

carrying a million people, and that if we do not get white people settled there, other people will come.

Since the election, several Ministers have paid a visit to Albany. One was the Minister for Lands, who came on two occasions and enjoyed himself on both. He was followed by the Chief Secretary, who had a most enjoyable time. The next visitor was the Deputy Premier, and I gathered that he had never spent a more enjoyable time anywhere than when he was the guest of the Albany Road Board. Another visitor was the Minister for Fisheries, who wrote to me beforehand and left all arrangements in my hands. He too enjoyed himself. I arranged an outing for him, and when he starts to talk about fish, he will have no difficulty in adhering to the truth without taking advantage of the fisherman's privilege. He will be able to tell us about the whale he helped to catch and the one that got away.

I am not a native of Western Australia, but I am keenly anxious to see this State come into its own. It is a great country with immense possibilities, but the tragedy of it all is that in 191,000 square miles, we have more than half the population of the whole State. We must adopt a sound policy of decentralisation and part of that policy should be to build up centres in the country. Let me repeat a remark made by the late Lord Forrest, namely, that Western Australia should be divided into three provinces, with centres at Geraldton, Fremantle and Albany. I am satisfied that when a man like Lord Forrest spoke in that strain, he was speaking as a statesman.

On motion by Mr. Brady, debate adjourned.

*House adjourned at 9.28 p.m.*

## Legislative Assembly

Thursday, 20th August, 1953.

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

### PERSONAL EXPLANATION.

*Hon. Sir Ross McLarty and Attitude to Allegation of Bribery.*

**HON. SIR ROSS McLARTY (Murray)** [2.17:] With your permission, Sir, I would like to make a personal explanation arising from the remarks of the member for Moore at yesterday's sitting, in the course of which he referred to certain charges of bribery. On reading "The West Australian" this morning, I found the following:—

Mr. Ackland said that he and Mr. Jones were put in touch with a man who admitted that he had been a party to graft and was willing to make a statement to the Premier and to the police.

Mr. Ackland continued: "Mr. Jones and I interviewed the then Premier (Sir Ross McLarty).

"He was not prepared to be a party to the unpleasant business, but he was prepared to give protection to our informant so that his name would not be disclosed.

I know that the hon. member did not wish to imply that I did not take the proper action. I think he made that clear. But readers of "The West Australian" may have placed a wrong construction on the passage reading, "He was not prepared to be a party to the unpleasant business."

As soon as the hon. member brought this matter to my notice, I took what I considered to be the only proper course and that was to refer it to the Commissioner of Police. I arranged with the member for Moore and Mr. Jones to meet the Commissioner at the earliest opportunity. That was done and I feel that that was the correct procedure.

The Premier: Hear, hear!

Hon. Sir Ross McLARTY: In regard to giving the informant protection, I explained to the member for Moore then that that was a matter for the Commissioner of Police and I felt sure he would do something in that direction.

### QUESTIONS.

#### TRAM AND BUS SERVICES.

(a) *As to Overcrowding, West Leederville Route.*

Mr. JOHNSON asked the Minister for Railways:

(1) Is he aware that the trolley-buses running along Cambridge-st., West Leederville, are so crowded at peak periods that many intending passengers are unable to board between Gregory and Oxford-sts.?

(2) Will he ensure that a proportion of the buses between 7.30 and 9 a.m. actually run through the city to East Perth to enable workers employed in that region to travel to their destination without changing buses?

(3) By use of turning loops at Gregory-st. and at William-st., can he ensure that transport is available to patrons in West Leederville in the morning and at William-st. in the evening?

The MINISTER replied:

(1) The service provided in this area is kept under close observation and it is considered adequate for present requirements. In common with other routes, during peak periods it is not always possible to accommodate intermediate passengers on a particular vehicle, but as trolley-buses are provided every four minutes on this route, little inconvenience is occasioned.

(2) This is already done. Of 31 buses reaching the city during the time quoted, 22 proceed to East Perth.

(3) The turning loops are made use of when considered necessary.

(b) *As to Costs and Seating Capacity.*

Mr. OLDFIELD asked the Minister for Railways:

(1) What is the cost per mile of relaying tram tracks?

(2) What is the cost per mile of installing overhead lines for new trolley-bus routes?

(3) What is the purchase price of a new trolley-bus?

(4) What is the average purchase price of a new diesel motor bus?

(5) What is the average seating capacity of—

(a) tramcar;

(b) trolley-bus.

(c) diesel motor bus.

The MINISTER replied:

(1) £24,000.

(2) £3,500 per mile (wood poles).

(3) £8,000.

(4) £6,500.

(5) (a) Sixty-four.

(b) Thirty-eight.

(c) Forty-two.

(c) *As to Operating Costs.*

Mr. OLDFIELD asked the Minister for Railways:

What is the cost per seat mile, and also the cost per vehicle mile, of operating—

(a) tramcar;

(b) trolley-bus;

(c) diesel motor bus?

The MINISTER replied:

The cost of operating is—

	Per Seat Mile.	Per Vehicle Mile.
	d.	d.
(a) Tramcar ....	1.31	83.54
(b) Trolley-bus	1.30	49.54
(c) Diesel motor bus ....	.59	24.86

(d) *As to Newcastle-st. Route.*

Mr. OLDFIELD asked the Minister for Railways:

(1) What will be the cost of installation of the overhead lines to provide the proposed Newcastle-st. trolley-bus service?

(2) How many diesel buses would be required to provide this service?

The MINISTER replied:

(1) £12,500.

(2) Six.

*(e) As to Inglewood and North Perth Routes.*

Mr. OLDFIELD asked the Minister for Railways:

How many diesel motor-buses would be required to provide an efficient service along the following existing tram routes:—

- (a) Inglewood (Beaufort-st.);
- (b) North Perth (via Bulwer-st.);
- (c) North Perth (via Walcott-st.)?

The MINISTER replied:

- (a) Twenty-two.
- (b) Thirteen.
- (c) Eleven.

### HOUSING.

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

Mr. NIMMO asked the Minister for Housing:

(1) What is the rent charged for rental homes in the Scarborough district for—

- (a) four-roomed weatherboard and asbestos;
- (b) five-roomed weatherboard and asbestos;
- (c) four-roomed brick;
- (d) five-roomed brick?

(2) Have the rents been increased in the last six months?

(3) If so, by what amount?

The MINISTER replied:

(1) (a) Average rental, £2 19s. 10d. per week.

(b) There are no five-roomed timber-framed houses in Scarborough.

(c) Average rental, £2 13s. 3d. per week.

(d) Average rental, £2 14s. 10d. per week.

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

(3) Varies from 1s. to 3s. per week on brick houses. Rentals of timber-framed houses have not been varied.

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

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

(1) How many blocks suitable for Commonwealth-State homes can be obtained from the land below the Graylands State School (after excluding a recreation ground)?

(2) Will any of this land be used for War Service homes?

The MINISTER replied:

- (1) Approximately 40 blocks.
- (2) Not yet determined.

### STATE SHIPPING SERVICE.

*As to Passenger and Freight Revenue.*

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

What revenue was raised by State ships for the year ended the 30th June, 1953, in the following categories—

- (a) freight on goods to North-West ports;
- (b) freight on goods to Darwin;
- (c) passenger fares for North-West passengers;
- (d) passenger (or tourist) fares doing the round trip to Darwin?

The MINISTER FOR MINES replied:

(a) Fremantle-N.W. ports, £234,387; N.W. ports-Fremantle, £152,410. Total, £386,797.

(b) Fremantle-Darwin, £139,993; Darwin-Fremantle, £20,389. Total, £160,382.

(c) Fremantle-N.W. ports, £12,606; N.W. ports-Fremantle, £12,522. Total, £25,128.

(d) Fremantle-Darwin, £11,209; Darwin-Fremantle, £8,201. Total, £19,410.

### ROADS.

*As to Widening Great Eastern Highway.*

Mr. BRADY asked the Minister for Works:

(1) Can he state when the widening of the Great Eastern Highway between Redcliffe and Guildford will be resumed?

(2) Has the proposal to widen the Great Eastern Highway between Viveash-road, Midland Junction and Bellevue, been abandoned or is the work of widening by 6ft. to proceed this year?

The PREMIER (for the Minister for Works) replied:

(1) No.

(2) The proposal to widen the Great Eastern Highway between Viveash Road, Midland Junction, and Bellevue will be commenced within the next fortnight.

### AGED WOMEN.

*As to Homes and Occupants.*

Mr. BRADY asked the Minister for Health:

(1) How many homes are conducted for aged women in the metropolitan area?

(2) What are the names or localities of the homes?

(3) What numbers of aged women occupy the various homes?

(4) How many aged women are on the waiting-list desiring admission?

The MINISTER replied:

(1) Three homes are conducted by the State.

(2) Mt. Henry Home, Canning Bridge; Woodbridge Home, Guildford; No. 1 Havelock-st., West Perth.

(3) Mt. Henry, 163; Woodbridge, 67; Havelock-st., 35.

(4) Approximately 500.

### TRAM TRACKS.

*As to Expenditure on Renewals.*

Hon. A. V. R. ABBOTT asked the Minister for Railways:

(1) Does the expenditure on maintenance referred to in his answer to my question given on Tuesday, the 18th August, include the cost of digging up roadways and replacing the existing rails with others?

(2) If the answer to the above is "Yes"—

(a) what was the expenditure for such purpose for the six months ended the 31st July last; and

(b) what is the expenditure for such purpose budgeted for during the present financial year?

The MINISTER replied:

(1) Yes. Maintenance includes the replacing of defective rails by the use of recovered good secondhand rails together with the digging up of the roadway, sleeper replacement where necessary and renewal of the roadway. The associated costs being a charge against working expenses, as distinct from the total renewal (or relay) of a section or sections of line where all new materials are used, when the associated costs would be met from loan moneys as replacement of a capital asset.

(2) (a) £30,464.

(b) £30,000.

### COCONUT, PAPUAN.

*As to Ban on Disposal.*

Mr. LAPHAM asked the Minister for Health:

(1) What measure has been taken to ensure that retailers do not dispose of Papuan desiccated coconut to the general public?

(2) Is there a discernible difference between desiccated coconut from Papua and Ceylon?

(3) If there is a difference, which the general public could be expected to distinguish, will he give publicity to the distinguishing characteristics?

The MINISTER replied:

(1) Sale of Papuan desiccated coconut was declared illegal on the 11th August. Steps are now being taken to seize and

destroy all stocks of this coconut. Details of this action were released to the Press today for the guidance of the public.

(2) and (3) There are no discernible differences sufficient to enable members of the public to differentiate between Papuan and Ceylonese coconut.

### NORTH-WEST.

*As to Slipway for Shark Bay.*

Mr. NORTON asked the Minister for Works:

(1) Is it the Government's intention to build a slipway at Shark Bay for the repairing of the fishing fleet in that area?

(2) If the answer to (1) is "Yes," has a site been decided on?

(3) When will this work be commenced?

The PREMIER (for the Minister for Works) replied:

(1), (2) and (3) This matter is under consideration.

### RAILWAYS.

*(a) As to Oil-burning Locomotives, Conversion.*

Mr. MAY asked the Minister for Railways:

(1) How many oil-burning locomotive engines are in operation at the present time?

