

Mr. Court: Is this exactly the same as last time?

Mr. W. HEGNEY: Yes. If the Bill becomes law, it will provide a unique opportunity for the issue of such a policy, as, although a farmer or grazier may take out a life assurance policy with one of the companies for the purpose of paying probate dues on his estate when he dies, there is no provision for such a policy to be assigned to the Treasurer and the Treasurer would not be able to accept the assignment of such a policy. The Deputy Leader of the Opposition asked whether this is the same as last year. That provision is in the Bill.

I would like, in conclusion, to give some further points which illustrate how the probate policy would prove of great benefit. It would obviate the necessity of keeping a large amount of liquid or semi-liquid assets on hand, thereby removing any restriction on the investment of capital; it would place a considerable sum of money at once in the hands of the executor with which to meet without penalty the necessary expenses incidental to the settlement of the estate; it would relieve the executor of the necessity of raising cash by the forced sale of assets, thereby enabling him to await a favourable market; it would simplify the administration of the estate, thereby reducing the legal and other expenses; it would hasten the settlement and distribution of the estate; it would impose no undue burden on the beneficiaries all charges being met by moderate annual payments throughout the assured's life; it would keep the estate intact, so that each beneficiary would receive the precise sum intended by the testator; and it would enable the assets of the estate to be transferred, by providing funds for the payment of the tax which must be paid before the transfer is allowed.

Mr. Brand: There are already better facilities than those.

Mr. W. HEGNEY: No doubt the Leader of the Opposition will illustrate the better facilities. I have no doubt that the Bill will not receive his blessing, if past performances are any guide.

Mr. Hawke: He would not dare support it!

Mr. W. HEGNEY: But all that I am indicating—in summing up—is that this is the sixth time that a Bill of this nature has been introduced; and as far as I am concerned, if it is defeated on each occasion, it will be introduced until such time as our policy is implemented.

Mr. Brand: You won't get a chance to introduce it again!

Mr. W. HEGNEY: I would just like to indicate, also, that if the members of the Opposition, both in this and another place, had regard for the decisions of the people—

Mr. Brand: We are back on that now!

Mr. W. HEGNEY: Yes. It is just as well sometimes to make a very definite point of it, because members of the Opposition are rather apt to forget the rights and the interests of the people; and I reiterate that since the Bill was first introduced there has been a general Assembly election, and the Government was elected by a majority of the adult people of this State on the merits of its definite policy. We make no apologies whatever for our efforts to implement this policy, which the Opposition in both places has continued to frustrate.

Mr. Hawke: Hear, hear!

Mr. W. HEGNEY: I maintain that their personal feelings should be submerged in the interests of the State. I move—

That the Bill be now read a second time.

On motion by Mr. Court, debate adjourned for one week.

House adjourned at 6.12 p.m.

Legislative Council

Tuesday, 2nd September, 1958.

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

QUESTIONS ON NOTICE.**HIGH SCHOOLS.****Amount Spent on Grounds and Gardens.**

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

(1) What amount of money has been spent, either directly by the Education Department or through the Public Works Department, or through any other department, for the establishment and/or development of—

- (a) grounds, including planning;
(b) gardens, including supply of shrubs, plants, labour, machinery, to the following schools:

- (a) John Curtin High School;
(b) Armadale High School;
(c) Belmont High School;
(d) Manjimup High School;
(e) Hollywood High School;
(f) Boulder High School?

(2) Upon what policy is this assistance based?

The MINISTER replied:

(1) It is difficult to accurately dissect the actual cost of developing playing grounds at high schools from the overall cost of earth works necessary for the construction of the buildings. The following figures are therefore approximate—

(a) John Curtin High School :

Expenditure by Public Works Department—		£
Earthworks to sports oval	2,800	
Grassing, trees, shrubs, etc.	3,545	
Water supply to sports oval	900	
Paving to roads, paths and assembly areas	1,621	
		8,666

Expenditure by Education Department—		
Wages and cost of maintenance of playing fields, lawns and gardens	1,532	

(b) Armadale High School :

Earthworks to sports oval	1,694	
Grassing, etc.	1,440	
Tennis courts (graveling and fencing)	2,015	
Paving, as above	3,810	
		8,965

(c) Belmont High School (first stage only) :

Grassing, etc.	585	
Paving, as above	3,696	
		4,281

(d) Manjimup High School (first stage only) :

Paving, as above		2,200
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(e) Hollywood High School (first stage only) :

Earthworks to oval	975	
Paving, as above	750	
		1,725

(f) Boulder High School : (These buildings were erected over 50 years ago and were converted to high school use about 5 years ago. The area of the site is insufficient for a sports oval. The municipal council has granted the use of Boulder Oval).

Expenditure by Public Works Department		Nil
Expenditure by Education Department—		
Wages and cost of maintenance of gardens, lawns, etc.	2,891	

(2) The policy is to provide sports ovals, etc. at high schools, if sufficient area is available on the school site.

GOVERNMENT BUILDINGS.**Tenders, Builders, Architects and Cost.**

2. The Hon. A. F. GRIFFITH asked the Minister for Railways:

(1) In connection with the building operations listed below will the Minister supply to the House the following information in connection with each construction:—

- (a) Were tenders called?
(b) What was or is the name of the builder?
(c) What was or is the name of the architect?
(d) What is the cost or estimated cost of construction in each case?

(2) If tenders were not called how does the Government know that the method of construction employed was or is anticipated to be the most economic method?

Government Stores, Royal-st.

Midland Junction Abattoir.

Robbs Jetty.

Tranby school (near Ascot Inn).

Demolition site R. & I.

Fremantle Hospital.

Queen's Park school.

Transport Board (Parliament Place).

Albany Hospital.

Mt. Lawley High School.

Tuart Hill High School.

University—

School of Engineering.

Bio-Chemistry.

Arts.

Bayswater school.

Claremont police station.

Mt. Lawley Reception Home.

Mines Department workshop, Welshpool.

North Nollamara school.

Watheroo school.

Welshpool offices additions.

Agric. labs. and offices, South Perth.

Applecross High School.

Floreat Park school.

Government Print, Subiaco.

Leederville infants' school.

Mt. Henry Home.

Princess Margaret labs.

Lotteries Commission.

R.P.H. Block C.

Kalamunda school.
Parliament House.
Medina High School.
Fremantle High School.
Heathcote hospital.
K.E.M. Hospital, Subiaco.
Mosman Park deaf and dumb school.

Bentley school.
Caversham reformatory.
Hollywood High School.
Willagee Park school.
Scarborough High School.
Bentley Park High School.
South Perth Community Hospital.

The MINISTER replied:

(1) —

Project	Were Tenders Called	Builder	Architect	Cost or Estimated Cost
				£
Government Stores, Royal Street	No	P.W.D.	P.W.D.	6,810
Midland Junction Abattoirs	No	"	"	977,933
Robbs Jetty Abattoirs	No	"	"	114,764
Tranby School—Additions	No	"	"	6,872
R. & I Bank—New Site—Alterations, etc.	No	"	"	70,000
Fremantle Hospital—Alterations	No	"	"	340,000
Queen's Park School—Additions	No	"	"	3,700
Transport Board, Parliament Place (1)	Yes	Barnard	"	5,699
Transport Board, Parliament Place (2)	No	P.W.D.	"	14,500
Albany—New Regional Hospital	No	"	"	790,000
Mt. Lawley High School	No	"	"	400,891
Tuart Hill High School	No	"	"	373,806
University—School of Engineering	No	"	"	495,000
University—Bio-Chemistry Department	No	"	"	201,812
University—School of Arts	No	"	"	38,500
Baywater School	No	"	"	17,077
Claremont Police Station	No	"	"	16,000
Mt. Lawley Reception Home	No	"	"	13,610
Welshpool—Mines Department Workshops	No	"	"	19,600
North Nollamara—New School	No	"	"	19,315
Watheroo School—Additions	Yes	Jennings	"	6,833
Welshpool—Offices for Department of Industrial Development	Yes	Concrete Industries	"	4,424
Agriculture Laboratories, South Perth	No	P.W.D.	"	450,000
Applecross High School (Stages 1 and 2 only)	No	"	"	250,000
Floreat Park School—Additions	No	"	"	8,248
Government Printing Office and Works	No	"	"	600,000
Leederville Infants' School (Visual Education)	No	"	"	15,750
Mt. Henry Home	No	"	"	475,636
Princess Margaret Hospital—Laboratories	No	"	"	38,240
Lotteries Commission Offices, etc.	No	"	"	87,000
Royal Perth Hospital—Block C	No	"	"	140,000
Kalamunda School—Additions	No	"	"	10,400
Parliament House—Additions	No	"	"	400,000
Medina—New High School	No	"	"	101,735
Fremantle—New High School	No	"	"	545,648
Point Heathcote Hospital—Medical Officers' Quarters	No	"	"	5,200
K.E.M. Hospital—Additions	No	"	"	750,000
Mosman Park Deaf and Dumb School—Additions	No	"	"	12,662
Mosman Park Deaf and Dumb School—Hall	Yes	G. A. Esselmont & Son	"	13,120
Bentley Park Infants' School	No	P.W.D.	"	17,356
Caversham—Reformatory	No	"	"	130,000
Hollywood High School (Stages 1 and 2 only)	No	"	"	230,000
Willagee Park School—Additions	No	"	"	9,851
Scarborough High School (Stage 1 only)	No	"	"	90,000
Bentley Park High School	"	Not yet	approved	"
South Perth Community Hospital—Additions	No	P.W.D.	P.W.D.	22,000

(2) By comparison with the cost of works which are carried out by contract.

