not done about it in the near future, it is a matter that could concern the whole world.

I realise that I have a hard road to travel and many obstacles to overcome. Large companies owning millions of acres will say that it cannot be done and will fight to the last ditch to retain their sovereign rights over those millions of acres. They have had their chance to do something about it and to develop this country, and now we must not let them stand in the way of progress. I feel sure I have the backing of the majority of the people in the North, and now I am asking for the backing of the members of this House and for yours, Sir. The future of our country lies in our hands and I hope we shall do our duty to this great nation of Australia.

Having said all I want to say about my own electorate, I will now turn to what the Leader of the Liberal Party had to say in this House, namely, that every member should interest himself in matters generally in this State. Since I have been a member of this House I have taken an interest in things generally. One matter on which I would like to touch is starting price betting. Surely it is time something was done about legislative action to control s.p. betting. The move which has been carried out recently by the police to stamp it out is nothing more or less than



a farce. S.p. betting can never be stamped out in that way; it will only be driven underground.

In spite of the police blitz, it is still possible to get an s.p. bet anywhere in the metropolitan area, and I think it is time the matter was brought out in the open and that legislation was brought down to provide licenses for premises for s.p. betting. This is long overdue. Why should members of our community who want to bet a few shillings on a horse have to congregate behind sanitary dumps like criminals? The more fortunate members of our community can afford the entry fee to the racecourse and a car to take them where they can have a bet within the law. If not within the law, they are protected by the law. If a Bill is brought down to legislate for s.p. betting, I shall be behind it wholeheartedly because I believe it is necessary to bring the matter out into the open. If requisite, we could tax the bets. It is never of advantage to drive a problem like this underground. I suggest we bring it into the open and make the position such that those who want to bet can bet.

Much has been said in this House about railways. I should say this is about the most contentious problem we have before us today. Members have said they will object to the pulling up of any railways in Western Australia, and I must add that I will be 100 per cent. behind them. I do not think we should pull any railways up. As Sir Charles Latham has said, no road haulage can compare with the conveyance of goods by rail. We have not the roads to carry the traffic. We cannot do without our railways, but I realise that something would have to be done to try to make the railways pay their way to a reasonable extent.

At the same time, I would suggest to the primary producers that they cannot have it both ways. On the one hand, they cannot say they do not want the railways pulled up and at the same time look for permits to haul their goods by road. If they do not want the railways pulled up, then they must support them. There has not been a rise in railway freights since 1951 and I think it is time the Government considered an increase in the charges. After all, the railways are a business concern and have to pay their way. The freight charges in Western Australia are as cheap as, if not cheaper, than those applying anywhere else in Australia, and a slight rise is necessary to enable the railways to pay their way in some small measure.

Hon. L. A. Logan: Do you think the people who use them should make them pay?

Hon. C. W. D. BARKER: In other countries private enterprise, about which the hon. member squealed so much, runs the railways and has to pay for them. Does a farmer expect to pay for his wheat, etc.?

Hon. L. A. Logan: Does he have to carry the whole financial responsibility.

Hon. C. W. D. BARKER: I am not asking him to carry the whole financial responsibility. Costs have risen. A few years ago it cost 3s. to lay a sleeper and now it costs 10s. Costs have risen and everything else must rise in proportion.

Hon. H. Hearn: Everything except rents.

Hon. C. W. D. BARKER: We must look at this matter in a reasonable light and everybody has to play his part. We cannot say that we want the railways pulled up on the one hand and on the other look for permits to haul our cargo by road. The price of produce has risen by 200 per cent. so members cannot object to a small percentage rise in railway freights.

Hon. L. C. Diver: Super freights went up 500 per cent.

Hon. C. W. D. BARKER: I am now speaking of the permanent way. It has been steadily neglected. Over the last six years the authorities have concentrated on rollingstock but not one penny has been spent on the permanent way, and I suggest that that has contributed in no small way to the state of our railways. When I read the accounts of numerous derailments, it makes me shudder and wonder whether a passenger train will not be next. Something has to be done, and if the putting up of freights will help, I advocate it be done. We should all be behind it. I feel there is room for improvement in the administration of our railways; there is no doubt about that. They could be cleaned up and I am confident that the present Minister will do his best to see that that is done. I do not envy him his job, however; the task he has been left by the previous Government is colossal.

I heard one member in this House say that he hoped the members of the present Government would do as much for the people as its predecessors in office did. All I can say is that when this Government hands over, I hope it will leave the State in a better financial position than the previous Administration did. I am not holding any brief for a particular Administration and members should realise that before the previous Government took over we were at war. Later, however, there was plenty of money and I would like to know what the previous Government has done with it. There is plenty of room for improvement.

Another feature to which I would like to refer is the state of the land through which the railways pass. It badly needs attention. At the present time our railways pass through far too much undeveloped country. We are hauling freight through land where there is no cargo to be picked up. There should be an amendment to the Land Act to force the people to develop that land and thereby make it possible for freight to be lifted all along the railway route.

Another matter that has interested me quite a lot is the serious problem facing us in regard to traffic in the metropolitan

area. In a few years this will reach serious proportions and I would like to make a few suggestions which, however, may not be altogether original. Nevertheless I think they are good ones. Firstly, I would like to see adopted a practice which is followed in England, that of putting Zebra pedestrian crossings. The crossings we have at present are difficult to see and are a danger to the public, whereas the zebra crossings are in big, broad, black and white lines, and they would be a vast improvement. I would like to see the intersections studded with reflectors for night driving. This would be a great help. The question of drunken driving should also be gone into very seriously and heavier penalties should be imposed. I believe that any man who gets into a car while he is drunk is a potential murderer.

Hon. L. A. Logan: The figures do not prove that.

Hon. C. W. D. BARKER: Another great problem concerning the traffic in Perth is that of parking and I would suggest that Heirisson Island be turned into a car park. If the area were surfaced with bitumen, we could quite easily park 6,000 cars there and a continuous taxi service could be run from the car park to Perth. That would take a number of cars off the street and would help the parking problem.

There is a further matter which has disturbed me quite a bit and which I feel sure will draw an interjection from my good friend who last interjected, and that is the question of motorcycles. I think it is a risk to give anyone under the age of 21 a licence to drive a motorcycle, particularly in the metropolitan area. If a boy of 17 applied for a licence for a revolver he would not get it. Are not motorcycles equally dangerous? Figures will prove that they are. If licences were issued only to men of 21 years of age and over in the metropolitan area, it would do a great deal towards lessening the accident rate. I do not want to keep the House any longer. I would like to thank members for giving me such a good hearing. I support the motion.

On motion by Hon. J. Murray, debate adjourned.

#### ADJOURNMENT—SPECIAL.

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

That the House at its rising adjourn till Tuesday, the 25th August.

Question put and passed.

*House adjourned at 9.15 p.m.*

## Legislative Assembly

Wednesday, 19th August, 1953.

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

### ORDER AND PROCEDURE.

*Remarks by Mr. Speaker.*

Mr. SPEAKER: Before proceeding with the routine business of the House, I have a few remarks to make to members. I have noticed during the last few sittings a growing laxity of decorum on both sides of the House and behind the Speaker's Chair. Last night, in particular, there was a great deal of over-loud conversation on both sides of the House—so much so