(2) How many of these types of locomotives are convertible to coal-burning?

(3) Is it the intention of the Railway Department to convert these oil-burners as and when sufficient coal becomes available?

The MINISTER replied:

(1) Nineteen.

(2) All of them.

(3) Yes.

*(b) As to Upper Darling Range Land.*

Mr. OWEN asked the Minister for Railways:

(1) Is the Railway Department willing to surrender to the Department of Lands the land formerly occupied by the Upper Darling Range Railway?

(2) If so, will authority of an Act of Parliament be needed?

(3) If so, will he bring a Bill before Parliament this session to enable the land to be transferred as soon as possible?

The MINISTER replied:

(1) Yes.

(2) Yes.

(3) The land will be covered by the Annual Reserves Bill to be introduced this session.

## LOAN FUNDS.

### *As to Additional Repayments.*

Hon. Sir ROSS McLARTY asked the Treasurer:

(1) Referring to questions answered on the 18th August re loan allocations, in addition to the £19,750,000 mentioned, is there not also an amount of £1,000,000 coming from loan repayments, and making a total of £20,750,000?

(2) If not, why did the Acting Treasurer refer to such an amount in a Press statement dated the 25th May, 1953?

The TREASURER replied:

(1) Yes.

(2) Answered by (1).

## ELECTRICITY SUPPLIES.

### *As to Power Line Costs, Hills Areas.*

Mr. OWEN asked the Minister for Works:

What was the average cost to the State Electricity Commission for the construction of power lines—

(1) In the Pickering Brook-Carilla extensions?

(2) In the Allawah Grove-Wattle Grove extensions?

(a) Per mile of completed 20 K.V. line;

(b) per mile of completed 250 volt line;

(c) on site per pole for each type of line;

(d) erection per pole for each type of line?

The MINISTER replied:

(1) Pickering Brook-Carilla Extensions—

(a) 20 K.V. high tension line 7/16, £1,240 per mile (for same size copper wire used as in Allawah Grove-Wattle Grove extension, cost would be £1,560 per mile).

(b) No 250 V. line. Line was 440V/250V four wire line, £1,500 per mile.

(c) 20 K.V. H.T. line, £5 6s. 8d. per pole; 440/250V., £4 15s. per pole.

(d) 20 K.V. H.T. line, £8 1s. 8d. per pole erected; 440/250V., £7 15s. per pole erected.

(2) Allawah Grove-Wattle Grove Extensions—

(a) 20 K.V. high tension line 7/14, £1,200 per mile.

(b) No 250 V. line. Line was 440V/250V four wire line 7/16, £1,200 per mile.

(c) 20 K.V. H.T. line, £5 1s. 8d. per pole; 440/250V., £4 10s. per pole.

(d) 20 K.V. H.T. line, £6 1s. 8d. per pole erected; 440/250V., £5 10s. per pole erected.

Because the size of the mains, the clearing of timber and the nature of the ground have a large bearing on costs, these costs cannot be applied to lines in other areas.

## POTATOES.

### *As to Board Tonnage and Commission.*

Hon. J. B. SLEEMAN asked the Minister for Lands:

(1) What was the tonnage of potatoes handled by the Potato Board during the last financial year?

(2) What commission per ton is collected by Potato Distributors Limited for potatoes handled?

(3) What commission per ton is collected by Mr. Alec Murray for potatoes handled?

The MINISTER replied:

(1) 45,609 tons.

(2) 14s. per ton, of which Alec Murray Pty. Ltd. received 5s. 2d. per ton.

(3) Answered by (2).

## DUST NUISANCE.

### *As to Mt. Lyell Company's Stockpiles.*

Hon. J. B. SLEEMAN asked the Minister for Lands:

(1) Is he aware that Mt. Lyell Super-phosphate Company, of North Fremantle, is using a Government reserve for a stockpile of phosphatic rock, and is now intending to use it also for a pile of pyrites?

(2) Is he aware that this has become a public nuisance to surrounding residents?

(3) If so, will he refuse the renewal of the lease if the Mt. Lyell Company refuses to take the necessary steps to mitigate this nuisance?

The MINISTER replied:

(1) Yes.

(2) The stockpile was established against a national emergency. The lessees have been informed of local objections and directed that that pile must not be disturbed.

(3) Yes.

## WESTERN AUSTRALIAN TRANSPORT BOARD.

### *As to Inquiry into Allegation of Bribery.*

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

In view of the serious allegations of bribery made by the member for Moore in his speech yesterday, will the Premier undertake to bring this matter before Cabinet at its next meeting with a view to the appointment of a Royal Commissioner to make the earliest possible investigation into these serious charges?

The PREMIER replied:

Yes. It would considerably help members of Cabinet in their consideration of this matter if the member for Moore would supply me this week with the names and addresses of the persons who have told him either that they paid bribes to a particular officer, or were invited to do so.

### ADDRESS-IN-REPLY.

*Sixth Day.*

Debate resumed from the previous day.

**MR. BRADY** (Guildford-Midland) [2.32]: I desire at the outset, Mr. Speaker, to congratulate you on your appointment to your present high position in this House. I think all members will agree that you will do a good job as Speaker, and will be impartial in the discharge of your duties. I wish also to pay tribute to your predecessor, Hon. C. F. J. North, the member for Claremont, for the fair way in which he fulfilled his functions as Speaker during the previous six years. When I entered this House, I was encouraged—as a young member—by his impartiality in the Chair, and I desire to place on record my feelings in that regard. I join with other members in regretting the passing of members of another place and, in particular, the passing of the late member for Kimberley, Bob Coverley, since the end of last session. All members are agreed that Bob Coverley was a fine stamp of man, and I am afraid that too many of his type are passing and are not being replaced.

I believe that all who view fairly the debate on the Address-in-reply will agree that the Governor's Speech is well reasoned and well thought out, and conveys in a fair manner the progress, economic, social and material, made during the previous 12 months. Since the commencement of the present session, there has been some criticism of the Government for having highlighted production in the North-West as against primary production in other areas. Criticism has been levelled because the pearling, whaling and crayfishing industries, together with others in the North, have been given prominence, while wheat and wool have not received any special mention. If the critics take the trouble to examine the records, they will find that, in the main, the Speech highlights the products I have mentioned because they are new sources of revenue and new production as far as this State is concerned.

Until recently, there had for many years, been practically no whaling done in this State. The pearl-shell industry went almost out of existence during the war, while the crayfishing industry was carried on in a nominal way only for many years. Recently, however, great impetus has been given to these industries, and it is only reasonable that they should have been highlighted in His Excellency's Speech. As regards the wheat industry, if members

peruse the "Statistical Abstract" for the 31st March, 1953, No. 349, they will find, at page 29, that that industry is declining, a fact that should be of some concern to the general public and members of this House in particular. The figures given show that in 1950-51 the area under crop for wheat was 3,185,000 acres. In the following year it was 3,094,000 acres, and for this year it is forecast that the acreage under wheat will be only 3,000,000 acres. From this it is obvious that in two years 185,000 acres of land have gone out of wheat production.

Hon. D. Brand: Does it mention oats and barley?

**MR. BRADY:** It does, but the member who raised this criticism of the Government was mentioning wheat particularly, and so I am dealing with that subject. It is anticipated that this year there will be a falling off in the number of bushels of wheat produced. In 1950-51, wheat production reached 49,000,000 bushels; in 1951-52, it was 40,000,000 bushels, and it is anticipated that for 1952-53 production will reach 35,000,000 bushels only—a difference in two years of 14,000,000 bushels, which is a considerable falling off in our production. For the benefit of the Deputy Leader of the Liberal and Country League, I would point out that, if he has it in mind to try to prove to the House that the production of oats and barley has risen, he should examine the figures relating to other primary products such as beef and similar commodities.

Mr. Ackland: Of course, the distressing part is that wheatgrowing is the biggest labour absorbing industry in this State.

**MR. BRADY:** If the member for Moore will contain himself for about 20 minutes I will try to deal effectively with some of his remarks both as regards the matter he has now raised and some of the remarks he passed last night when referring to railway and transport matters.

Mr. Ackland: It will be interesting.

**MR. BRADY:** If members will take the trouble to look at this particular "Statistical Abstract"—every member has a copy of it—they will see that the position of primary production is rather alarming, and the member for Moore could do something by endeavouring to step-up the production of beef, mutton and pork, both in his own electorate and in parts of the South-West.

Mr. Ackland: What about the production from those employed at the Midland Junction workshops?

**MR. BRADY:** The primary producers could go into the question of producing more butter and producing it in a more efficient manner than they are doing now.

Hon. J. B. Sleeman: You are getting them rattled now.

Mr. BRADY: As a matter of fact Western Australia's financial difficulties might be attributed to the lack of primary production in the right quarters.

Mr. Oldfield: A lack of production generally.

Mr. BRADY: And it would appear that the Governor did the right thing by not highlighting in his Speech Industries such as wheat, and the others I mentioned, because their production is being reduced instead of increased. Apart from that I think the Speech was most impartial and if anything the bias in regard to future legislation is definitely towards the man on the land. If I liked to be critical of the Speech I could criticise it because it did not highlight the marvellous achievements of the industrial workers in the State, particularly in the goldmining industry, the Midland Junction workshops and many other secondary industries. The activities of those workers have not been highlighted, but I am not quibbling about it because I think the Speech effectively dealt with the progress we have made and mentioned where the Government will try to introduce legislation which will be in the best interests of the State.

It might be as well to remind members of some of the matters dealt with by His Excellency, and in my opinion the man on the land received a good deal of recognition in the Governor's Speech. In fact, I think some members from this side of the House could be excused for thinking that perhaps the Country Party had something to do with drawing it up. On page 5 appears the following:—

The State's agricultural advisory services are being strengthened to assist in the drive for greater food production.

During recent years the professional and technical staff of the department has been doubled.

Further down we find—

The expansion of land settlement into new areas continues and a decision by the Commonwealth is awaited regarding the State's request for financial assistance to establish 1,000 additional dairy farms.

To date nearly £10,030,000 has been expended under the War Service Land Settlement Scheme. The number of farms provided from repurchased estates and Crown land has reached 1,023 and 858 ex-Servicemen have been allocated farms.

On page 7 there is reference to a sum exceeding £4,000,000 being expended on improving and extending the road system and it mentions that over 300 miles of road were treated with bitumen surfacing. That was not done to help the industrial workers in the metropolitan area or to help those people who live in the city. On page 8 it is stated that

the Commonwealth Government has been approached for additional financial assistance in connection with the comprehensive water scheme. That is essentially for the man on the land. Then the Speech goes on—

The Premier recently discussed this matter in London with the British Chancellor of the Exchequer (Mr. Butler). Negotiations for financial assistance from the British Government are to proceed.

So one can go through the Speech and all the remarks show that this Government realises its responsibility to all sections of the community, particularly the primary producers. Yet some members have tried to make out that those people have been neglected by the Government. Let us look at the proposed legislation which members will be required to consider. It includes amendments to the following Acts:—

Land Act.  
Bushfires Act.  
Traffic Act.  
Noxious Weeds Act.  
Vermin Act.  
Pig Industry Compensation Act.  
Firearms and Guns Act.  
Rents and Tenancies Emergency Provisions Act.