CROWN LAND.

Acreages Released.

3. The Hon. J. MURRAY asked the Minister for Railways:

In connection with my question of Wednesday, the 20th August, dealing with the release of State Forests and Crown lands, will the Minister table a schedule showing acreages released each year in the various locations mentioned in the reply?

The MINISTER replied:

The information sought by the hon. member is as follows:—It is pointed out that the compilation of this table occupied 42 man hours.

	1945-46		1946-47		1947-48		1948-49		1949-50		1950-51		1951-52		1952-53		1953-54		1954-55		1955-56		1956-57		Total		
	Crown Land	State Forest	Crown Land	State Forest	Crown Land	State Forest	Crown Land	State Forest	Crown Land	State Forest	Crown Land	State Forest	Crown Land	State Forest	Crown Land	State Forest	Crown Land	State Forest	Crown Land	State Forest	Crown Land	State Forest	Crown Land	State Forest	Crown Land	State Forest	
	ac.	sq.	ac.	sq.	ac.	sq.	ac.	sq.	ac.	sq.	ac.	sq.	ac.	sq.	ac.	sq.	ac.	sq.	ac.	sq.	ac.	sq.	ac.	sq.	ac.	sq.	
Albany	5,617	...	4,867	...	10,788	...	4,748	...	15,504	...	8,913	...	7,240	...	5,240	...	4,477	...	2,717	...	4,853	...	4,043	...	84,900	...	
Bussellton	381	...	288	...	146	...	188	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1,002	...	
Boddington .....	...	...	...	...	2,188	...	...	...	322	...	771	...	1,527	...	702	...	1,945	...	3,291	...	...	...	46	...	10,902	...
Collie	38	206	100	209	2,095	...	1,537	20	262	190	152	...	400	637	3,314	34	11,216	...	338	1,161	13	286	3	21,311	1,760		
Dale .....	...	...	...	...	...	...	300	...	...	...	2,123	...	060	...	...	...	...	...	...	...	...	...	...	3,083	...	
Dwellingup .....	...	...	135	5	1,001	...	...	...	135	...	1,024	...	79	66	470	...	...	...	147	...	...	...	390	...	3,381	71
Grimwade .....	...	59	...	...	...	...	...	...	99	955	...	190	248	393	38	52	17	...	85	10	...	8	...	1,540	910	
Harvey	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	
Jarrabdale	4	...	...	...	41	...	...	...	23	...	282	...	...	46	...	15	...	...	...	...	...	...	11	...	340	72
Kalgoorlie .....	...	1,380	...	...	08,015	...	144,805	...	280	...	14,899	...	7,239	...	10,000	...	584,006	...	1,854	...	23,050	...	35,950	...	802,557	...
Karragullon	11	107	...	...	37	...	31	...	94	...	27	...	18	...	300	...	29	...	138	...	5	...	30	...	823	...
Kirup	3,027	...	42	10	304	5	710	...	2,505	29	370	...	493	7	541	...	137	43	643	21	...	16	...	9,323	109
Koolbup .....	...	23	...	...	4,380	...	3,182	...	3,012	...	4,232	...	2,036	...	7,603	...	4,240	...	184	...	640	...	1,015	...	30,803	...
Ludlow	105	...	495	...	397	...	644	...	978	131	1,637	...	3,424	...	...	...	354	...	293	...	511	...	542	...	9,378	131
Mannilup	4	81	...	...	703	...	118	...	284	...	397	104	...	...	60	...	...	...	...	...	...	...	15	...	1,581	185
Margaret .....	...	014	...	...	4,727	...	5,048	...	2,124	...	7,193	...	1,837	...	5,733	...	6,640	...	2,051	...	1,006	...	2,873	...	40,586	...
Metropolitan	1,604	...	1,103	...	5,088	...	8,731	...	4,003	...	3,975	...	10,971	...	5,417	...	17,744	...	5,810	...	2,791	...	4,704	...	82,251	...	
Mtandaring	0	1	...	...	130	...	108	...	70	...	...	...	100	...	66	...	198	...	348	5	23	...	10	10	1,190	16
Mornington .....	...	...	100	...	1,961	...	169	...	42	...	2	...	102	...	640	...	...	...	...	...	980	...	80	...	4,098	38
Nannup .....	...	...	5	...	306	19	...	...	217	...	56	...	...	143	...	...	16	...	70	...	...	...	1,550	...	2,150	232
Narrogin	1,476	...	29	...	11,680	...	10,500	...	3,818	...	2,202	...	3,825	...	4,037	...	15,857	...	3,123	12	573	1,070	0,001	106	68,700	1,197	
Northcliffe .....	...	...	...	...	...	...	...	...	...	...	...	...	2,257	...	934	...	1,812	...	2,121	...	293	...	657	...	7,829	...
Nyannup .....	...	...	20	...	...	...	...	...	...	...	...	...	...	...	1,000	...	...	...	46	...	...	14	...	177	1,000	203
Pemberton .....	...	...	...	...	821	...	2,908	...	2,586	...	6,055	...	1,883	...	...	...	349	...	...	...	038	...	42	...	15,088	42
Willowdale	8	...	595	...	...	...	320	...	301	...	731	...	457	...	...	...	...	...	...	...	...	...	38	...	2,450	...
Wuraming .....	...	...	...	...	35	...	...	...	...	...	...	...	...	...	...	...	...	232	...	...	...	...	...	...	207	...
Walpole .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3,253	133	2,279	...	5,588	...	1,206	...	12,328	133
Yamamah .....	...	...	...	...	...	...	...	...	...	...	100	...	100	...	...	...	...	...	...	...	215	...	...	...	200	215
Yorup .....	...	...	...	...	...	...	...	...	...	...	1,737	...	...	...	14,600	97	15	...	...	...	23	...	413	18	10,783	55
Total	12,945	407	10,051	250	123,199	24	184,097	20	37,458	443	53,353	104	54,121	1,147	81,000	110	652,340	231	24,939	606	41,994	1,350	60,480	728	1,321,806	5,420	
	1,327,236	...

SOUTH PERTH COMMUNITY HOSPITAL.

Capital Cost and Contributions.

4. The Hon. L. A. LOGAN asked the Minister for Railways:

(1) What was the capital cost of the South Perth Community Hospital?

(2) How much was contributed by the residents of the area?

(3) From which sources was the balance contributed and what amount from each source?

The MINISTER replied:

(1) £122,094.

(2) £19,637.

(3) £53,390—State Government.

£43,625—Lotteries Commission. (An overdraft of £2,442 remains, which is being found by the local residents).

W.A. FIRE BRIGADES BOARD.

Contributions by and Differentiation of Localities.

5. The Hon. G. C. MacKINNON asked the Minister for Railways:

(1) Does the Minister agree that all the localities covered in the Metropolitan Fire District (United) contribute to the W.A. Fire Brigades Board funds on the same proportional assessment basis?

(2) Does the Minister agree that if all localities contribute on the same proportional basis, then they should all be treated in like manner?

(3) Is the Minister aware that some localities, by virtue of regulations published under the Health Act, create unjust and inequitable stipulations against residents and business interests in those localities?

(4) Is the Minister aware that under the Health Act regulations, certain theatres have trained, medically approved and certificated fire guards whose services cannot be availed of because of Regulation 12 under that part of the Health Act?

(5) Is the Minister aware that the present regulations of the Public Health Act discriminate between localities and cause hardship in some areas?

(6) Will the Minister agree to confer with the interested parties with a view to correcting the anomalies created by the regulations, so as to provide justice to the areas at present adversely affected?

The MINISTER replied:

(1) Section 38 (2) of the Fire Brigades Act, 1942-1951, provides—

When the municipal or road districts of several local authorities are united into one fire district, the contribution payable by such local authorities shall be apportioned between them in such

proportions as the annual value of all land subject to water rates within the fire district of each local authority district, as determined by the water supply authority, bears to the aggregate of the said annual value within the whole united fire district.

(2) The united fire district is treated as a unit for fire protection purposes.

(3) No.

(4) I am aware of one case.

(5) I am unaware of any hardship.

(6) No.

DENTAL CLINICS.

Centres of Erection.

6. The Hon. J. M. THOMSON asked the Minister for Railways:

(1) In what country centres has the Government erected dental clinics?

(2) Where are clinics being erected at the present time?

(3) Where is it proposed to erect them in the future?

The MINISTER replied:

(1) No clinic has yet been completed.

(2) Albany, Bunbury and Boulder.

(3) No decision has been made to erect clinics in any other country district.

SCADDAN PINE PLANTATION.

Plans for Future Use.

7. The Hon. A. F. GRIFFITH asked the Minister for Railways:

(1) What is the future of the land which is known as the Scaddan pine plantation?

(2) Is it likely that an olympic pool will be built on portion of the land?

(3) Is the National Safety Council conducting or likely to conduct a driver-training programme at the site?

(4) Are there any plans at all for the development of the area partially or in total?

The MINISTER replied:

(1) A plan of subdivision of the Scaddan pine plantation is under consideration.

(2) No such proposal has been approved although a site adjoining the pine plantation and which is under the control of the Perth Road Board, has been suggested.

(3) A reserve adjoining the Scaddan pine plantation has been set apart for the purposes of the National Safety Council

(4) Answered by No. (1).

QUESTIONS WITHOUT NOTICE.**UNIFORM GENERAL BUILDING BY-LAWS.**

Further Consideration by Crown Law Department.

1. The Hon. A. F. GRIFFITH asked the Minister for Railways:

In view of the comments that have been made by Mr. Gifford, the university lecturer who has been visiting this State, concerning the anomalies which he suggests exist under the Uniform General Building By-laws which were recently laid on the Table of the House, will the Government refer these by-laws back to the Crown Law Department for further consideration?

The MINISTER replied:

I shall take the matter up with the responsible Minister and request that such action be taken.

W.A. FIRE BRIGADES BOARD.

Contributions by and Differentiation of Localities.

2. The Hon. G. C. MacKINNON asked the Minister for Railways:

In answer to part (2) of question No. 5, the Minister replied stating how particular municipalities or road districts can be united into one fire district to pay the various amounts, whereas the question asked—

(2) Does the Minister agree that if all localities contribute on the same proportional basis then they should all be treated in like manner?

As the Minister did not state whether he agreed or not, would he mind answering the question as framed?

The MINISTER replied:

I will refer the question to the responsible Minister and endeavour to obtain a reply.

ADDRESS-IN-REPLY.

Eighth Day.

Debate resumed from the 21st August.

THE HON. W. F. WILLESEE (North) [4.46]: In company with previous speakers on this motion I would like to offer you, Sir, my congratulations on your appointment as President of this Chamber. It must indeed be a cause of extreme gratification to you, after a lifetime of public service in this State, to achieve such a position at this time.

I do hope that you have an enjoyable term of office and do not find that the arduous duties of the Presidency take too much toll of your health. I know you have the experience and certainly the knowledge necessary for this position, and

I have no doubt you will encompass all that is required of you, without undue difficulty.

At this time I would like to offer my congratulations to the previous President of this Chamber, the Hon. A. L. Loton, who carried out his duties most efficiently and, from my observations, was a tower of strength in work outside of the activities of this Chamber. He did everything possible for the benefit of members and I feel sure that the various improvements we see surrounding this place today are directly attributable to the efforts he put into his job. I feel he deserves our congratulations for the way in which he carried out his duties during the term he was President.

I would also congratulate the Hon. Mr. Hall on his re-election to the position of Chairman of Committees and also the Hon. Mr. Griffith as leader of the Liberal Party in this House. I think he has been paid a great compliment by his associates, in being elected leader. As a young man he must surely see that he has a most promising future; and when the whirligig of time decrees that a Government with other political beliefs than those I hold shall rule this State, Mr. Griffith will find he occupies a position which is almost within the framework of any Cabinet of that day. There are also two new whips, in the persons of the Hon. Mr. Jeffery and the Hon. Mr. Murray, and, in company with the Hon. Mr. Logan, I feel sure that they will see to it that we back benchers are in our places on time and do all those things which we should do, at the right times and in the right situations. I am quite sure that if some legislation has to be dealt with more quickly than usual, the Hon. Mr. Murray will take it upon himself to handle the occasion with his usual deft accomplishment.

I sincerely hope we have the pleasure of an early return of the Chief Secretary to this House and it is pleasing to hear that he is improving in health. I hope he will perform the miraculous and, before many weeks have passed, be again in this Chamber. I was most impressed by the maiden speech of the Hon. Mr. Abbey who, I believe, made a very good impression on this House by the way he delivered the first speech he had occasion to make in this Chamber. I feel that he is a most sincere man and I wish him well in his future here.

I was most interested to note the movements of the Prime Minister during his recent visit to this State and I feel that the visit was of considerable significance, as he saw fit to visit some of the most important parts of Western Australia. It was gratifying that, so soon after the visit of the Prime Minister, we were favoured with a visit by the Governor-General. The visit of the Prime Minister to this State was objectively interesting, in that he called at many places where there are major problems to be given consideration.

On his arrival at Kalgoorlie he was able to obtain firsthand knowledge of the problems surrounding goldmining in this State and I feel sure that the obtaining of such information at firsthand, by a man as high in the political life of our country as the Prime Minister, must surely be of benefit to the industry at some future time.

It was noteworthy that the Prime Minister visited the township of Broome, where the pearl shell industry is today struggling against circumstances beyond its control. The Broome Master Pearlers Association was given opportunity, during the visit, to place its problems directly before the person holding the highest political office in the land. Again, when the Prime Minister visited Wittenoom George, he saw an industry that has been developed in that area in the last few years and which for the past three or four years, has been seeking a protective tariff, which has been under consideration by the Commonwealth. Again, in this instance, the Prime Minister was able to view the problems as they appeared on the spot. He also visited the areas where are located our potential oilfields and saw for himself the gigantic amount of work which goes into drilling for oil. I am sure he appreciated the many millions of pounds expended in this State by Wapet and I have no doubt that the payment of any subsidies to the oil search in the future will be considerably influenced by what he saw.

Further, the Prime Minister was able to view firsthand the probabilities and consequences of taxation relief, as it would be applicable to those who live in the North-West. I am not one of those who was unduly worried because there was no immediate reflection of the Prime Minister's visit in the recent budget. I believe that the draft of that budget would have been prepared some time before the Prime Minister left Canberra to come to Western Australia, but I feel sure that the visit will not be in vain and that considerable benefits will accrue directly to those concerned in the future.

I repeat that the pearling industry at Broome is in a most serious situation and would point out that the township of Broome depends almost entirely on this industry, which is in great difficulties at the moment. Since the last war the Broome pearlers have been ploughing back any profits they might have made by building up fleets capable of fishing approximately 1,000 tons of shell per annum. They have had to build their fleets up to take that quantity of pearlshell within the limits of the areas in which they operate, as that is approximately the ultimate tonnage they would take from those pearling beds. They faced disappointment last year owing to the presence on the beds of international competition, which forced them to go further afield and incur greater expense than is normally the case in their

collection of pearlshell. This year they are faced with the most serious difficulties they have yet met, because they cannot sell the lower grades of shell and, indeed only a portion of the first grade shell is being bought. In some instances there are no buyers for even the first grade material, and large stockpiles of pearlshell are being made. It is difficult to see what the immediate future holds for the industry at Broome if the present trend continues.

The pearling industry is faced with very heavy fixed costs, which cannot be avoided. Indentured labour is brought to Western Australia under international agreement and many hundreds of pounds have to be lodged in cash before an operator leaves his home town and is brought to this State. During the period of his stay here he is kept at the expense of his master and is returned to his home by virtue of the international agreement and the trust fund at the termination of his contract; or sooner if he so wishes. A similar situation exists in regard to the underwater operations, as the pearler has to take what is fished and has to pay for it at the bonus rate or whatever rate is applicable. It is only when he gets the pearlshell into his shed that he can cull it and grade it for sale, and so members can see that when a great part of the market for our pearlshell has been lost to the industry and the fixed costs remain, the position is indeed difficult. The market for pearlshell which has been built up so jealously over the years is being swept away, mainly by the advent of synthetics. What was an almost exclusive market for Broome shell in America has for some reason apparently lost its buying capacity.

The Hon. H. K. Watson: I suppose it would be difficult for them even to get an advance on their stockpiles.

The Hon. W. F. WILLESEE: Very difficult. As I said, some buyers are not buying even the first-grade shell and others are limiting their purchases to 50 per cent, 40 per cent or 33/1-3rd per cent of first grade shell. The visit of the Prime Minister to Broome—according to the Press reports—resulted in his indicating to the people there that they should turn in the future to the culture of pearls. The immediate need, however, is for assistance to the pearl-shell industry, as that has been the whole basis of the Broome township for the past 50 years. In my view it is a matter of survival for Broome that the pearl-shell industry be continued and as this is a national issue, we must use every endeavour to enlarge the market for Broome shell, either by advertisement or by finding new fields for its use.

Plastic buttons, for instance, have made tremendous inroads against the pearl-shell industry in the last five years. As an example I can quote the manufacturer

of Arrow shirts, who used to use an exclusive pearl button and who now, although they have not switched entirely to the synthetic, are using it in ever greater quantities. In that field alone it means a terrific lot to the pearlshell industry. The position is such now that the pearlshellers need some financial assistance, in order that they may meet their obligations and have ready cash with which to carry on.

The matter was submitted, I believe, by Mr. Kelly, in his capacity as Minister for Fisheries, to Canberra and although the plea, in the first instance, was rejected, the door was left open, on a joint Commonwealth-State basis, for further discussion and the matter was referred back to State Cabinet. I hope that before many days have passed the Government will have done something for those people; either by way of a direct loan or a bank guarantee. Whatever happens, I hope it will do something to alleviate this serious situation.

I hold the view that without the pearling industry Broome could not exist. It is a serious matter for us even to imagine that, at a time when so much is being said of the North-West and so much is being proclaimed as to what should be done for it, this industry should fail. As one of the original towns; one that has operated for years, relying entirely on one industry, it would leave us in dire straits in this year of 1958 if anything like that did happen.

The same applies to the town of Denham, the residents of which rely for their livelihood on the fishing done in the Shark Bay area; because we find there that the fishing industry has been hit badly by the fact that Shark Bay fish is just not selling on the Western Australian market. At the same time we find that the sale of imported fish is increasing by leaps and bounds. From figures that have been quoted, I understand that the imports of fresh fish last year show an increase, over the figures for the previous year, of 1,000,000 lb. and an increase over total imports in the past of 2,000,000 lb.

From costs that are given, it would appear that our competitors in this field could afford to sell at a price much cheaper than local fish are in Western Australia. On the other hand, our own fishermen, including those who fish in the Shark Bay waters, are having great difficulty in carrying on. An article in "The West Australian", headed "Fishing Hit by Prices" stated—

Low prices this season for Shark Bay snapper have resulted in one freezer boat being turned into a retail shop at Fremantle.