So any member from the opposite side who wishes to make capital out of the Governor's speech will have a job in front of him to try to belittle the Government's efforts for the primary producers. If members opposite are fair they will realise that this Government, like most other Labour Governments over the years, is fully aware of its responsibility to all sections of the community and it will not try to build up certain sections at the expense of others, as the previous Government did.

Hon. D. Brand: Do not talk rot! I suppose your remarks are completely unbiased!

Mr. BRADY: I am pleased to see that the Government intends to reintroduce price control.

Hon. D. Brand: Cheers!

Mr. BRADY: It is obvious that certain sections of the community have charged exorbitant prices and I am pleased to see that the Minister for Prices has decided to take some action as regards plumbing and sewerage work, and in future the people carrying out this work will have to charge a fixed price. Last year I mentioned in this House that a person in my electorate had to pay £390 to get the sewerage connected to his home. He paid approximately £800 for the house and then found that he had to pay £390 simply to have it connected to the sewerage. The Government's action was long overdue and it is a pity that the previous Government did not do the same thing. This would have prevented certain people in the community from being exploited.

Mr. Oldfield: But everybody will be paying the maximum in that way.

Mr. BRADY: I am also pleased to see that the prices charged for electrical work, such as electrical connections and the installation of points, will be pegged. The people engaged in that work have exploited the community, too.

Mr. Oldfield: Once again the price will be the maximum.

Mr. BRADY: Last night one member opposite mentioned 32 volt batteries and I think he said that the farmers were being charged about £90, and the distributor, who did not even handle the batteries, was getting £30 commission. I am sorry to see members opposite supporting a party which, when it was in office, permitted this sort of thing to go on and yet those members continued to support it against the Labour Party which tries to protect the community in regard to these various matters. However, people are slowly but surely awakening to the fact that they must protect themselves apart from what governments may do. Therefore, I am pleased to say that the activities of the co-operative movement in Western Australia are gradually expanding. This movement has been in existence for about 50 years. Of course, it has had its ups and downs and for the first quarter of the century it had more downs than ups, but during the last ten years there has been a distinct tendency for it to progress.

During its term of office the previous Government did very little to assist the co-operative movement in the metropolitan area, despite the fact that one party of the Coalition Government was pledged to foster it. It behoves the Labour Government to give its support to co-operative societies in the interests of the consumers in order that they may be protected against exploitation by those people who delight in raising prices. Apart from the instance I cited about the 32 volt batteries, a classic example of what is taking place in regard to prices appeared in last Friday's "Daily News," dated the 14th August. In that issue a well-known firm had displayed a 6-in. advertisement on Muraltone, a well-known water paint. The prices advertised were 41s. 6d. for one gallon, and of course, they increased proportionately as the quantity required diminished.

The irony of the position, however, is that immediately under this well-known firm's advertisement setting out that Muraltone could be obtained for 41s. 6d. per gallon another advertisement by a wholesale firm showed that it was offering Muraltone at 40s. a gallon. This sort of thing is going on right under our noses and it is a blatant attempt to rob the public. The wholesalers, apparently, say that Muraltone is retailed at 40s. a gallon and yet this well-known firm was advertising it at 41s. 6d. Anyone who has used this type of water paint realises that

it takes three or four gallons to renovate completely a house and therefore an average worker who wishes to paint his home will end up paying five or six shillings extra for the paint he requires.

So it would seem the Prices Commission could have that fact brought to its notice to ascertain what is going on. As I have said before, I am hoping, like thousands of other consumers in this State, that the gradual growth of the co-operative movement will offset this exploitation, and the profits that are made as a result of its activities throughout the metropolitan area will be passed on to its shareholders and the people who deal with co-operative establishments. I know that during the last Government's term of office the co-operative movement tried to obtain shops in the new housing areas, such as Graylands, Midvale, Ashfield and Osborne Park, but it was told that no shops were available to it. As a result the people at Osborne Park who wished to establish a co-operative store in their district had to build their own shop and were hampered by the State Housing Commission. Nevertheless I was present at the opening last year of the establishment which gives every indication of being one of the most thriving co-operative stores in the metropolitan area. I am pleased to report that the co-operatives in Bassendean and Midland Junction have built up their turnover by 100 per cent. over the past five years.

I remember when the co-operative company I was associated with had a turnover of £64,000, but today it is turning over £120,000. The same can be said of the Bassendean Co-operative Society's increased turnover except that it has, of course, a lesser volume. In order to protect the people we represent we must, therefore, further the co-operative movement as the years go on, and I hope the present Government will see its way clear to fostering the movement to the benefit of the consumers as it is pledged to do under the Labour Party's platform. There are many subjects that one could deal with in the Address-in-reply but I regret that in the time that has been allotted to me today I will have to overlook some of them. Nevertheless there are some I will deal with because the time is opportune to draw the Government's attention to an avenue of revenue which I consider has been overlooked for many years.

In recent times "The West Australian" in particular has highlighted the subject in its columns and of more recent date Ernestine Hill, a well-known writer, gave publicity to it by contributing an article to that newspaper. Other well-known figures have also drawn attention to it. I refer to the tourist trade. I recently took a trip along the North-west coast in the "Kabbarli" and was impressed with the possibilities and attractions that this State can offer to tourists. Sir Herbert

Hyland, who was a fellow-passenger and who is a Country Party member in Victoria, agreed with me that this State had many tourist attractions. An extract from Ernestine Hill's article, published in "The West Australian" dated the 8th August, 1953, reads as follows:—

Pleasure Pilgrims are Worth £3,000,000 a Year to Queensland.

In pride and praise of the north of the State that calls travellers to share its warmth and admire its scenery, Western Australia is just about 50 years behind Queensland. Government tourist revenue in Queensland is now an annual £3,000,000, two-thirds of it gained by selling the winter sun. This does not include what visitors spend in passing.

I write from Mackay, 200 miles above the Tropic, with 32 hotels in the town all crowded, not counting guest houses, hotels, cottages, flats, caravan camps and cabins. Eight islands off-shore for luxury holiday are booked full house for the whole season. Buses, char-a-bancs, taxis, cars, launches, trains, planes and a Catalina are daily flitting in all directions, every seat taken.

#### Invasion.

Dozens of strangers trudge the streets looking for accommodation. They represent the overflow of Cairns, an equally popular centre, where 35 city hotels and those of the Atherton Tablelands, unable to fit them in even on verandahs, have sent them down 400 miles to Mackay to come back later.

The articles continued in those terms to describe the undoubted beauty of the North-West and the attraction it holds for tourists. About a fortnight ago another writer contributing an article to "The West Australian" had this to say—

I agree with Ernestine Hill ("The West Australian", August 8) that there could be a tremendous passage of tourists who would escape the cold months of the southern areas if the Tourist Bureau or some enterprising commercial body were to organise transport within the means and time limit of the average city worker.

During the past week members have received in their mail a pamphlet from MacRobertson Miller Airways setting out the story of the North-West in picture form. It presents a picture of the whaling industry at Carnarvon, pearl diving at Broome and of the crossing at Fitzroy. It shows the possibility and the advantages of the towns all along the coast. It starts with Carnarvon and mentions Onslow, Port Hedland, Broome, Derby and Wyndham. I have done the trip recently myself and I know that is no exaggera-

tion. Our North-West coast is a marvellous possibility from the tourist point of view and I hope the Government will give consideration to having a passenger boat built to cater especially for tourists. By doing this the tourists could be provided for and the boat could become a hotel for two, three or four weeks, as the case may be, for each of these towns.

Whilst it is true that Carnarvon has limited accommodation, there is practically no accommodation available at the other ports, except for a nominal number of people. In the case of tourists, however, they generally travel in batches of 100 and 150, and decent accommodation must be provided for them. So if the Government will give consideration to the building of a passenger boat it would serve the dual purpose of catering for the tourists during the winter months and of bringing the people down south during the summer months. It would also mean that we would not get the continuous reply that we do today from the State Shipping Service that there is no accommodation, and that they are booked up six months ahead. That is continually going on.

As Ernestine Hill said, there is not only the amount of money that the passengers pay for their tourist trip, but there is also the money they spend while they are on that trip. To illustrate this, I would like to give an example which took place during a trip on the 23rd June. The people in Derby had decided to have a fancy-dress ball for the children and discovered that the "Kabbarli" was to arrive at Derby on the night of the ball. They wondered whether they should not postpone the ball because of the fact that the men on the wharf would not be able to attend with their families. They considered the matter and thought that a few passengers from the "Kabbarli" might like to attend the ball, which would enable them to make up the amount lost by the inability of the works to attend. Practically everybody on the "Kabbarli," both passengers and crew, attended that children's fancy-dress ball and they did not merely pay the normal admission fee, but in some cases three or four guineas were subscribed to help the children of the North.

This indicated that they were very much alive to the sacrifices that were being made by the people in the North and were trying to encourage and help them to provide amenities for their children. That is one example of what these tourists do. As a rule, when people go on a tourist trip, they allow themselves £100 or £150 to spend while they are away, and generally spend it. It is possible to do long trips because while I was at Wyndham I had the opportunity of going to the Ord River, which is approximately 60 miles from Wyndham. We left for the Ord

River at 1.30 p.m. and after spending about three-quarters of an hour there, we were back for tea on the "Kabbarli" at about 6.30.

As I have said, the Ord River is about 60 miles from Wyndham. Admittedly, we travelled fairly fast, but that only goes to prove that the roads were such as to enable us to travel that distance. In the course of that 60 miles we saw the most wonderful country; far better than anything that can be seen in the metropolitan area. There were many acres of land waiting to be opened up. Some of the things we saw were crocodiles in the river and from the agricultural point of view it was very interesting to see the growing of peanuts, and the lush tropical fruits and the many other things this area provides. All this would be a wonderful encouragement to the tourist trade and I believe that the people who would visit these areas would come back and tell their friends about them.

Quite apart from what there is in Derby and Wyndham, there is also the added attraction of the natives in the various parts of this country. Members might be surprised to know that at all the ports about one-third, and in some cases 100 per cent., of the labour employed is native. These coloured people are highly intelligent. They could be educated in such a way as to highlight the North themselves, just as the Maoris do in New Zealand. If anybody goes to Rotarua or Wakarewewa he will find the Maoris running most of the activities around these tourist centres. If it could be done in New Zealand, it could be done in the North-West.

I could speak for the next hour on the advantages and possibilities of our North-West as a means of establishing a tourist trade. There are also the added attractions of Yampi Sound, where I had the pleasure of going over both Koolan Island and Cockatoo Island. Then there are the Montebello Islands; and so one could go on and describe each part and the attractions it offers. Accordingly I hope the Government will give consideration to spending £500,000 on a passenger boat. After all, if there are £3,000,000 or £4,000,000 to be picked up, we might just as well have that money in Western Australia, because the people of Victoria and New South Wales are tired of going round the Barrier Reef, Mt. Isa, Alice Springs and Port Augusta.

They want to come more to the West, and I am sure that trips could be arranged so that they could be on a weekly, fortnightly or three-weekly basis, according to what is offered. The tidal ports could be avoided or sailed into, just as the shipping authorities saw fit. I hope therefore, the Government will make some endeavour to cater for the tourist. Western Australia can do with all the extra

revenue it gets from the tourist trade. Everything should be done to encourage people to see our North-West, because this might lead to their buying property in that area and even possibly opening up industries and making their homes there. That is all I want to say on the tourist attractions.

One could speak about the various activities such as mining, pearling and so on. However, in dealing with other aspects of the activities of the Government, I would like to refer to the matter of transport. I am a little alarmed at the drift there is in railway finance. I think the only word to describe it is "calamitous." It is calamitous to think that railway finances have drifted to the extent of being £5,000,000 behind since last June. I hope the position does not arise that the dire consequences of a loss of £5,000,000 will be felt in my electorate. I must criticise the previous Government for permitting the various bus services to encroach on the railway preserves. I am sorry the member for Moore is not here because he was critical of the railways.

The previous Government encouraged the bus services to run parallel with the railway and thus take away the revenue which rightly belongs to the railway service. I will give an instance to portray what I mean. Yesterday I saw a bus stop 100 yards from the Meltham station, pick up passengers, go 150 yards south and pick up more passengers. That sort of thing is going on throughout the metropolitan area. Is it any wonder that the passenger service on the railways has dropped from 18,000,000 passenger fares in 1945 to about 11,000,000 today? It has been cut by about one-third and the railways are losing that revenue. The present situation is in no small measure due to the policy of the past Government in allowing private bus companies to build up their fleets to cut across the railway passenger traffic. I feel it is most unfortunate that the member for Moore, who offered his criticism the other day, is not here at the moment. He admits that he gets his super carted to his farm by motor truck. So do thousands of other farmers, and that has gone on in the past.

Instead of adopting that attitude, the member for Moore, who has to pay taxation and bear his share of the cost involved to the State, would have been better employed if he had given that business to the railways and encouraged that undertaking. By this means he would have discouraged the use of private road transport, to the advantage of the railway system. The present situation will never be properly tackled until the Transport Board itself operates along the lines originally intended, which was that road transport should be used as a feeder to the railways. If members look up the debates regarding the proposal to inaugurate

the Transport Board, they will see that that authority was originally set up with a view to co-ordinating road transport so that it would not interfere with the railways. Undoubtedly, due to the actions of the previous Government, the board, in effect, is competing with the railways and that is the explanation of the very substantial losses incurred by the railway services.

In my opinion, no road transport for passengers should be permitted beyond the Guildford railway station, which is in my electorate. We know the congestion that has been caused by the increase in road traffic generally. We have road hauliers engaged in carting timber, wheat, wool, wood and other commodities of one description or another. In addition, there are the road passenger buses operating in increasing numbers, and all these vehicles proceed through the city area. Road transport should be so co-ordinated that under an improved system passengers would have to be de-bused at the Guildford railway station and should be conveyed to their destination, either towards Perth or Midland Junction, by fast running diesel railcars. More stops should be provided along the line between Perth and Midland Junction. Instead of having eight or nine there should be at least ten or twelve. The diesel railcars, which the Minister for Railways envisages being in service about November or December next, should stop more often on the journey and set down or pick up passengers at stopping places for which there is no provision at present.

An example of a suitable siding for such a purpose is Ashfield, which is halfway between Bayswater and Bassendean. In that area if a person is employed at the super works and he happens to reside north of Bassendean or south of Bayswater, he now has to walk from a mile to a mile and a half to reach one or other of those stations. People will not do that in order to catch a train if buses are running past their homes and their place of employment. I therefore advocate the stopping of the railcars at sidings similarly situated to Ashfield between Midland Junction and Perth, while at the same time adopting the policy I suggest of requiring all passengers to use the rail transport between Perth and Guildford.

People coming from Middle Swan, the hills, Swan View and other outer portions of the metropolitan area should be conveyed to the Guildford station and thence to the city by railcar. The effect of that would be to curtail the congestion that we see in the city areas today. Under that arrangement the buses would have their legitimate proportion of the passenger service and the railway service would have what was properly its proportion. Thus each section of transport would enjoy its

legitimate proportion of the traffic available. When the Government is giving consideration to transport problems, it should have my proposition in mind and provide a fast diesel service, with cars leaving every 15 or 20 minutes.

I was pleased to read the notification recently that the Midland Junction High School is to be elevated in status to that of a fourth or fifth year school. That will be a great source of comfort to the parents living in that area because they will know that their children can continue their education at the Midland institution until they attain the leaving standard stage. In the existing circumstances under which their children are required to attend school in Perth, great expense to the parents is involved quite apart from the disadvantages associated with the travelling that is necessary. For long the people of Midland Junction have urged the raising of the status of the local high school, but, despite whatever pleasure is derived as a consequence of the new move, there will still be heartburnings because of the shortage of accommodation.

The Midland Junction High School accommodation is already overtaxed, and that applies equally to the primary, secondary and technical schools. In every hall in Midland Junction surplus classes are held. I go to the local Trades Hall every day, and I am aware that for at least 12 years a class has been conducted there. Every friendly society and church hall in the district is used as a school. I am not sure if there is one in the Masonic Hall, but I know a class was conducted there until quite recently. Therefore, while the local people will be pleased to know that the high school has been elevated in status, there will still be the spectacle of overcrowding.

I trust the Government will do what is possible towards the erection of a new high school, the building of which was promised 15 years ago. It is now 10 years since the site was actually chosen and paid for by the Government of the day, and I certainly hope that in due course the school will be built and the children amply provided for. I know that cannot be done immediately, and I hope the Minister for Education will allow the site for the new high school to be used in the meantime as a playing area for the children. There is a great scarcity of such playing fields in the Midland Junction area. At present children have to make use of the recreation ground, but find themselves in conflict with the various sporting bodies that hold annual rights in connection with the ground. This largely forces the young people on to a private reserve known as the Midland Railway Reserve. That should not be.

It is considered that for high school purposes an area of 10 acres is required so that sporting activities may be adequately provided for. Under existing cir-

cumstances at Midland Junction, the high school, with its half dozen or so added rooms, is situated on  $1\frac{1}{2}$  acres of ground. That is altogether too small. Similar difficulties arise in connection with the local technical school. For years it has been overcrowded. The rooms are too small and during school hours when the children from the high school arrive for their tuition in technical subjects, they have to proceed to the Railway Institute, which is a quarter of a mile from where they usually receive their education.

That represents a dead loss to the students and, in addition, they have to face the danger of crossing traffic on the highways and byways, and necessarily isolates them from the rest of the school, and it is high time the Government proceeded with the work of building a high school. If that were done, the present school could be used as a technical school and the Railway Institute could revert to the holding of its classes for apprentices, as was originally intended. The children attending the technical school would be in their right place in the present high school, and the classes in the existing high school would take their places in the new school. At that school, students should be enabled to have recourse to football, cricket, tennis, basketball and other forms of sport. For these reasons, the Government should give this matter early and earnest consideration.

The Government realises the very important age we are living in. Last week we were told of the amazing achievement of a jet plane which had flown from the Guildford Airport to Christchurch, New Zealand, in the staggering time of five hours and a few minutes. Planes have now reached a speed of over 600 miles an hour. An old saying is that the race goes to the swift, and I hope the Government keeps that slogan well in mind. Side by side with this, we have the Premier of South Australia, Mr. Thomas Playford, now known as "Atomic Tom," expressing the hope that in five years electricity will be generated by nuclear power. I trust that the Government will be mindful of the possibilities of atomic power and the importance of uranium deposits, and will do what it can, not only for this State but also for the whole of Australia.

I hope that appropriate classes at the University are studying atomic and nuclear energy and that within a short time we shall hear that the example of South Australia is being followed, namely, the selecting of students to go overseas to study nuclear and other forms of power.

Hon. C. F. J. North: How will atomic energy affect Collie coal.

Mr. BRADY: When road transport was introduced, people asked how it would affect the railways, so the hon. member's question cannot be answered at this stage. If nuclear energy comes into use, Collie will be in a position to supply its coal

wherever coal can be used. There doubtless will be certain forms of industry that will still be carried on with Collie coal.

The Premier: There will always be an atomic Collie.

Mr. BRADY: Yes, and the member for Collie will ensure that the product of his town will be used as widely as possible.

The Government should endeavour to ascertain from the Kwinana oil interests exactly what that undertaking will mean to the economics of the State. We have been told something of the quantity of the oils that will be refined at Kwinana and the amount of revenue the State can expect to derive from the £10,000,000 of expenditure, as well as something of the wharves, railways and roads to be constructed, but I have heard very little about the actual economics associated with the industry. I should like to be given some idea of the amount that is likely to be expended in the State as a result of the establishment of the industry. Such information would be very enlightening to members and might help them to visualise what the future holds in the matter of financing the State's activities.

When I decided to speak today, I did not think that I would have occasion to criticise the Press. It is most unfortunate that "The West Australian," in a sub-leader this morning should have started to indulge in mud-slinging. Whenever a newspaper starts mud-slinging, I always consider that it has a very weak case. I do not know what the editor had in mind when he wrote the sub-leader, but he set out to criticise the member for Leederville for having had the temerity to suggest that this House should go on the air, just as is done by the Canberra Parliament.

I am 100 per cent. with the member for Leederville in that regard, because I believe that it would be beneficial for the community and the State if we had a little more broadcasting of Parliamentary debates and much less of the rubbish that is put over the air by commercial stations. When I visited New Zealand some years ago, I was favourably impressed at finding that almost every second person one met was well versed in politics. When I asked for an explanation, I was informed that all the speeches made in Parliament House, Wellington, were put over the air.

I believe that broadcasting would put members on their mettle, more so than if we are called upon to resume responsibility for the collection of income taxation, though I do not agree with the statement as suggested by the Sub-leader, in the newspaper that the standard of the debates in this House has declined. If a system of broadcasting were introduced, members would have to take pains to ensure that their speeches were of a standard worthy of being put on the air, and the public would have an opportunity to judge who were the weak members and who

were the strong members, who were engaging in research and who were merely playing at the game of politics.

I feel that we are in a somewhat difficult position politically because our people are not well versed in what happens here and are apt to take too much for granted in relation to what State and Federal members are doing. I see no reason why the suggestion of the member for Leederville should not be adopted, except that possibly fewer copies of "The West Australian" would be sold if members' speeches were broadcast. In those circumstances, "The West Australian" would not be able much longer to act as the mouthpiece for the party in opposition to Labour, as it has done for years.

*[The Deputy Speaker took the Chair.]*

Hon. A. V. R. Abbott: Do not talk rot!

Mr. BRADY: I have known the member for Kalgoorlie and the member for Melville to speak in this House for an hour or an hour-and-a-half without having received so much as a bare mention in the Press.

The Minister for Railways: That was when it had the black ban on me.

Mr. BRADY: A member cannot speak for an hour or an hour-and-a-half without first having devoted many hours of research into the subject matter of his address. To claim that it would not be desirable from a financial point of view to have speeches broadcast is a weak argument. I fancy that "The West Australian" is fearful of losing its grip on the public—a grip that it holds whilst representing an anti-Labour point of view. Doubtless that paper is fearful of what the A.B.C. has been doing in the last three or four years. The A.B.C. invariably puts on the air an unbiased account of the happenings in the House, and when people have been able to get the news through that channel, they do not have to be told by the newspaper next morning what has been said. Having heard the remarks of the various speakers for themselves, they are in a position to draw their own conclusions.