Further down, the cutting reads—

Low prices, blamed mainly on the importation of packaged fish, have kept many freezer boats at anchor at Fremantle this season and have put some fishermen on unemployment benefits.

Most Fremantle-based cray boats rely on the snapper season at Shark Bay to tide them over the winter months.

This season, fishermen have received an average of 6d. a lb. less for their snapper than last year.

Imported frozen fish was mainly to blame and but for the export of cray tails to America 50 per cent of the fishermen here would have to give up.

The situation of the fishermen who operate from Denham is even more grave, because that is a one-commodity township and almost everyone there lives on the proceeds from the sale of fish. The fishermen operate small boats which come into the town and unload their catches into the freezers. Then the fish is loaded into refrigerated vans and, in turn, it is unloaded at various points in the metropolitan area. The sale of fish has to be sufficiently remunerative, therefore, for all those people to obtain some benefit from the sale of this commodity.

When we find that sales of the imported article are increasing at a tremendous rate compared with the sales of local fish, one realises how serious the situation is. What is really required is Commonwealth action to put some check on imported fish and to take some steps to have an exhaustive inquiry made into our marketing system. It is of interest to note that, at a recent Commonwealth-State fishermen's conference on the matter of imported fish, "the delegates from New South Wales and Western Australia, following representations by fishermen in their respective States, brought before conference for discussion the matter of the impact which was currently being made on local fish by the recent great increase in imports. Complaints were made that many of the imported lines were not true to label and the opinion expressed that the Customs authorities should satisfy themselves that the contents of packages were not misdescribed."

If that situation is true, I hope it can be corrected so that at least the consumer of imported fish will receive what he is paying for. I trust, too, that the Government will press on with all possible urgency with the sealing of the Northampton-Carnarvon road. Whilst I appreciate the work the Government has done and congratulate it on its efforts and the money that has been spent, we must keep in mind that the whole of the industry at Carnarvon relies on an economic, efficient and speedy means of transport. As soon as we can stabilise and seal that road with bitumen, the better it will be for the producer at Carnarvon and the people in the metropolitan area.

The residents of Onslow this year enjoyed what might be termed the somewhat unique distinction of living through

two typhonic disturbances with an interval of approximately 10 days between them. On the second occasion a very grave situation resulted. The foreshore frontage was battered, the jetty was seriously damaged, the local hospital was split asunder, many private homes were badly damaged, personal possessions were lost and destroyed and it is a wonder to me that there was no loss of life.

However, the Government acted speedily to remedy the effects of this catastrophe, by allocating £100,000 for foreshore reclamation work and jetty reconstruction. I hope that this amount proves to be adequate; but the repair of the damage could conceivably cost much more, I think, in that the future of Onslow will rely on the expedition and the efficiency with which this foreshore work is completed. I feel sure that the Government will not lose sight of the importance of this reclamation work, and that if further money is needed to make a successful completion of the job that has been started, it will be forthcoming.

I do not consider it wise to spend any further funds on the hospital at that centre in the way of maintenance. The sooner that a new hospital can be built away from the present site, which at one stage had an area of sand scalloped away from the foundations when the seas reached their highest point of fury, the better. In that connection I asked a question recently and was advised that a new site had been chosen for the hospital, a contour survey had been completed, plans are to be prepared by the Principal Architect, and tenders will be called as soon as practicable. I hope in the main that those tenders will be called very soon and that the term "practicable" means only a matter of some weeks.

There has already been some development in this regard to oil subsidy. The Commonwealth has made available considerable amounts of money by way of subsidies and help for oil search. I consider this is a step in the right direction. I feel sure that oil in itself is so important, in its international consequences today, that there should be no limit, within reasonable bounds, to the assistance given to keep the search for oil going in Australia; and particularly in Western Australia.

"The West Australian" of the 19th August mentioned that the Commonwealth had recognised the need for a greater national contribution to oil search. It went on to say—

Obviously the Government will have to spend more, and be prepared to make its conditions more flexible, if it is to revitalise the oil search. The deteriorating situation in the Middle East and the uncertainty in Sumatra make the Australian oil search vital.

So I hope sincerely that we keep the search for oil going until we have explored every avenue; and until people who are prepared to search for oil become satisfied that it is not available.

In the town of Wittenoom Gorge, so often referred to lately as a successful mining town, there has for some years been a request made for protection by way of tariff. I have already mentioned that the Prime Minister has visited the town and I hope that that request will come to fruition within the near future. Wittenoom Gorge has not been so successful as would appear at first sight; and whilst much money has been spent by the company, it has not received anything in the way of profitable returns. In my view it has carried out a gigantic task in remaining there and in equipping the mine in the way it has done, and in continuing to explore avenues and fields in which it can sell its products under very fierce competition.

I am pleased to see that, during this session of Parliament, a subsidy on perishables has been extended to Wittenoom Gorge, so that the people who live in the town will now be able to enjoy a benefit that has been available to the people living in surrounding areas.

The water supply of that town is the concern of the Government. It needs very close attention. The present supply is not adequate. As more water is needed now because of the additional houses erected in the township, and as more water is needed on the mine because of additional mining activities, I hope the Government will see that another water supply is tapped before the summer months get under way.

The Hon. G. Bennetts: Water supply is a Commonwealth-wide problem, which exists in many places.

The Hon. W. F. WILLESEE: So far as the airstrip at Wittenoom Gorge is concerned that, too, is a matter which warrants improvement. The strip easily becomes boggy and the people of the township suffer delays when going out of or coming into Wittenoom Gorge. I think that an all-weather strip is warranted very urgently. In my view Wittenoom Gorge must ultimately become the focal point of airline operations throughout the Pilbara district; and night operations and night landings will greatly improve the overall probability of rendering a very even service. At the present time night landing is carried out by flares, which is very hazardous. Only the flying doctor's plane is allowed to land under certain conditions. Thus the efficiency and effectiveness of the airstrip is restricted. The problem of providing full night lighting facilities is that the surrounding hills will have to be lit by beacon. I understand the mine would be quite prepared to generate the required current.

to establish night lighting. The Department of Civil Aviation would not be involved in a very great capital cost; certainly not as heavy as one might imagine when one first looks at the problem. There is a very efficient power supply at Wittenoom. I think it should be availed of under such conditions.

A very similar situation existed with regard to the air strip at Roebourne. Early this year the town was isolated for several days in that neither could planes land on the drome nor vehicles get in and out of Roebourne. Considerable improvement is being made in that direction, and work is proceeding on the different strips in that district. I hope the present funds being expended will be sufficient to establish at least all-weather landing facilities at Roebourne.

The district allowance in the North-West is a matter that has been greatly in need of attention for some years past. The present district allowance has been operative, to my knowledge, for 30 years or more. I understand that this matter is shortly to be dealt with by the Arbitration Court, in answer to a claim by the Australian Workers' Union, covering its employees in the district. The court recently visited the district on this question and considerable evidence was taken so as to accumulate facts for the ultimate hearing. The case is still pending; but I hope that it will result in adjustment of the situation which exists, and that the allowance in the North-West will be increased in keeping with the £ of today, rather than the £ of 30 years ago.

Side by side with the district allowance situation is the anomaly that exists in the basic wage at present. The North-West basic wage is 2s. 6d. lower than the basic wage for the metropolitan area. I am advised that this comes about because the North-West is linked with Kalgoorlie when basic wage adjustments are made. I am told that since the war new housing has not been taken into consideration in compiling the "C" series index. Almost all housing in the North-West since the war has been provided by the State Housing Commission; and if housing is excluded from the "C" series index used in the pre-war figure, it is quite obvious why this anomalous situation exists in relation to the basic wage.

If the metropolitan area charge for electric current is compared with the rate of the average North-West town—of, say, 2s. per unit—it can be seen just how great the anomaly is; and I am sure that the issue will be pursued to such an extent that we will get a separate North-West basic wage in future, and will operate under our own "C" series index. I know the Minister for the North-West has been acting in this matter, and I hope that he will be able to pursue it to a successful conclusion.

State Housing Commission homes are being built in increasing numbers in the North-West. In my view, the capital cost is becoming so high—the rent has to be correspondingly high—that it is almost making them prohibitive to live in, bearing in mind the situation as I have outlined it—the basic wage anomaly and the other various costs that surround a person living in these areas.

I understand, from inquiries that I have made, that the Commonwealth-State agreement is such that there can be no elasticity given in one area as against another area, but I do feel that in any future agreement which is made, some case for the North-West should be put forward whereby a maximum rental will be placed on State rental homes in that area.

For instance, the rent for one of the last houses built in Wyndham worked out at £5 4s. 6d. per week. It is true that the State Government, apart from and above the housing agreement with the Commonwealth, provided a North-West allowance, I think of 10s. to 12s. in some cases, depending on the means of the applicant. But it is not sufficient.

I feel that if we take this overall picture of North-West disabilities, housing will have to be accepted as one, and the agreement will have to be prepared to lose or subsidise properties built in that area.

The Hon. A. F. Griffith: There is an equalising process between the Commonwealth State rental homes where there is a difference in capital cost—say, between a house built in 1952 and one built in 1958.

The Hon. W. F. WILLESEE: I am not quite with the hon. member on that point, but the fact is that I can quote £5 4s. 6d. for a house built last year.

The Hon. A. F. Griffith: They put up the rent of the 1952 house to equalise the rents.