Hon. L. Thorn interjected.

Mr. BRADY: I am afraid the member for Toodyay is trying to back up the newspaper. He must realise how weak the case is. Perhaps some members, opposite hold shares in "The West Australian" and believe that the member for Leederville has something in suggesting that the House should go on the air.

Several members interjected.

Mr. BRADY: Even though the member for Maylands and the member for Toodyay may not like it, I feel that the member for Leederville made a constructive suggestion. The public of this State are not educated sufficiently in regard to politics, and they could do with a great deal more politics and a lot less of the rubbish that goes over

the air and is published in "The West Australian" from day to day concerning anti-social activities such as racing. In "The West Australian" on Friday and Saturday mornings there are two pages of racing news. What good does that do the community? Against two pages of racing there is about a half an inch or an inch of politics. The interests of "The West Australian" are centred where its profits lie. "The West Australian" does not want the debates of this House to be broadcast because it knows that will be one more reason why the public will not want to buy the paper.

Hon. L. Thorn: Fancy having to listen to you over the air!

Mr. BRADY: "The West Australian" has observed the progress of the A.B.C. and knows that it has to look to its laurels in regard to its own activities. There are many things that could be said against the Press which I am not going to say today, but I will give one classic example of what occurs. About three years ago I had the great pleasure of opening a school in Midland Junction. I was the only member from either side of the House present at the ceremony. There was nobody from the Press or from the Education Department. The next morning the paper published a report that the Director of Education or the Minister for Education had opened the school!

The parents and citizens' association was upset and wrote to the Press, pointing out that I had opened the school and that the paper had not done justice to me or to the school. A representative of the association telephoned the paper, but no correction was ever made. They went on their own sweet way and nobody has been any the wiser concerning the true facts. That is the way the Press deals with public matters. It deals with them in a way that suits its own purposes. The proposal of the member for Leederville deserves consideration. To put it into effect would cost very little. The postal department could run a line up to here and the debates could be broadcast through the A.B.C.

I am sorry the Press has stuck its head out in regard to this matter. A fortnight ago I did not anticipate that I would be speaking along these lines. In the final paragraph of the sub-leader it was stated that members would be well advised to give discourses on financial agreements and taxation matters. That is a lot of "hooyey." To say that only six members are capable of making speeches on financial matters is to speak so much tommy-rot. Members have access to the same documents as the Press and I venture to say that every member in this House could give a discourse on financial agreements, taxation reimbursements, special grants and so on if he undertook the research that the editor of the paper is able to do.

The fact remains, however, that we in this House leave such matters to the specialists. There are members here, who, by virtue of their ministerial positions, specialise in the study of such problems. The Premier is also the Treasurer, and we would be sticking our heads out if we entered into controversies about financial agreements and other such matters when the Premier, who attends financial conferences and Loan Council meetings is capable of dealing with all financial questions raised by the Opposition, or the Press, or anybody else. That is the reason why members on this side of the House do not dabble in the difficult and delicate subject of finance.

In regard to the financial position of Western Australia, I personally feel that the whole thing is loaded against this State and in favour of the Commonwealth. It was never intended that the Commonwealth Government should use its financial powers the way it is doing today, against the interests of the States. It is a striking fact that a couple of years ago we could receive special grants and be assisted in half a dozen ways, financially. Sir Arthur Fadden himself argued that it was not possible to reduce taxation because money was needed for defence.

But now there has been a volte face. Because five of the six State Governments are Labour Governments, Sir Arthur says that we cannot receive any special grant, but we can look forward to reduced taxation. The Commonwealth Government can build up a surplus of £100,000,000, but the States cannot obtain what they were receiving a few years ago simply because of manipulation by the Federal Treasurer and the Commonwealth anti-Labour Government.

**MR. DEPUTY SPEAKER:** The hon. member has one minute to go.

**MR. BRADY:** They are trying to put the Labour Governments in the various States on the spot, but when the time comes the State Governments will be quite capable of showing the Commonwealth Government in its true light. If I had time I could give a discourse for an hour on the Financial Agreement and taxation matters. But today I had other matters to deal with and I did not feel disposed to discuss financial questions just to satisfy the Press. If the Press cannot get from others the information it seeks, that is too bad. Let the Press do its own research, and we will do ours. I want to compliment the new members on the excellent way they delivered their maiden speeches. I have pleasure in supporting the motion.

**MR. COURT (Nedlands) [3.36]:** In offering my congratulations to you on your appointment to the high office of Chairman of Committees, Sir, I would also like to take this opportunity to thank you and members on both sides of the House for the courtesy and friendliness

I have received since my election to this House. I would also like to convey thanks to the officials of Parliament who, at all times, have been most gracious in the help they have afforded me. I realise I have much to learn in connection with matters political and am very conscious of my immaturity in that direction. It has been made very apparent to me by my experience in the last few months that no matter how far one may have progressed in his professional or civil vocation he is a mere child when it comes to his initiation into the political affairs of a State. However, I feel that this House will expect me to give some expression of my views on at least a few matters during the Address-in-reply.

With this in mind, I would like to refer to four matters in particular, if only briefly: Firstly, the question of controls; secondly, Commonwealth-State financial relations; thirdly, the need for increased efficiency in industry and a degree of realism in respect to our export income; and, fourthly, the question of transport. As far as controls are concerned, I would like to say, as a general statement, that I am opposed to them except under abnormal conditions such as are experienced during a world war. It is my view that controls, no matter how well intentioned they may be, weaken the moral fibre of the people and discourage initiative and, particularly in their attempt to defy the natural laws of supply and demand, have a tendency to place a premium on inefficiency. They undermine the moral fibre of the community through encouraging people to seek illicit ways of circumventing them.

Human nature being what it is, there are always certain people who are prepared to devote a lot of their time and energy to finding loopholes in the legislation, and having found them they will prey on those who are less able or inclined to circumvent controls. I submit that without controls the true state of affairs is apparent, and there is no scope for unscrupulous people to prey on those who are less able to get around controls; and the prices of goods and services are wellknown to all and the return for services and goods is fixed on the normal bargaining principles. Controls further undermine the moral fibre because, in my opinion, they inconvenience the many for the sins of the few. There comes a time when the majority tend to become irked at this inconvenience and start to weaken in favour of breaking down or defeating the controls.

Controls discourage initiative because the person who is up and doing feels a sense of frustration. If the incentive is great enough he will, through his initiative and resource, endeavour to increase the availability of goods and services. If, however, on the other hand, restrictive measures are applied against him, his

natural reaction is to curtail supply so as to get a maximum reward for a minimum personal effort and risk of capital. This week's announcement by the Queensland Prices Minister to the effect that sorghum was decontrolled so as to encourage the supply is, I suggest, an up-to-date admission of what I say. It is my view that postwar governments in Australia have been far too timid in throwing off the shackles of war-caused controls. They have been reluctant to take a calculated risk on the upsurge that may take place if the controls are removed until such time as the natural laws and competition assert themselves.

Any nation's economy which is allowed the requisite freedom in postwar years will recover much more quickly than one which is subject to severe controls. The information available from other parts of the world lends some point to this observation. I find on examination that several countries saw fit to step out of their controls some years ago. Belgium did it in 1948; West Germany in 1949; Canada in 1950; and, of course, the United States and the United Kingdom followed suit in more recent times. We find, too, that the cost of living increase in Belgium has moved only from 100 to 105 since the controls were removed there five years ago. We find, regarding West Germany, that Mr. Cain, the Premier of Victoria, had this to say on the 24th June last—

There is no doubt the Germans are recovering faster than any other nation of the world involved in the war.

This is rather pertinent because he was in Germany in 1948, if I remember correctly, at the time when the West German economy was subjected to the most severe barrage of planned economies that the experts of the world could devise. The planned economy experts of the world were rather shocked in recent months when the Minister for Economics for West Germany made the observation—"In Germany we have finished with a planned economy, thank goodness!" I do not know that I can subscribe to the view that there should not be some planning of economy. I think his statement is rather sweeping, but it is significant that since they have stepped away from a wholly controlled economy they have made the most spectacular economic recovery that has been experienced in the postwar years.

*Sitting suspended from 3.45 to 4.5 p.m.*

*[The Speaker resumed the Chair.]*

Mr. COURT: I had reached the stage in my remarks where I had quoted from the observations of Mr. Cain, the Victorian Premier, and from the remarks of the Minister for Economics in Western Germany. I would now like to touch briefly on the situation that has prevailed in Canada and the latest report I have is of the situation in 1952. There it is

shown that from a state of control at the end of 1949—if we take the cost of living at that period as 100—the cost of living index has risen to 115 compared with Australia, over the same period, moving from 100 to 155; in the one case there has been no control and in other control has been maintained.

Furthermore, the United States record, as far as I can determine it from the latest figures available, indicates that the cost of living index rise since they engaged in a major system of de-control, has been approximately .3, which indicates that the predicted upsurge in prices has not taken place. Also I suggest that the recovery reported in Britain over the last 12 or 15 months has been truly remarkable compared with the experience of the previous post-war years and that recovery has taken place during a time when the country has been moving towards a period of de-control and getting away from the severe wartime restrictions. I feel that Governments of all colours have overlooked the fact that free enterprise needs flexibility if it is to do its job properly. It is a hard school and places no premium on inefficiency as do controlled economies.

It is significant in free enterprise that once an industry qualifies for the so-called easy money class, it is soon brought up with a round turn, because there are many who are prepared to enter that particular industry, or section of industry, to sample and take advantage of this so-called easy money. The result is that natural laws assert themselves and before long stability is returned. This is a young country; our pioneering work is not over by a long way and I suggest that the over-cautious methods of controllers will not bring about the increased growth of enterprise that we so badly need. Our greatest immediate need is to encourage both Australian primary and secondary industries to stand on their own feet and successfully compete with the rest of the world. We will never do it under a tightly-controlled economy which, in my opinion, saps our efficiency and, above all, our self-reliance.

If I may, Sir, I will now touch briefly on the question of Commonwealth-State financial relationship. It is apparent that a drastic change in the Commonwealth-State financial relationship is necessary and, in my view, the approach must come primarily from the States. It is unreal to expect any Commonwealth Government, no matter what its political colour, continually to accept public criticism and unpopularity for raising funds through taxation while the States, whose Governments in some cases have no compunction in criticising the incidence of taxation by the Commonwealth Government, want more and more money made available for their needs. In any organisation, it is axiomatic that there should be no responsibility without the requisite authority. It therefore follows that there should not be

authority without the requisite responsibility. In all sincerity, I submit that we have largely brought about that undesirable state of affairs in the overall financial operations in Australia, namely, that one person is responsible for raising all the funds whereas other people do a large degree of the spending.

There is another problem which is, to a certain extent, peculiar to Australia, and that is an unbalance between the States in their natural ability to contribute. This aggravates the position, both between the States themselves and the States and the Commonwealth. The attitude adopted by some State Governments has been a rather sorry and unstatesmanlike spectacle, because rather extravagant language has been used in condemning the Commonwealth Government for the stand it has taken. They have gone to the extent of saying that unemployment and depression will result from the action that has been taken over the last year or two. I submit that this is dangerous talk and bad psychologically. The member for Leederville quoted a very reliable authority on the psychological approach to Government finance. I have no doubt that the gentleman who made such a statement did not intend to alarm the public to a point that would precipitate a possibility of unemployment, but I do suggest that public opinion, being so sensitive to what is said by these leaders, reacts very quickly to any suggestion that there may be an economic recession or threat of unemployment.

In my opinion, the predictions of these people have been proved wrong because, fortunately, Australia has emerged from its 1952 financial trials very strong and with a particularly high level of employment. If the Commonwealth Government has erred, it is because it has not called a halt earlier to the over-lavish programmes of the States and the Commonwealth itself; programmes which were out of all proportion to the availability of manpower and materials during those periods. I suggest that this over-ambitiousness by the Commonwealth and State Governments was, to a certain extent, the cause of the inflation we have experienced in Australia, because not only did the Commonwealth and the State Governments compete with private industry for vital manpower and materials, but also we had the spectacle of the States competing one with the other and, in New South Wales, we had a classic case of two State projects competing with each other within their own State.

The situation in Australia today is that both primary and secondary industries find themselves with inflated costs and about to commence a struggle against world competition because of the events of the last few years, and the rather lavish Government spending during that period. Members must not misunderstand my objective in making the foregoing remarks. I do not advocate a timid policy of development.

On the contrary, I am always prepared to accept a calculated risk if it means genuine progress, but I think we must be realists and appreciate that there is only so much income and loan funds within Australia, and we must make certain that any risks we take have a calculable hope of success.

The financial and development problems of this State are many and varied. The geographical nature of our State makes it imperative that we have harmonious and sympathetic relationships and understanding with the so-called larger and less dispersed States. They must be encouraged to think in terms of Australia, and we in turn must continue to think of our duty to Australia, because I think that this State in particular has always been particularly conscious of its obligation to Australia and the Commonwealth of Nations. With respect, I submit that the prime task of the Western Australian Government in the financial field is to try to lift this Commonwealth-State financial wrangle out of its present low level of political football. The Premier is in an excellent position to give a lead in this, in view of the fact that five of the six States are of the same political colour as he is, and I suggest that if the other States will not follow such a lead, we must accept the fact that they are prepared to accept the risk of uncertainty and instability as a matter of purely political reasoning.

At the risk of presumption, I also suggest that the stage is set for the Premier to invite the State Premiers to approach their future Commonwealth-State relations on an Australia-wide basis rather than from a narrow political and local standpoint. The initiative must come from the States if they want to accept their responsibilities and right to govern. For instance, could not each State determine its short and long-term projects and related financial commitments with an objective, non-party approach, but of course subject to the proper safeguards that the Government of the day must have in its overriding authority to govern and, having arrived at each State's desires, including priorities, the whole could be surveyed by the Commonwealth and State representatives from an overall national viewpoint? We must appreciate that there is only so much money available within the shores of Australia, or any other source we can call upon, and we must apply that to the advantage of Australia. The Commonwealth Government, as the principal tax-collector of the day, should know what income is available, and it surely can determine with reasonable accuracy the availability of loan moneys from both internal and overseas sources.

With the foregoing information, it should be practicable to make decisions on these projects and priorities. I suggest that in framing these priorities and approving of these projects, it is not unreasonable that the State Governments

should have some indication of the minimum funds that can be made available over at least three years. I do not know of any large-scale business undertaking of repute that would be prepared to launch into the financial unknown in the same way that some of our States are expected to conduct their affairs. Any large-scale and reputable organisation would forecast its requirements; it would plan the availability of money from the several sources open to it and then proceed within the limits of known availability of funds. In my view this State has everything to gain from such an approach. Obviously our sparse population cannot produce the loan or tax moneys to meet our development—a development which is vital to Australia as a whole and, of course, of great interest to us in particular.

In considering the source and application of Government funds I strongly exhort the Government not to place undue importance on State work as a bulwark against unemployment. Private industry is still, and I trust always will be, the greatest creator of employment in Australia. It is reputed that today it provides approximately 70 per cent of Australia's employment and personally I think the target could be higher. If it is neglected through fostering State works, the inability of industry to pay taxes because of declining income will soon make itself felt throughout the whole of our economy. Furthermore, Government works proceeding without proper balance within our economic structure could easily precipitate an economic crisis instead of lessening its possibility.

I would now like to deal with the question of the need for extra efficiency in industry and realism with respect to export income. It cannot be denied that primary and secondary industry in the last few years has experienced unprecedented periods of buoyancy with a consequent increase in the personal and national income. But can we truthfully say that we are emerging from this era with financial reserves and efficiency standards to carry us into and through less buoyant times? I have my doubts to say the least! We are skating on very thin ice and have a lot to thank the primary producer for as far as our present financial position is concerned. Already the writing is on the wall in respect of overseas prices for exported primary products and imported manufactured goods. All the evidence of competition and the demands of nations for reciprocal trade are apparent.

It will be a grave error for our Commonwealth and State Governments to assume a continuation of the internal and external trade conditions of the last few years. I am not forecasting a serious economic recession; I do not suggest that for one moment. But what I do want to warn of is the need for realism in appraising

the amount of money Australia and all within it can reasonably expect to command within the next few years. The clever thing is to plan in anticipation of having to make do on less export income with correspondingly lower gross incomes in the hands of the producers than at present. I stress the word "gross" incomes; not necessarily less net incomes because one is related very closely to our degree of efficiency.

There is ample scope within our primary and secondary industries for improved efficiency aimed at cost reduction and quality improvement. I am hopeful that the Government will direct its efforts to encouraging such results with the greatest possible speed. Whilst the internal wrangle between State and Commonwealth Governments is going on over the procurement and allocation of funds the more important issue of our economic efficiency appears to be receiving scant attention.

With respect I invite the Government's attention to the publication by the Anglo-American Council on Productivity. These publications, reporting as they do the findings of widely representative British teams conducting well organised surveys of American production methods—including education for efficient production—are monumental works. The American thirst for efficiency and greater productivity as a means to higher national and individual standards is well illustrated in these findings, and publications made available by the Anglo-American Productivity Council. One thing is apparent. If the personnel and organisation at the top level in industry—whether it be primary or secondary—are not progressive and efficient, we cannot expect the people at the lower levels to be efficient.

The alleged observation of Napoleon that, "There are no bad soldiers, only bad officers," harsh though it may seem in its first general impact, could well be taken to heart by industry. I still feel it is not a bad statement to take to heart. I would like to see industry, both primary and secondary, taking the initiative in sponsoring increased efficiency in Australian industry rather than waiting for Government sponsored schemes to be formulated. I feel that industry can achieve success much more quickly, effectively and cheaply than can any Government scheme. I think it is their responsibility to take the initiative rather than to wait for the Government to move in the matter.

I would remind industry that there are very few people below the age of 33 who have had experience and training in the more competitive and difficult times. It is the duty of those with the knowledge and experience to give such guidance and direction as is necessary to ensure that private industry does not fall into the error of complacency. This may involve

a temporary retention of responsibility by some senior people who have contemplated retirement or lessened effort. Experience is a great teacher and tighter economic conditions could prove most valuable. I have no doubt of the capacity and the willingness of the present generation to accept this advice and act upon it provided it is given the opportunity.

The next point with which I want to deal is the question of transport. It has been discussed at great length by previous speakers, but I, too, would like to make some observations if I may. Transport is vital to the security, the economy and the well-being of a nation. It is important that it should qualify as being adequate, efficient, flexible and operated consistent with reasonable economic considerations. If we apply those four points to our own transport system in Western Australia, we must acknowledge that it does not measure up to those considerations. The time has come when narrow considerations, such as trying to place the blame at the door of any particular Government or any particular administration, must be forgotten.

The solution of the present uneconomic and inefficient conditions will not be achieved by bolstering up the railways, by giving them monopoly conditions. Protection only promotes dependence and inefficiency instead of developing initiative, efficiency and progress that are so necessary. It is of no avail to refer to the past and say that in 1946 the railways were in a certain condition or that the position in 1930 was so-and-so. The problem is before us and has been contributed to by many people over the years. We have a duty to fulfil and we must accordingly give constructive thought to the task of overcoming the difficulties of transportation. I have endeavoured to find what clearly-defined plan has been evolved in any of the States of Australia with regard to a properly co-ordinated transport system, but without avail. There may be such a plan, but I have been unable to locate it.

My sympathies are with the Government in that it has to decide what is to be done regarding the several systems and particularly with regard to the railways, but I trust it will not yield to any considerations of expediency, which in the past has largely been the situation. If we accept the proposition that the railways remain as a Government concern, I strongly urge that the control of road and air transport be left in the hands of private enterprise. There are sound reasons for this, and I would like members to feel that I am not making this suggestion for purely political reasons.

The four main points that I advance for suggesting that the railways should be Government-owned and road and transport facilities left in the hands of

private enterprise are: First of all, we would have decentralisation in administration and operation but would still retain centralised control of the major transportation policy. Secondly, there would be economic and industrial security, with separate authorities over the different sections of transport. Thirdly, we would have competition without any uneconomic overlapping and, fourthly, we would have that flexibility that is so important in time of war or other crises. From the published report in 1953 of the Australian Transport Advisory Council, it would appear that some progress may be made in establishing an overall transportation policy for Australia. Unfortunately, there have been various suggestions from some of the States since then that the authorities do not quite agree with some of the observations of their respective representatives.

I feel that if a State like Western Australia—and it is often the so-called smaller States that provide a constructive approach to a problem—were to give a lead, it may be that it would be a step towards achieving a worthwhile national road transportation policy. The proposition for closing some of our non-paying railway lines will call forth arguments for and against. Primary producers will naturally be opposed to higher freights whether imposed by the railways or any other form of transport. The test will be whether they are to receive the benefits of a system which is adequate, efficient and provided at a reasonable cost. I do not think primary producers should, or would, protest against the imposition of freights whether by the railways or some other form of transport, provided that the formula complies with the following requirements.

These are that the service is adequate and efficient; there are no charges which are a burden because of inefficient administration or operational costs; that the basis of freight assessment is reasonable, having regard to the needs and characteristics of a defined district, and also that the producers are receiving the full current value of the products they are producing and not subsidising other parts of our economy. In my remarks today I have deliberately refrained from referring to any matters of purely local interest to the Nedlands electorate. I feel that during the Address-in-reply debate one should deal with matters concerning the State more particularly rather than with one's own narrow electoral interests.

I must say I have received the utmost courtesy and co-operation from Ministers and departmental officers in connection with any of the problems peculiar to my electorate, which I have addressed to them. Earlier in my remarks during my temporary absence from the Chair, Mr. Speaker, I conveyed my congratulations

to the Chairman of Committees, who had been acting as your deputy. May I now extend to your good self, Sir, my congratulations on your elevation to your present high position and to thank you for the kindness and courtesy you have shown me since my election to this Chamber?

In conclusion, may I refer briefly to two subjects which may appear comparatively unimportant but which have left a great impression on my mind? Those two matters are, in particular, the recent visit to England for the Coronation by the Premier and the Leader of the Opposition, and the second has relation to the Governor's Speech. When one enters the parliamentary sphere, one is accustomed to hear adverse criticism of this parliamentary institution. In the two matters I have already mentioned, we can see something of real value and importance to the parliamentary institution, as it obtains throughout the British Commonwealth.