The Hon. W. F. WILLESEE: That is not happening in most cases, although there are instances where rents have risen to that figure. This is the last lot of costs available, and I just shudder to think where we go from there, yet we still have a demand for housing.

An hon. member: It is terrific!

The Hon. W. F. WILLESEE: I would like to see some effort made, with regard to the North-West, to do something on a much bigger scale than is being done at present. I think something should be done by the Health Department, combined with Commonwealth assistance, about pests such as sandflies and mosquitoes in the various North-West homes.

The Hon. L. C. Diver: That would be a blessing.

The Hon. W. F. WILLESEE: Sandflies are notoriously bad at various times of the year in Port Hedland.

I think if they were tackled by various methods of spraying, and perhaps by cutting out the mangrove swamps in the area—bearing in mind that the life cycle of these insects is not very long—it is conceivable that this problem could be overcome. This would be better achieved if tackled on a big scale.

It is true that the local authorities in different towns do their best, but are limited by lack of finance. They can therefore handle only backyard problems rather than the district as a whole. The same situation applies in regard to mosquitoes. I think they are prevalent in every town but I do not think they would be very hard to eradicate if a large-scale programme was inaugurated. It would certainly give the housewives in those areas a much better place to live in.

When I was in Wyndham in the early months of this year the mosquitoes had never been worse, and the local doctor had diagnosed a special complaint which was emanating from mosquito bites. If something is not done to check them, I feel that further complaints of this sort will arise that may not be effectively dealt with. This type of malady following mosquito bites, has not previously been known. I think that if one town was sprayed and the breeding grounds attacked—as an experiment—it might prove advantageous and very successful.

I was interested in a report that was made by Senator Spooner, after he had visited the North-West, and when he was speaking in the Senate recently in Canberra; and whilst my remarks are only a part of what he said, I use them to show how much more could be done if we took the course of trying to help each other in these matters, rather than that of trying to score off each other at the expense of some individual or Government. Senator Spooner, telling us of his recent visit to the North-West, said—

The one feature of the trip which impressed itself on my mind was the extraordinary extent to which the Commonwealth Government has contributed to the development of Northern Australia.

The finger of criticism cannot be pointed against the Commonwealth because my own Government has made a greater contribution to the development of Northern Australia than has the State Government itself.

I feel that if we are going to tackle the North-West—and surely we are, after so much has been said and done about it—the very basis of any improvement at all will be a much greater contribution by the Commonwealth Government than by the State.

Senator Spooner said that the trip had taken him to Wittenoom Gorge, where the Commonwealth had given a helping hand to the asbestos industry.

I do not know what assistance the Commonwealth has given to the asbestos industry, though it has been asking for tariff help and was assisted with some finance two years ago. It was given a guarantee of £50,000 to help it find further fields for development and to make sure that it kept going for that period; and if when Senator Spooner was in Wittenoom Gorge he wanted something to do, why could he not have stepped in and provided lighting facilities on the aerodrome? It would certainly be a Commonwealth matter directly within the province of the Department of Civil Aviation and I think he could have bought into it and settled the issue on the spot, holding the power that he does and being able to speak so authoritatively on behalf of the Commonwealth Government.

He said his next stop was Port Hedland, which largely owed its prosperity to the Commonwealth. Manganese deposits there had been discovered through the Bureau of Mineral Resources and the Commonwealth had financially assisted the development of the industry and encouraged export of the ore. In my first speech in this House, four years ago, I pleaded that the Commonwealth Government make permits available for the export of manganese. At the same time I was exhorting our own State Minister to act in the same way, because at the time he was inclined to support the Commonwealth's view. Since then permits have been made available, and how right we, who supported the issue of those permits, have been proved. I would say that without a doubt there is more manganese at port and on site at present than there was four years ago; and far more is being mined than was ever thought of four years ago.

If any credit is given for the finding of manganese, or the development of those fields in the Port Hedland area, it should go to the Bell Bros. or Rhodes Bros. Those concerns went up to that area and found the manganese, mined it and built the roads to those mines; they carted the ore into the port and bought and erected the necessary machinery so that it could be graded and put into boats. Today they are on their feet and further development of manganese will take place if the permits are forthcoming.

The port has absorbed and is absorbing all the manganese it can take with the existing harbour facilities. Development of the port is being undertaken by extensions to the jetty; but there is a bar there which needs dredging. It is difficult to get a firm decision on these matters and nobody seems to know whether the dredging of the bar will be successful or not. But the point is that if the bar is not dredged—and it should be finished this year—the port will become a bottleneck in regard to the export of manganese, and the amount that can be exported through

that port will be halved. In effect, the permits will be valueless, because the people mining the ore and exporting it will be able to handle only what can be taken out of the port by boat.

I submit that this is a field that Senator Spooner could have investigated. He could have said to the people there, "I will give you all the support I can." If his requests for support had not been agreed to, no harm would have been done. But at least he could have tried to do something for that industry, and it would have received much more encouragement than it has received by the mere sending out of permits under pressure.

He went on to say, in this Press report, that he had visited Fossil Downs, where he saw experiments being carried out at the Ord River. He said that one of the officers was experimenting with the rehabilitation of pastures. That work has been going on for many years.

The Hon. H. C. Strickland: He is a State officer, too.

The Hon. W. F. WILLESEE: That is so. The point is that that man has proved that what he is doing is a success. We do not want him running around a small farm on a tractor, planting something here and planting something there. We want him to get on with this work on a big scale; let us create an army of men and do something for the rehabilitation of all properties in the Kimberley area. As the Commonwealth is directly associated with the development of this patch, any Commonwealth senator or visitor could take the matter on to his own shoulders, in co-operation with the State, and try to do something for the scheme.

The Hon. H. C. Strickland: The Commonwealth has had nothing to do with that experiment.

The Hon. W. F. WILLESEE: The Commonwealth pays part of the expenses. Senator Spooner then said that he went to Mt. House Station, where he saw the air beef scheme in operation, which is also subsidised by the Commonwealth Government. Again, if air beef is successful—and Senator Spooner is satisfied that it is successful—and the Commonwealth is prepared to subsidise that company—and I have no objection to that—why not subsidise every other grower in the area? The mere fact that the Commonwealth Government has subsidised air beef is not the answer to the problem. If the Commonwealth is prepared to subsidise air beef only, what is going to happen to every other grower in the Kimberley area?

Senator Spooner then goes on to talk about the aid given by the Commonwealth Government in the search for oil. There has been some evidence already of that Commonwealth assistance, and I congratulate the Government on its action. But I

feel that so much is said about the North-West, and so little is achieved, that we have to get above petty party politics and reach the stage where we will help each other and try to achieve something in a big way. I do not believe we can achieve much unless we tackle the whole problem on a partnership basis.

In our North-West coastal towns we want larger aerodromes, so that bigger and faster aircraft can land there; we want small aerodromes on the stations so that the flying doctor service can be readily available and the mail and other communications can be received regularly. The people there want electricity, water supplies and petrol at about the prices paid by consumers in the metropolitan area. I would have no objection if people in the metropolitan area were charged 1d. or 2d. a gallon more for their water, or for their units of electricity, if some benefit could thereby be given to those people who are already living in the North-West.

It is true that the people there want better housing, and that they want cheaper rentals. They want central high schools so that their children can be educated in towns near their parents' homes. This would enable them to grow up in areas in which they were born. We need more hospitals, modern hospitals—buildings equal to those that are being built in other parts of the State. We want an adequate basic wage and we want a district allowance comparable with what was given 30 years ago, as a basis.

I could go on enumerating the things that the people who already live in the North-West desire, to make their position better. If we improve their living conditions we can then turn our minds to the improvements that can be made for the benefit of the future population and the industries which we are trying to establish in our North-West. I mention one item alone—an increased bitumen programme, probably extending over the next 15 years. We could make our aim a bitumen highway from Northampton to Wyndham; expenditure on that item alone would be millions of pounds. All these things could be tackled on a Commonwealth-State basis; and if we set ourselves a programme we could achieve something progressively; this would be to the benefit of all concerned who have an interest in the North-West.

We will have to have some Commonwealth-State planning and co-operation, with the Commonwealth paying by far the greater proportion of the expenditure involved. This is only fair when one compares the income of the State with the income of the Commonwealth. However, in all this work State instrumentalities should be used, because they have the local knowledge. Also, the State should have the say as to where the money shall be spent, and on what it shall be spent. I

have spoken on this subject as a North-Westerner, because I cannot help feeling that, unless we do something more for the people in that area than give them promise after promise without those promises being fulfilled, they will become so disheartened and discontented, that they may be tempted to forsake that part of our State. If that happened I wonder which one of us, as Australians, would be prepared to take over our North with a view to developing it? I support the motion.

THE HON. G. C. MacKINNON (South-West) [5.41]: May I join with those members who have offered congratulations to you, Sir, on attaining your position as President, and, as the Hon. Mr. Willesee did, I trust you will enjoy your term there. I would like also to congratulate the Hon. Mr. Abbey on his election to the House; and to thank the Hon. Mr. Loton for the services he rendered whilst he occupied the position of President. Might I also join with other members, and associate myself with their remarks, concerning the sterling efforts of the late Sir Harold Seddon? I had only met him; but I had not been here long enough to know him well. Like everybody else, I hope the Hon. Gilbert Fraser has a speedy return to health. I am one of those new members who feels extreme gratitude for the advice and help he gave me during the first months I was here.