On the one hand, we find that at the Coronation of our beloved Queen we had the Premier and the Leader of the Opposition representing this State, which in itself acknowledges the great importance attached to Her Majesty's Opposition in the parliamentary institutions of the British Commonwealth. Then again, I was pleasantly surprised with the record of information contained in the Governor's Speech. I feel that in its compilation an element of justness was evident with regard to the Government which went out of office on the 14th February last and that Government can be proud of the record contained in His Excellency's Speech. I cordially thank members for the kindly hearing they have given me on the occasion of this, my maiden speech.

**MR. McCULLOCH** (Hannans) [4.38]: I congratulate you, Mr. Speaker, upon your appointment to the high office you now hold. I am sorry at the same time because while you sat alongside me on the other side of the House I had the benefit of your advice. I will also take advantage of the opportunity to express my congratulations to your predecessor in office, the member for Claremont. I may remind members that I had the audacity when I first entered this House, to say that I proposed to disagree with his ruling. I expressed the hope at the time that he would not try to think I was putting anything over him. The then Speaker was good enough to reply to me, "Go ahead."

In the course of the few remarks I wish to make on the Address-in-reply, I shall refer to one or two matters that I consider require attention. Firstly I refer to page 6 of the Governor's Speech where the following reference appears:—

The proceeds from 1,187 whales taken last season was approximately £1,200,000. The State's annual quota of humpback whales has been increased to 1,275.

I believe that the total has since been increased to 1,300. We have heard a lot of talk in this House about the need for increased production, but here we have a highly profitable industry that has been tied down to a quota. It has not been tied down at the wish of this State or of the Commonwealth; the restriction has been imposed under some international agreement.

**Mr. Yates:** Do you agree with it?

**Mr. McCULLOCH:** I do not.

**Hon. L. Thorn:** The hon. member would kill them all at once.

**Mr. McCULLOCH:** When petroleum companies commenced operations in 1858, it was thought that whale-oil would be of no further use. However, this oil is at present bringing about £75 per ton, the price having dropped in the last two or three years. Whale-oil is being used for the manufacture of margarine, glycerine, soap, etc. Prior to the coming into use of petroleum products it was employed for street lights, and the bone was used for making the ribs of the corsets that were worn by the old Victorian ladies, and also for ribs for umbrellas. Notwithstanding the changes that have taken place, there is still a wide use for whale-oil.

As I have said, the quota for this State is 1,300 whales. We are given to understand that while Babbage Island will get its quota at any time within the next few days or weeks, Albany has reached its quota, which means that the industry there has come to a stop. Why should we be restricted in this way? In the Antarctic and at the South Georgia and Falkland Islands, British, Russians, Japanese, Germans and representatives of various other nations are operating in the industry and the quota for them last year was 16,000 whales. I consider it a great pity that an industry of such value to the State should be so curbed. The British operating at South Georgia, Americans and Norwegians, use factory ships, but the industry in this State uses land-based stations.

This industry will always be of consequence to the economy of the State. Some months ago we were told that the Commonwealth Government proposed to sell the Babbage Island station, which belongs to the people. I suppose if it were a losing proposition, there would be no suggestion of selling it. I trust that the State Government will endeavour to get our quota increased in order that the men engaged in the industry may be employed during the 12 months of the year.

Another matter on which I wish to offer a few remarks is the gold production. In Western Australia, the production is quite good, but the same old price still prevails, namely, 35 dollars per ounce. Although inflation has been rampant during the last few years, and although mineowners have been unable to obtain an increased price for their gold, all the materials sent to the Goldfields have gone up in price, which means that if the inflationary spiral cannot be checked, some of the mines will have to be closed.

I have spoken in this House on several occasions advocating efforts to secure an increase in the price of gold. There has been a devaluation of sterling, but the actual price of 35 dollars still remains, and if we continue to subscribe to the International Monetary Fund, I am afraid that the price of 35 dollars will still persist. The United States of America has the master hold, and it looks as if that country is likely to keep the price at 35 dollars.

On the Eastern Goldfields, there has been a good deal of talk recently about decentralisation. I wish to be quite frank in my remarks on this matter because there are 400 or 500 workers on the Goldfields who have been put out of employment. The Kalgoorlie Power Corporation, which supplies current to the town and the mines, has adopted coal as its fuel instead of wood, which means that 400 or 500 men who have been engaged in supplying the timber—a product of the Goldfields—will be thrown out of employment. Unfortunately no work can be found for these men. A few of them, those who are tradesmen, will probably be able to find work elsewhere, but the man that wields the axe will have to wait until something turns up. A representative of the Commonwealth Employment Service informed me that as regards employment to absorb them, there is no prospect in the near future.

While the McLarty-Watts Government was in office, we had several deputations to the then Premier with a view to ascertaining whether the Government could do something to relieve this unemployment difficulty, which had been threatening for a considerable time but has now become an actual fact. These men will be looking not only for jobs but also for homes. The large majority of them, probably 75 per cent., may not be electors. They are Southern Europeans, a large number of them being unnaturalised and so, in putting up a case for them, I cannot be accused of seeking votes. However, I take the view that if we cannot employ the men already in the State, we should stop migration. It is not right to bring more people into the State if we cannot find work for numbers who are living here. I agree that the country must be populated, but I do not agree that we should

bring men from overseas and put them on a dole of £2 10s. per week. But that is all that is offering to them now. Something should be done to try to provide work for these men or they should be stopped from being sent to the back country where work is not offering.

I have listened to quite a lot of remarks about the transport system of the metropolitan area; about what is wanted and what should be provided. From my observations of the transport facilities in the metropolitan area, I consider that people here are a hundredfold better off than those who live anywhere in the back country. There is talk of lifting railway lines—in the outback, of course—but I consider that the first line that should be lifted or on which passenger traffic should be prevented is that between Perth and Fremantle, because I am certain that that passenger traffic is not a payable proposition.

Why should railways in the back country be abolished? We have sent people into outback districts to pioneer the land, and now that they have done so, they find that they are to be deprived of a real transport system. They went there with the expectation of having railways to serve their needs. Now that they have developed the country, the chances are that the lines will be taken up or at all events that passenger transport by train will be brought to an end. It would be all right, of course, if some other means of transport were to be provided. I realise that we cannot continue to run the railways at a loss. But even though a loss has been made on lines in country districts, I consider that the services there should be continued.

We have heard something about new diesel electric engines. In this connection I expect that the metropolitan area complex will be in evidence again, and those engines will be wanted for the suburban railways. They will be required for people who want to make mystery trips on Sundays. How nice that would be for people outback! The diesel electric engines should be used in the first place in the back country, because the metropolitan area has a good and sufficient transport service already.

The other matter on which I wish to touch is the comprehensive water scheme. Over the last seven years we have been subject to restricted water supplies on the Goldfields in the months of December, January and February. We just could not get supplies. I have heard the member for Mt. Lawley and the member for Stirling discussing this question, and there seems to be an objection to paying 1s. 9d. per thousand gallons. I think that people who can obtain water for that price are lucky. I have been endeavouring to secure water for several of my electors in Hannans. Poultry farmers and market gardeners there are willing to pay 7s. per

thousand for the first 30,000 gallons, but they cannot get the water. We have heard howls in the metropolitan area about the necessity to pay 1s. 9d. per thousand gallons, but the people who are obtaining water at that price are extremely fortunate.

As far as the comprehensive water scheme is concerned, we were told years ago that when the wall of Mundaring Weir was raised another 32 feet the Goldfields would have sufficient water. That wall has been up for over 12 months and there is twice as much water in the Mundaring Weir than there has ever been before. Unless we can get some outlet for that water, the same thing will apply next summer on the Goldfields as has applied before. I have been told in this Chamber that it was not possible to obtain steel to make the necessary pipes. It is strange to me that that should be so when, from round about Gosnells and Armadale down to Kwinana, 30-inch pipes have been installed. There seems to have been plenty of steel for those pipes but none to duplicate the line for a certain distance from Mundaring Weir to Kellerberrin or Merredin so that water could be supplied to the farmers in that area and to the people on the Goldfields, for whom the scheme was originally installed.

I am aware that the water to Kwinana comes from the Canning dam, but the point I am making is that I was informed that steel could not be obtained to provide pipes for the Goldfields line, and yet at least 30 miles of piping was found for installation from the Canning dam to Kwinana. The people on the Goldfields are very hurt about this matter. Recently there was a conference of local governing authorities, and I wish to read the report of that conference which appeared in the "Kalgoorlie Miner" of the 29th June, 1953. It is as follows:—

#### **Inquiry Sought Into Goldfields Water Scheme.**

A Royal Commission on the Goldfields Water Scheme would serve no good purpose as the Government intended to implement its programme of works to the fullest extent, said the Minister for Water Supply, Mr. Tonkin, in a letter to the Conference of Goldfields Local Governing Bodies which met on Saturday in the Kalgoorlie Town Hall.

Delegates to the conference, however, were of the opinion that an inquiry was necessary into the scheme on an engineering plane, and a motion to this effect, submitted by Mr. L. Dodd (Dundas Road Board) was carried.

The recommendations of a recent committee investigating the possibility of a uniform water rate throughout the State were also criticised by

the conference, and it was decided to lodge an emphatic protest against them.

(In their report to the State Government early this month the two-man committee discounted the possibility of a flat water rate and recommended increased water rates for the goldfields. It was suggested that mining companies pay 1s. extra per thousand gallons.)

The Government's professed policy of decentralisation was not evident in the committee's recommendations, said Mr. Dodd, moving that the conference oppose them. His motion was seconded by Mr. W. C. Sampson (Esperance Road Board).

Mr. Dodd said that he would like to know where the piping for the 30-mile Kwinana pipeline was obtained, and also the cost of laying the pipeline.

We could not get steel last year to duplicate the pipeline from Mundaring Weir to a certain distance along the Goldfields pipeline. The Minister told me it was unobtainable. Notwithstanding that, we find that steel was obtainable for the line to Kwinana. Yet we hear talk about decentralisation!

I have not too many complaints about education in my electorate. Four schools are operating there. I would like to see a scheme implemented whereby free books could be supplied to school children. This point has been discussed for some years. The books used by a child going to school this year are not likely to be of any use to another child following on the next year, because the curriculum undergoes changes, or a book by some other author is brought into being. Expensive books are used, and it would be an advance in the right direction if education could be standardised so that the books could be issued free to children and could, if properly looked after, be used by other children in the following years. Incidentally, we have three vacant schools at Kalgoorlie at present; one is at Browne Hill and the other two are the two-up schools. Anyone can have them.

So far as hospitals are concerned on the Goldfields, the student-nurses do not have a proper place in which to receive their tuition. For many years a brand-new intermediate ward stood empty and gathered cobwebs. It has recently decided that the women in the medical ward should be transferred to the intermediate ward, leaving the medical ward available for the student nurses to get their tuition. Unfortunately, the women, instead of being charged 21s. a day, as they were in the medical ward, will now be charged at least 30s. a day in the intermediate ward. This is a bit of an imposition on those people who are unfortunate enough to be confined

to hospital. The women had no objection to the medical ward, although I suppose the intermediate ward is a little better, on account of the rooms, but I do not think any extra charge should be made. I hope the Minister will look into this matter and see whether things can be rectified.