One other name I would like to mention today is that of a man who has done a great deal for the South-West of this State. I refer to Mr. G. C. Money, whose death notice appeared in the papers this morning. He died at the age of 94, after a very rich and fruitful life. It is to this gentleman that we in the South-West owe the establishment of the South-West conference, and, indeed, through that, in no small way, the introduction of the irrigation programme to which the South-West today owes so much of its wealth. It was Mr. Money's faith in some of the land in that area which was responsible for making them as rich as they are today. I particularly wished to mention his name in calling to mind his passing.

The other day the Hon. Mr. Willmott made mention of one of the many problems besetting the South-West, when he spoke of the fruitfly and san jose scale trouble in the fruit industry of this State. It is not so long ago that we were speaking here of the codlin moth pest and the manner in which it was planned to tackle it. As a Parliament, I think we must give due praise to the Fruitgrowers Association in the Bridgetown area for the way in which they have tackled this problem, with the assistance and guidance of the Department of Agriculture.

It is indeed unfortunate that the very satisfactory measures taken to combat the codlin moth have led, in themselves, to other problems. For, with the use of

D.D.T., in such concentrated doses as are necessary for codlin moth, we find a great number of benign organisms being killed at the same time, with the resultant increase in certain pests which did not re-act satisfactorily to the D.D.T. Hence the increase in san jose scale, which could present great difficulties. This was not altogether unexpected as, some years ago, the same trouble was experienced when some growers in the Donnybrook area began spraying with D.D.T., and were forced, after a short while, to adopt some other type of poison. It may be necessary for some research and investigation to be made into the types of poisons that would be more satisfactory than the use of D.D.T. for the eradication of pests.

I sincerely hope the Government will give serious consideration to the proposal put forward by the Hon. Mr. Willmott in relation to the control of fruitfly throughout Western Australia. I also hope that some notice is taken of another problem which was mentioned by the other member for the South-West Province, the Hon. Mr. Murray, as to the availability of land throughout the South-West Province. We fully realise, and it has been evidenced by articles in the Press recently, that there is a great need to conserve timber. It is quite likely, the paper says, that the experts are correct in their estimate that we may need to import timber in the future of this country; although it is debatable because of the many jobs once done by timber, now being carried out in concrete, steel and various other materials.

However it is no good holding land in a fond and forlorn hope that it may some day grow timber; it is of no use holding land which has a certain amount of timber on it, but which, in the history of this State, has shown no sign of regeneration. There are, of course, many areas in the State which are fantastically rich in timber. They are the areas which we should, of course, hold. But the entire State is not covered with timber of that type. We have been supplied with a reference map showing the working areas of the State forests, timber reserves, Crown land and agricultural areas. If we look at that map we cannot help agreeing that there are large tracts of land available for agricultural use. As Crown lands, available for agriculture, we would expect them to be controlled by the Minister for Lands and Agriculture.

The astounding fact is, however, that if an inquiry is made in regard to any block of land which is shown quite clearly as being Crown land, the answer does not come from the Lands Department but from the Conservator of Forests. It is coming to the point when it seems extremely doubtful whether there is any need for a Minister for Lands and Agriculture. The Conservator of Forests seems

to have complete authority and say in regard to any type of land—that, at any rate, applies throughout the area with which I am more familiar, namely, the South-West province. It is time we found out why this state of affairs exists. It is interesting to see the very imposing figures that were supplied in answer to a question asked the other day. An area of 1,327,335 acres was quoted as having been released since 1945 and a further area of 1,321,806 acres of Crown land. When we look at these acreages, however, we find that the Kalgoorlie area takes up 892,557 acres in one fell swoop. I suppose that is the timber line. This is not going to help an individual who wants to go on the land; particularly the sons of farmers who wish to take up blocks. We find that the next largest piece of land for development in any shape or form is 82,000 acres in the metropolitan area which, of course, is of no help.

The Hon. G. Bennetts: What was that Kalgoorlie land you mentioned?

The Hon. G. C. MacKINNON: I take it it is the woodland land. There are, of course, some very large areas around Albany, which, I suppose, would take in war service land settlement—84,000 acres. There are many other areas in the South-West not fully developed and shown on the map as Crown land set aside for agricultural development. However, I cannot find the names of these towns or districts on this schedule, so it must be that no land has been made available there since 1945. Reasonably good agricultural land at Donnybrook and Boyup Brook is shown as an agricultural area and not State forest, and yet I cannot find these towns on this schedule. Even in regard to some of the areas which we understand are to be released we find an amazing attitude.

I would like to read some extracts from a file which was tabled in another place in connection with the Tone River subdivision. On page 12 of this file it states, in a letter from the Conservator of Forests to the Chairman of the Land Settlement Board, dated the 16th September, 1954 that four blocks only could be released. On page 92, dated the 6th March, 1957 is a letter from the Lands Department to the Forests Department, asking if any further blocks could be made available. On page 93, dated the 18th March, 1957, is a copy of a letter from the Forests Department to the Lands Department, stating that a report would be called for from the District Forest Officer. At page 109, dated the 16th May, 1958, is a letter from the Lands Department to the Forests Department, reminding the latter department that no further information had been received in regard to the report of the District Forest Officer.

At page 110, dated the 20th May, 1958, is a letter from the Forests Department to the Lands Department advising that

eight more blocks can be released. Page 126 shows a copy of the Government Gazette, making eight locations available for selection as from the 2nd October, 1958. However, a fairly long interval of time was fixed to allow for the receiving of applications from the Eastern States.

Over a period of four years, four blocks, which were originally for war service land settlement, have been made available, with a further eight blocks, which are held up for a long period so that Eastern States' applications can be received. Surely our consideration should be to see that local applicants are satisfied with the result of their applications.

If one checks through the report, he will find that in 1954 the Conservator of Forests advised the Chairman of the Land Settlement Department that four blocks could be released immediately; that 11 blocks would be held permanently and a further 11 which would be cut out in from 12 to 18 months. The four blocks were released. Eight were released in 1958, and with the others, nothing happened. What happened to the other three? Why four years? The Conservator of Forests advised they would be released within 12 to 18 months. It begins to appear that when the Conservator of Forests is in the position of having to release some blocks, he decides in such a way that people will either die or get sick and tired of waiting for land and obtain other jobs. In fact, that is what they are doing. The sons of farmers, who are wanting to go on the land, are losing hope and taking on other jobs. They are moving to the city and the big towns.

The Hon. A. F. Griffith: With land galore around them.

The Hon. H. C. Strickland: Do you think the land should be reserved for farmers' sons only?

The Hon. G. C. MacKINNON: No, but some land should be available for them.

The Hon. H. C. Strickland: Land is advertised in the Government "Gazette."

The Hon. G. C. MacKINNON: In one place 140 acres were released.

The Hon. H. C. Strickland: There is land at Esperance.

The Hon. G. C. MacKINNON: Most of the people in the South-West Province have families who would go on the land if it were available. There is a block of land at Tone River. One travels for miles through the bush to reach an isolated group of settlers with apparently no chance of finding themselves linked up with further settlement. That is a serious problem, and one with which we should not deal in a lighthearted manner. We are dealing with the hopes and aspirations of genuine people. This applies not only to people on the land, but also to people

engaged in a great many activities throughout the country. People try to start up, but are blighted by some regulation or another.

Things which work well in a town do not necessarily work well out of that town. As a case in point, consider the petrol service station restrictions. In answer to a question, in another place, the Minister stated that no great inconvenience would be caused to the motorists in Bunbury by the recent application of the zoning system in that town. He seems to think that no anomalies exist there. Bunbury is rather a compact town, and there are service stations on the road to Perth. There is one about $5\frac{1}{2}$ miles out of Bunbury and another $9\frac{1}{2}$ miles out. Both of these service stations have been brought into the zoning system, despite the fact that there is no public transport to them. If a motorist runs out of petrol, he has to go $9\frac{1}{2}$ miles along the road to Perth. This service station is zoned from the 29th September to the 5th October, 1958. The proprietor does not wish to be under the zoning system and neither does the owner of the service station $5\frac{1}{2}$ miles out. It is owned by Mr. Bill Brown, whose case is slightly different, in that he runs a service station on a tourist road and does not cater for garage mechanical work. He supplies meals and snacks as well as petrol, oil and other requisites. He has started a business in good faith and when people come along for meals he has to say, "I am sorry I cannot serve you with petrol." Despite the fact that it is on a tourist route and he has the bowsters there, he cannot sell petrol, although people often plan to stop there, have a meal and obtain supplies of fuel with which to continue their journey. Here are two men who are prepared to establish businesses away from the towns, thus furthering the policy of decentralisation, but as soon as they get well established they find themselves restricted in this way, which seems to me to be quite unreasonable.

A new problem arising in certain country areas relates to the comparatively new development of snap frozen foods. There are some technical difficulties in handling such foodstuffs, in that they are frozen very rapidly and, once reduced to zero temperature, have to be maintained at about that level, or at all events kept at a temperature under 15 degrees, from which the difficulties of transport are immediately obvious. People on the Kalgoorlie line are fairly happily served at present by the new refrigerated vans, but many other lines have not those facilities and so I hope the Minister, when dealing with requests for transport licences, will be sympathetic in the matter where snap-frozen foods are concerned; particularly in view of the fact that such foods give great pleasure to people in the more remote areas, although they carry with them problems of health

and palatability if the foodstuffs are allowed to rise above a temperature of 15 degrees for any length of time. There may be some snap-frozen foods which can be partially thawed and refrozen, but I do not think there are many—

The Hon. G. Bennetts: The Minister is very obliging. He may fix it up for you.

The Hon. G. C. MacKINNON: I wish now to mention the mission at present being conducted overseas by the Minister for Works, whom we all wish every success. I deplore some of the publicity which that mission is receiving, because if it brings back anything less than Utopia we will be badly disappointed after the headline news we have read week after week in regard to its activities. I believe that the publicity has been a little overdone and, as an example, I would refer to one statement published in the Press, which said that the trade mission sees new hope for coal. It continued—

Mr. Tonkin said that the delegation was confident that the problem of coking coal such as Collie coal would be solved within three months.

The Hon. G. Bennetts: From what are you reading?

The Hon. G. C. MacKINNON: From "The West Australian" of the 24th June.

The Hon. H. C. Strickland: That is their bible.

The Hon. G. C. MacKINNON: The Minister for Works was reported to have said that the people of Collie would be highly delighted, but they did not seem to be terribly delighted, as they knew quite well that the pilot plant had been running at Welshpool for three years and coking Collie coal.

The Hon. A. F. Griffith. Perhaps the Deputy Premier did not know.

The Hon. G. C. MacKINNON: The people of Collie also knew that one expert had told them some time ago it was an economic proposition to coke the Muja coal, which has a very low ash content of 2 per cent, making the process a feasible proposition. I am not suggesting that the Deputy Premier might not have done some very good work.

The Hon. H. C. Strickland: There may have been a typographical error; "three years" instead of "three months."

The Hon. G. C. MacKINNON: I am suggesting that all the headlines such as I have referred to make it essential for the Deputy Premier to fetch back Utopia, if he is to save everyone from disappointment, and I do not think that is wise publicity.

The Hon. J. M. A. Cunningham: It is not fair.

The Hon. G. C. MacKINNON: It is not fair to either the leader or the members of the deputation because, in the face of such publicity, even very reasonable success will not look as good as it should.

The Hon. A. F. Griffith: Did not most of that publicity purport to quote what the Deputy Premier had said?

The Hon. G. C. MacKINNON: It is all very well for the Minister for Railways to comment about "The West Australian" being our bible. I do not see how "The West Australian" could have got its information, had it not been passed on by the Government or by the Deputy Premier himself, and at all events none of it has been denied and generally the Deputy Premier has been quoted as having said this or that. So it must be released with some authority. I sincerely hope it is all true.

The Hon. H. C. Strickland: Where are all the reports from?

The Hon. G. C. MacKINNON: London, New York and many other places. The Deputy Premier must have given the information.

The Hon. G. E. Jeffery: Not necessarily so.

The Hon. A. F. Griffith: If the mission is successful it will all be true, but if it is not, it will not be true.

The Hon. G. C. MacKINNON: If it is not so, the Government should have sounded a note of warning. I merely wish to sound a note of warning in that I still think it is a pity because, in my view, anything that is over-publicised or boomed up generally tends towards disappointment.

The Hon. A. F. Griffith: It tends to make people here a little disgruntled.

The Hon. G. E. Jeffery: People or punters?

The Hon. G. C. MacKINNON: Speaking of disgruntled people, the question I would like the Minister to answer is one that is exercising the minds of many people in the South-West; that is, the future of the Pemberton timber mill. As we all know, this mill was burnt down about the same time as the Kauri Timber Co's. mill at Nannup. The Nannup mill has been rebuilt and is now operating—in fact, it has been operating for some time—and yet we find the Pemberton mill is not.

If it is the policy of the Government not to rebuild the mill, well and good; but it should say so, because it must be a matter of policy and nothing else, in view of the fact that we have the Hon. J. J. Brady's assurance that the insurance on that mill covered the loss and therefore there is no monetary problem; unless, of course, Mr. Brady was misled in making his statement and the damage, in actual fact, was much greater than the insurance cover held at the time. If that is so, of course, money could be a problem in regard to rebuilding

this mill. If Mr. Brady was not misled, perhaps he could tell us so, but if such is not the case the only alternative answer is that it is not Government policy to rebuild it.

The Hon. H. C. Strickland: Do you desire to rebuild it?

The Hon. G. C. MacKINNON: I want to know if the Government intends to rebuild it.

The Hon. H. C. Strickland: What would you like?

The Hon. G. C. MacKINNON: The smart answer of asking what I would like or what Bill Smith would like is of no consequence, because I am not a member of the Government in this State. When I am, the Minister can ask me such questions, but at present I am asking the Minister.

The Hon. H. C. Strickland: The Government is represented or, I should say, it is misrepresented.

The Hon. G. C. MacKINNON: Of course, there are so many questions of this nature that one can ask and so many problems on which one can speak, that it is extremely difficult—

The Hon. H. C. Strickland: Don't you know anything without asking?

The Hon. G. C. MacKINNON: —to choose the one on which to speak. However, I did feel, as Mr. Murray did, that I must say a few words in regard to the very pressing problem of the export of iron ore from Talling Peak. Of course, the export of iron ore—as we all know—has been under a Commonwealth embargo for 20 to 25 years and this State has asked that that embargo be lifted.

Obviously, the State Government must submit a very real case for the waving aside of a 25-year policy and replacing it with permission to export some iron ore. The case that the Government put up, to justify this action, was the promise of the establishment of a charcoal iron industry. In thinking of this particular case I very much doubt—and I get doubts—that there was a really genuine desire to have this case succeed; for surely the Government knew that, with those submissions to justify its case, a great deal of controversy and argument would ensue. I really believe that if the Government was genuinely anxious to export the iron ore it could have put forward a much better case—in fact, many more—to justify its submission.

The Hon. F. R. H. Lavery: Name one!

The Hon. G. C. MacKINNON: Very well, I will. This State adopted a very wise and a national outlook in selling iron ore to Broken Hill Pty. Ltd. Nobody knows better than the present State Government that, economically, to produce any given commodity in competition with world markets, one must have certain ideal conditions.

One must have either an extremely cheap raw material, very cheap labour, or be in close proximity to available markets.

We have a plentiful supply of first grade iron ore, which we supplied at a very cheap price to Broken Hill Pty. Ltd. In fact, it was a ridiculously cheap price in comparison with export market rates. However, if the company had been forced to buy that iron at other than a cheap rate it could not have paid—in view of our distance from overseas markets—the high labour rates, and it is infinitely better that it should pay top labour rates than pay a top rate for its raw material.

Therefore, the Government adopted a very wise policy and took a magnificent stand in selling this raw material at a low price, to ensure that the company could afford to pay top labour rates and provide top line labour conditions and yet still produce the world's best and cheapest steel; because steel is a very major component of our national economy. If the Government had adopted that policy, surely we could have asked in return that the State be allowed to export some iron ore. That is one reason. However, there are many better reasons that could be put forward to be permitted to export iron ore other than the one used by this Government. For example, the provision of toilet facilities for all schools is one.

The Hon. G. Bennetts: There is no money for them.

The Hon. G. C. MacKINNON: Yes, that is so; there is no money so they say. Mr. Bennetts' electorate is in the same position as mine in regard to the need for toilet facilities in schools. So far as the establishment of a charcoal iron industry is concerned, that is a matter for this State Parliament to decide.

Sitting suspended from 6.15 to 7.30 p.m.

The Hon. G. C. MacKINNON: Prior to the tea suspension I was discussing the export of iron ore from this State. In answer to an interjection by Mr. Lavery I endeavoured to explain what I thought would have been a preferable case to justify the setting aside of a policy which has obtained in the Commonwealth for the last 25 years. I gave one justification—probably there are quite a few others—which could have been put forward by the Government, if it so desired. In view of the very many cogent reasons, I feel quite entitled to view with suspicion the whole project when, as justification, the argument was advanced that we needed a charcoal iron industry in the South-West. I consider that to be quite a separate argument, and any Government would be very hard put to justify the establishment of the industry, as a matter of complete urgency, so as to give it a good reason to break away from a policy which had existed, as I mentioned before, for 25 years.

As further justification it could have been pointed out, when Koolyanobbing had been abandoned as a source of supply, that Talling Peak was isolated, and the quantity of ore was limited and fairly difficult to handle as a commercial proposition at a cheap enough price. It is essential to our economy to get cheap raw materials. This State could have put up a very good case for the export of Talling Peak ore, based on quite different foundations from those which the Government has seen fit to adopt. I feel quite sure that the people putting up the case are as well aware of this fact as is anybody else. For that reason we are quite entitled to view with suspicion the grounds which the Government did choose to put forward.

The Hon. H. C. Strickland: Do you not think we were genuine?

The Hon. G. C. MacKINNON: I am pleased that Mr. Bennetts has agreed with me that there is a very good case and a very cogent reason for getting extra funds for the establishment of toilet and septic conveniences in country and outback schools.

The Hon. G. Bennetts: They are just as important to the outback as to the city.

The Hon. G. C. MacKINNON: I am very pleased to have the hon. member's support of my argument.

The Hon. H. K. Watson: The money could have gone to the development of the North-West.

The Hon. G. C. MacKINNON: Very valid reasons could have been put up for the needs of this State, which requires a shot in the arm. They are very cogent reasons, and there is a great number of districts very desperately in need of the extra money which the Government has guaranteed will be available from the sale of the iron ore.