In regard to charges, I think Dr. Page's scheme is nothing but a "dinkum" harvest for the doctors. It is the greatest sleight-of-hand trick I have seen in my life. Some two or three months ago, a woman, whose five-year-old child had to go into hospital for an appendicitis operation, came to see me. The child was in hospital for ten days. It would take a doctor about two minutes to perform the operation, and the lady got a bill from him for £21. For the ten days in hospital she was charged 21s. a day, and she received a bill for £3 3s. for theatre fees and £2 2s. for the anaesthetist. How would anybody expect a working man to be able to meet bills such as these? This lady happened to be a member of the Hospital Benefit Fund, and she gave me her card, which had "3s. 6d. a week" on it. She applied to the fund for the money and was told point blank that she had to pay the accounts before the fund would do anything in connection with them.

I went to the Perth office of the Hospital Benefit Fund, and saw a girl at the claims counter. I had all the accounts from the hospital and the doctor. The girl did not know anything about the matter. I said, "Is there anyone in the establishment who would know anything about this?" She said, "It is obvious you do not know anything about it." I said, "I admit that. I have come to find out something about it. Can you tell me anyone who would know anything about it?" She said, "Yes, go to 203 Beaufort-st." I said, "Where is that?" She said, "Just beyond Newcastle-st." I went there and walked up the stairs. It happened to be raining, and I dripped water off my hat standing in the middle of the floor.

There was no counter, but there were about 50 or 80 desks at which girls were seated. They were laughing. I said to one, "Young girl, who would be boss of the joint?" She said, "Do you want to see someone?" I said, "It is obvious I am not up here on pleasure. I would like to see somebody." She said, "Do you want to see Mr. Hart or Mr. Walker?" I said, "Any Mister will do me, so long as I see someone." I saw some gentleman, but I do not know whether it was Mr. Hart or Mr. Walker. I put this woman's case to him, and he said, "Oh, yes, I see." I said, "This case has been going on for about four months. When is the lady going to get this?" He said, "Has she paid the bills yet?" I said, "No, she has not the money to pay the bills." He said, "I do not know that we can do much about it."

I said, "These people are paying contributions for the purpose of being assisted if they or their family are in ill-health, and you are accepting the money under those conditions." We came to some agreement, and he brought in a chart and said, "You will be entitled to £12 12s. for the operation." I said, "How do you make that out? Here is the list where you say it is £23 for the operation." He said, "That is no good." I said, "Why do you issue these things to people? This is a schedule of payments of benefits."

The Premier: This is free enterprise in action!

Mr. McCULLOCH: He said, "That does not matter. On the 1st July you might get that." I said, "You do not mean to tell me you are issuing these things to people and not intending to pay them!" He said, "You will get them on the 1st July." I said, "But this case happened in January." Later I said, "How about the theatre fees?" He said, "You will not get them, but you will after the 1st July." I said, "That is very nice. It is encouraging. It is a pity the child did not wait until the 1st July for the operation." However, we finished up, and I was able to get the large amount of £6 10s. out of him. I said, "When will this lady get the money?" He said, "I will tell you what to do. If you go to the Controller of Accounts in Wellington-st., you might get it earlier." I said, "I have been around in rings; I am getting giddy trying to get this money. Ring up on the telephone and let him know it has to be paid soon." I got advice last week that the woman had received the £6 10s.

That was five months after the operation was performed, notwithstanding that this woman had been paying 3s. 6d. per week into the hospital benefit fund. Such a state of affairs is just a harvest for the doctors when they can charge £21 for making a small incision and removing the appendix of a child five years of age—an operation that would not take more than three minutes. That is the kind of charge that the working man is now expected to pay and the sooner a Labour Government is returned in the Commonwealth sphere and gives us back the conditions that applied prior to the present tragic scheme, the better.

No-one growled about the position then and a mother was able to get proper attention for her children. The only people who were dissatisfied with that scheme were the doctors and they have been having it all their own way for a good while now. I believe it was they who did their best to sabotage the old scheme. They said that old people were going into hospital and taking up beds unnecessarily but, had the doctors not ordered the old people to hospital, they would not have been there. It will be the salvation of this country when the previous scheme

is brought back into operation, as the health of our people is the nation's greatest asset.

During the last interdominion trotting carnival there were many visitors here from the Eastern States. I had to travel to Kalgoorlie one night at that time and notwithstanding the fact that I had booked a week earlier I was put in a four-berth carriage which was supposed to be first class. I asked where were the ordinary carriages and the conductor said, "Oh they are all needed for the interdominion trotting clients." Such people come here only once in seven years and they certainly should not be given the benefit of the good carriages while Goldfields people are forced to travel in four-berth carriages. One woman showed me the blankets provided. They were so dirty that she would not put her feet on them and they obviously had not been out of the box where they were stored for months.

In addition to that the carriage itself was definitely not clean, but the department obviously considered it good enough for the people of the Goldfields and the back country. No matter what Government is in power when the next interdominion trotting carnival takes place I would like to see Goldfields passengers given the best accommodation and not forced to travel in fourth class berths while paying a first class fare. It is cheek on the part of the Railway Department to take a first class fare from people and expect them to travel in coaches that are hardly fit for dogs to travel in.

Hon. L. Thorn: I think you are exaggerating.

Mr. McCULLOCH: It is a fact, as the hon. member could ascertain if he inquired from the department what carriages were used on that particular night.

Hon. L. Thorn: But they were not fourth class.

Mr. McCULLOCH: They were fourth class and about 40 years behind any other railway passenger transport in the world. Thirty years ago the niggers in Africa travelled in coaches better than some of those that we have here. I have been approached by some of the holders of gallon licenses who complain that women have to go to a hotel—which 99 out of 100 women hate doing—if they wish to purchase a single bottle of beer or wine. It may not be a modern attitude, but most women do not like to go into a hotel to buy a bottle of liquor.

Hon. L. Thorn: They drank all the beer during the war.

Mr. McCULLOCH: I am talking about "dinkum" women and not the women from down—well, the hon. member knows where. At all events I think some amend-

ment should be made to the Licensing Act to permit of a customer purchasing a single bottle of beer or wine from the holder of a gallon license. What harm would that do? At present women cannot buy from such retailers less than a gallon, and would require a pack mule to carry it. I understand that there is some talk of changing the hours of hotel trading and, if so, the question I have raised could be considered at the same time.

I have received complaints about the quality of bread being supplied to the public and I think members will agree that some of it is disgusting. I can remember the time when if one gave a child a slice of bread and jam it was almost a meal, but today a child would require a loaf of bread and a pot of jam and would still not have a decent feed. There is a proposal in New South Wales, Victoria and Tasmania to add non-fat milk solids to bread, which would mean an additional charge of 1½d. per 2-lb loaf. I come from not far short of Aberdeen and prefer quality to quantity. I would prefer to pay the extra 1½d. for a 2-lb. loaf if it were of sufficiently good quality.

I am not a disciple of price control and believe some latitude should be given to the baker who wishes to bake a good loaf at slightly higher cost. Thousands of people hold the same view as I do; that the quality of the bread today is not nearly as high as it was 30 years ago. I believe that in the States I have mentioned the C.S.I.R.O. is investigating the quality of bread, and if the proposal in the Eastern States is adopted I think it should be adopted here also, and that the baker should be allowed to charge the extra 1½d. per 2-lb. loaf for bread of higher quality.

There are about 18 market gardens in my electorate. They are worked by Southern Europeans, all good fellows. Apparently the water restrictions over the years have caused deficiencies in the soil they till and some of them recently pointed out to me that they are finding it hard to grow vegetables. Although these people have been used to growing vegetables in their own country the soil on the Goldfields is of a different type, and if an inspector from the Department of Agriculture could visit these gardens he could tell the gardeners what was required to improve the soil. It may need a mixture of lime, or something of that nature. I do not say that the Government, or anybody else should supply these gardeners with the materials required, but if they could get some advice as to soil deficiencies they would be able to produce a greater quantity of vegetables. The soil around Kalgoorlie is quite good but if something is not done about it that soil will be lost to the gardeners.

Hon. Sir Ross McLarty: The Department of Agriculture would willingly advise them on any deficiencies in the soil.

Mr. McCULLOCH: That is what they want to know. As far as I can understand, an inspector has not been to the Goldfields area, but if one could be sent there to advise the people it would be helpful not only to those who are now growing vegetables but also to the coming generation.

There is another matter in connection with prices that rather intrigues me and this concerns petrol. I read in the paper, not long ago, where the oil companies were asking for a 1d. or 2d. per gallon increase in the price of petrol but after inquiry, instead of the price being increased, it was reduced by 1½d. a gallon. On top of that, there is a garage proprietor in Maylands who has reduced his petrol by a further 1d. a gallon and it is possible to buy petrol at that garage for 3s. 4d., but it costs 3s. 5d. elsewhere in the metropolitan area. Therefore, in my opinion, the whole question warrants further inquiry because petrol is essential to the development and everyday life of this country. If the farmers, or anybody else, can get it at a cheaper price it will be of considerable advantage. It seems somewhat strange to me that this particular garage proprietor can charge 3s. 4d. and still make a profit, and yet others charge 3s. 5d. I am not a customer of that particular garage but it seems that something is wrong there.

The Premier: Does that apply only to one garage in the district?

Mr. McCULLOCH: Yes, as far as I know, that is the only one.

Mr. Oldfield: Do you go past that sign showing 3s. 4d. every day in your life?

Mr. McCULLOCH: Last evening the member for Vasse put on a great show and lashed the Minister for Housing about the appointment of a Conservator of Forests. I am certain that the present Minister is not sufficiently vindictive to put any man out of a job. I can remember the ex-Minister for Lands, some years ago, when speaking about appointments, saying, "Spoils for the victor."

Hon. L. Thorn: When did I say that?

Hon. J. B. Sleeman: You have got him now.

Mr. McCULLOCH: The hon. member said it in 1947.

The Premier: I remember that.

Hon. L. Thorn: No.

Mr. McCULLOCH: The then member for Leederville questioned the hon. member about the removal of Labour-minded members from different boards. When replying to the question the hon. member said, "Spoils for the Victor."

Hon. L. Thorn: If I said that it must have been right.

Hon. J. B. Sleeman: He was hoping that you would have forgotten about it.

Mr. McCULLOCH: It is in "Hansard."

Mr. Yates: That is the best place for it.

Mr. McCULLOCH: I do not want to delay the House any longer because I want to get home, too. Had the member for Vasse been in his seat I could have had something to say to him about his scandalous attack but as he is not here I will leave it at that. I do not want to hit any man behind his back; if I have something to say to him I will say it to his face. I do not know anything about the Conservator of Forests but the member for Vasse more or less said that the present Minister was kicking him out of his job even though he was the best man in Australia. In my opinion, and I have travelled in many parts of the world, no man is indispensable.

The Premier: Hear, hear!

Mr. McCULLOCH: Members on this side do not believe in that sort of thing and neither do we believe in "Spoils for the victor."

On motion by Mr. Yates, debate adjourned.

*House adjourned at 5.28 p.m.*