I have already mentioned the need for schools, yet there is one matter which might be outside my Province but which has some effect on the question I am discussing: That is the proposal to change the admission to Modern School in Perth. It is very hard to ascertain what is the definite policy or plan in relation to education, so far as I have been able to ascertain. The two policies which have been spoken of for some time relate firstly to the establishment of high schools either on a four-year plan, with the issue of a school leaving certificate at the end of the fourth year, which is a year after the present junior examinations have been held; and to the establishment of junior colleges on the American plan, which takes the student up to the fifth and sixth year, and from which students go to the university. Secondly, there is

the other plan which envisages high schools being established as six year high schools (somewhat on the English pattern, which we remember in our school stories and their reference to the senior sixth form) from which the students go to university.

So far as I know, the latter plan has been taken as the standard, but I cannot see where the addition of classrooms to Modern School and the change of its entire character will, in any way, help towards this end. I know that arguments will be put forward that a selective school of this nature is perhaps not democratic. Those are the sort of remarks one hears, or that everyone should have equality of opportunity. There is another aspect to which consideration should be given in relation to children and students; that is, they should be given the opportunity to which they are equal.

I feel that in an age of growing technology and growing difficulties we should ensure that our education system is such that, as far as possible, we ensure that students are given the opportunities for study to which they are equal. It is quite as unkind to put a child with a low I.Q. to difficult technical studies, as it is to put an advanced or high I.Q. child—130 to 140—into classes where he is held back, retarded and given over-simple work. So, it is not enough to ensure that children have equal opportunities only.

This, of course, is recognised by the Education Department, in its plans for the comprehensive education schemes which it uses in most of the high schools, where it endeavours to segregate the students as far as it is able to. The need for such segregation will increase as our economic conditions improve, and has increased markedly as those conditions have improved over the last few years, because if we enable children, either by legislation or by improved economic conditions, to study until they are 15 or 16 years of age, then we will be taking on not only the bright children, but also those children who in years gone by would have left school at 14 years of age and taken up labouring jobs. But the advance in technology is such that that type of job has almost disappeared.

Many members here will remember the road gangs in the 1930's and the roads which were constructed by them and will remember groups of 200 and 300 men on comparatively short stretches of road. Many members will also recall the days when that type of work was done by shovels and hand-driven implements and similar laborious methods.

The Hon. G. Bennetts: And wheelbarrows!

The Hon. G. C. MacKINNON: Yes, wheelbarrows. The hon. member is being very helpful tonight.

The Hon. L. A. Logan: He always is!

The Hon. G. C. MacKINNON: Whereas today on those selfsame jobs we find perhaps 30 men, 25 of whom drive very large and complicated pieces of machinery, and there are about four or five boiling the billy and picking out odd pieces of root and rubbish from the gravel.

So it has become necessary that the children of those people who are best fitted for that type of work—or have no ambition beyond that type of work—these days stay on at school, and they must learn. Therefore it has become necessary in high school education to segregate our classes; but with the restricted space it has become extremely difficult to do so and as it becomes difficult to segregate, so it becomes difficult to set a standard and in this particular line, of course, Modern School was invaluable.

Practically all those people who have condemned Modern School have turned, for their reasons for doing so, to the scholarship system on which the school was based and have pointed to odd evils in the scholarship system. They have used those as a basis for their condemnation of Modern School. Now everybody knows of certain schools—and most interested people could name the schools—in which these particular activities took place, but that is old history and most of the methods adopted by the teachers, of picking out pupils, teaching them just scholarship subjects, and forcing them through to scholarship standard, are things of the past.

The scholarship system, as a selective method in this day and age had nothing wrong with it. It did pick those children who were able to pass the necessary exams. Immediately another group of people will say that examinations are no guide to a child's ability. That point could be argued all night; for practically every time a person is faced with a crisis, that person is, in effect, undergoing an examination. That person, to meet a critical situation, has to stand up under a certain amount of nervous pressure.

It is almost identical with the conditions which apply at a time of examination; and although there are certain occupations in which examinations are no very great guide—and I think of, say, a research chemist, in that regard—the bulk of commercial activities are such that an examination is quite a good and satisfactory guide, and anyhow that could be overcome—and was overcome in the past—by inspectors recommending scholars for scholarships. But be that as it may, the original founders of Modern School were probably faced with that very grave crime: that they were 30 years ahead of their time.

The establishment of Perth Modern School was a fascinating one: a matter of sheer determination on the part of those men who founded it.

The Hon. F. J. S. Wise: It was Australia's first attempt at co-education, was it not?

The Hon. G. C. MacKINNON: It was Australia's first attempt at quite a lot of things. So much so, that the head master of Modern School for years has been looked to by overseas educators for quite a lot of guidance, information, and advice. He was a man who always has been—whoever he may have been—held in very high regard, and the thought has crossed my mind and the minds of some other people, that the present action in regard to Modern School may be a result of that. For jealousy, as a motive, is not unknown.

This policy of bringing everybody to the same level and doing away with this one school that gave us a standard of ultimate attainment would be all right if we could economically and culturally isolate ourselves as a country, but we cannot do that. We never will again, and I sincerely hope—as all members of this House do, I am sure—that on the contrary we will grow closer economically and culturally to other people; but we must compete in every way, and we are taking this step, which I consider a retrograde one—and so do a number of other people who are infinitely better informed on matters of education than I am—when those countries with whom we must compete both economically and culturally, in every sense of the word, are doing exactly the opposite.

They are scouring their schools for the bright boy and girl, taking them into special classes, giving them hand-picked teachers who are picked because of their dedication to their task—trained to fulfil it to its utmost. Surely we need technical brains more than anybody else.

We listened tonight with a lot of interest to the speech by the Hon. Mr. Willesee. It dealt with an area of country which presents technical difficulties that have been, up to date, insurmountable. It is no good saying anything else, because that is the position: They have been apparently or actually insurmountable up to date. We have all sorts of problems, but we have people who are capable of solving them. We lead the world in many things, such as light soil land development, so we are not without brains. But the one school which people, not only in Australia but also educationists visiting this country, always wanted to visit is gone. It is becoming an ordinary district high school.

An hon. member: Where do they go to now?

The Hon. G. C. MacKINNON: I do not see that we have any outstanding school of that nature that they could go to now; we will not have a school with which we have been courageous enough to experiment. It might be said that we cannot afford to experiment in education.

The leading educator of America, only two years ago, said that in his considered opinion the last 20 years of their experimenting in America had been wasted. I cannot recall the man's name, but he started it off. They have experimented and, because of their methods, they have been able to experiment in many different directions; as a result they have some magnificent schools and colleges.

But we are now in the position that any experimentation which must be made into the field of education in this State must be left to the private or denominational schools. Modern School has become an ordinary standard high school; and I deplore the fact. Of course—and I hasten to add this point in case anyone brings it up—there is a danger in going too far in the selection of brilliant students and putting them together in the one school. In other words, there is a great danger, in my view, in isolating brilliant students so that they live only among other brilliant students.

With the possible exception of those lonely souls, the research scientists and the like, the most important thing for the average person to learn is to handle his fellow human beings. The most important thing in life is to learn to live with one's fellow human beings, and it is not desirable that all students with an I.Q. of 140 should be placed together in the one school and allowed to associate with no other children. But throughout Modern School there was a reasonable graduation, because most of the children there spent their earlier and formative years at the ordinary State schools. They had learned to mix with all types of children, and they had an incentive to do their best and develop their capacity to learn.

It appears, from statements that have been made, that there is no real policy move behind this step; there must be one, but it is pretty hard to find. We are left with only one or two conclusions. There is the possibility of jealousy—and of course we all hope that that has nothing to do with the decision to alter Modern School. The other conclusion is that it might be a policy decision to have everyone brought to the same level. It might be argued that in some ways that is a desirable feature; indeed, Russia argues that it is the ultimate—the ideal—that everyone should be brought to the same level. Their theory is that that should be so, economically; but educationally no country on earth goes to greater lengths to segregate its students.

The Hon. J. M. A. Cunningham: That is quite true.

The Hon. G. C. MacKINNON: No country goes to greater lengths to find its most promising students and give them special instruction. At the same time those students may get special ideological instruction to indoctrinate them in the right way; but the Russians still make sure that they are getting the best brains available, and that

those students get the best education that it is possible to give them. In other words, whilst the Russians might believe in equality of opportunity, and equality of everything on an economic basis, they believe that the student with brains should be given special consideration, or the opportunity to which he is equal.

So, although I was never bright enough to attend Modern School, I was extremely sorry, and indeed sad, when I read that it had been decided that this school's status should be changed. Indeed, I might add that I was amazed when I remembered what Government it was that was carrying out this change, for this school has given to many children, whose parents are in the lower income group, a fantastically good education; an education as good if not better than those children could have secured anywhere else in the world. Children from distant parts of the State have been given an opportunity to be educated in the city, where they have been able to take full advantage of the opportunities offered, because they have had the brains to be able to gain admission to Modern School.

I have covered several points this evening; but obviously I have not dealt with everything that one should deal with when one realises all the matters that need attention in a province with such diverse interests as those in the South-West province. I trust that some of the points I have raised will receive the sympathetic consideration of the Government and with that hope I support the motion.

On motion by the Hon. J. M. A. Cunningham, debate adjourned.

BILLS (6)—FIRST READING.

- 1, Constitution Acts Amendment.
- 2, Legal Practitioners' Act Amendment (No. 1).
- 3, Reciprocal Enforcement of Maintenance Orders Act Amendment.
- 4, Housing Loan Guarantee Act Amendment.
- 5, State Housing Act Amendment.
- 6, Plant Diseases Act Amendment.

Received from the Assembly.

House adjourned at 8.2 p.m.

Legislative Assembly

Tuesday, 2nd September, 1958.

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