

Mr. HALL: If this amendment does not get through I am sure that the effects of the Government's policy will also be felt in the country areas. I shudder to think what effect it will have on the electors of Kalgoorlie and Boulder.

On motion by Mr. Roberts, debate adjourned.

House adjourned at 10.5 p.m.

Legislative Council

Thursday, the 4th August, 1960

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

NOTICE OF QUESTIONS

President's Ruling.

THE HON. H. C. STRICKLAND : I would like your ruling, Mr. President. Under Standing Orders we should read one question at a time but I would like to know whether, with your kind permission, I could read them one after the other.

THE PRESIDENT: I do not think it is strictly in conformity with Standing Orders, but I have allowed several notices of questions to be read one after the other so far. However, I would not like it to be made a practice.

QUESTIONS ON NOTICE

STATE SHIPPING SERVICE

Transport of Radioactive Land Rover

- The Hon. R. THOMPSON asked the Minister for Mines:
 - Did the State Shipping Service transport to Fremantle in 1953, a Land Rover recovery truck No. 15371, ex Monte Bello Islands?
 - Was the State Shipping Service notified that this vehicle could be radioactive?
 - If the answer to No. (2) is "Yes," were any precautions taken to protect seamen and waterside workers against radiation in the transportation of this vehicle?

The Hon. A. F. GRIFFITH replied:

- The State Shipping Service advised that there is no record of a Land Rover being shipped ex Monte Bello Islands to Fremantle in 1953.
- See No. (1).
- See No. (1).

- This question was postponed.

CROWN LAND

Release in South-West and Esperance

- The Hon. N. E. BAXTER asked the Minister for Mines:

Will the Minister advise the House the separate districts and relative acreages of Crown Land released by the Government for selection under conditional purchase, as stated in the Governor's Speech to aggregate 1,500,000 acres in the South-West Land Division and the Esperance District?

The Hon. A. F. GRIFFITH replied:

District.	Acreage Released for Selection.
Avon	65,968
Canning	4
Esperance	35,338
Fitzgerald	20,872
Hay	3,571
Jilbadji	56,504
Kent	17,562
Kojonup	29,174
Leake	1,638
Melbourne	121,237
Murray	1,692
Nelson	23,872
Neridup	420,125
Ninghan	51,643
Oldfield	79,249
Plantagenet	67,973
Roe	102,755
Sussex	13,381
Swan	48,394
Victoria	275,771
Wellington	8,640
Williams	61,287
Yilgarn	42,639
Total	1,549,289

4. *This question was postponed.*

STIRLING HIGHWAY

Median Strip

5. The Hon. N. E. BAXTER asked the Minister for Mines:

- (1) What authority is responsible for the planning and carrying out of the work in establishing the so-called Median Strip on Stirling Highway in the Nedlands and Claremont area?
- (2) Was the Nedlands City Council consulted; if so, was it agreeable to the project?
- (3) Was the Claremont Municipal Council consulted; if so, was it agreeable to the project?
- (4) What is the actual purpose of the strip?
- (5) What is the estimated total cost of the project?
- (6) What authority is responsible for the payment of the project?
- (7) Will the Government name the engineer responsible for the thought and the design of the project so that he can be recognised?

The Hon. A. F. GRIFFITH replied:

- (1) The Main Roads Department.
- (2) No.
- (3) No.
- (4) Traffic control, increase in capacity and improved road safety.
- (5) £6,500.
- (6) The Main Roads Department.
- (7) The design of the project is the work of the Traffic Engineering Branch of the Main Roads Department.

SUPERANNUATION

Review of Pensions

6. The Hon. G. E. JEFFERY asked the Minister for Mines:

With reference to the answer to my question on the 26th November, 1959, relating to the number of recipients of pensions under the Superannuation Act, 1871—

Has a review of pensions payable under this Act been made as intimated in No. (3) of the answer referred to above?

- (a) If so, what alterations, if any, have been made to the pensions payable to the low income group referred to in No. (2) of my question last year?
- (b) If the review has not been made, when is it anticipated that it will be effected?

The Hon. A. F. GRIFFITH replied:

A report on pensions payable under State legislation has now been received by the Government and is being considered by Cabinet. It is expected that a decision will be reached shortly.

RAILWAY ROAD SERVICES

Cost of Maintaining Burakin-Bonnie Rock and Hyden-Lake Grace Sections

7. The Hon. N. E. BAXTER asked the Minister for Mines:

What was the cost of running and maintaining the railway road service for the six months ended the 30th June, 1960—

(a) on the Burakin-Bonnie Rock section;

(b) on the Hyden-Lake Grace section?

The Hon. A. F. GRIFFITH replied:

	£
(a) Koorda-Wialki	1,097
(b) Kondinin-Hyden	1,091
Lake Grace-Pingaring	93

(This service commenced on the 6th May, 1960.)

WATER SUPPLIES

Reticulation of Lower King Townsite

8. The Hon. J. M. THOMSON asked the Minister for Mines:

Has provision been made in this financial year for the water reticulation of the townsite of Lower King in the Albany Road Board District? If not, when is it anticipated provision will be made for this work?

The Hon. A. F. GRIFFITH replied:

This year's loan programme has not been finalised. Provision was included in the draft loan programme.

PARLIAMENTARY SUPERANNUATION FUND

Appointment of Trustee

On motion by the Hon. A. F. Griffith (Minister for Mines), resolved:

That pursuant to the provisions of the Parliamentary Superannuation Act, 1948-1958, the Legislative Council hereby appoints the President (the Hon. L. C. Diver) to be a Trustee of the Parliamentary Superannuation Fund to fill the vacancy caused by the retirement of the Hon. Sir Charles Latham.

DEPUTY CHAIRMEN OF COMMITTEES

Election

On motion by the Hon. A. F. Griffith (Minister for Mines), resolved:

That in accordance with Standing Order No. 31a the Hon. E. M. Davies, the Hon. G. C. MacKinnon, and the Hon. A. R. Jones be elected to act as Deputy Chairmen of Committees during the current session.

COMMITTEES FOR THE SESSION

Standing Orders and Library Committees

On motions by the Hon. A. F. Griffith (Minister for Mines), sessional committees were appointed as follows:—

Standing Orders.—The Hon. E. M. Davies, the Hon. H. K. Watson, and the Hon. A. L. Loton.

Library.—The Hon. J. G. Hislop and the Hon. R. F. Hutchison.

House Committee

THE HON. A. F. GRIFFITH (Suburban—Minister for Mines) [4.51]: I move—

That in accordance with Standing Order No. 34 the following members be elected to serve on the House Committee, viz: the Hon. E. M. Heenan, the Hon. W. R. Hall, the Hon. J. Murray, and the Hon. A. R. Jones.

THE HON. W. R. HALL (North-East) [4.52]: I do not desire to be re-elected as a member of the House Committee. I have been on this Committee for the past 16 consecutive years, and I would like to see another member of my party take my place. I move—

That the words "W. R. Hall" be deleted and the words "G. E. Jeffery" substituted.

Amendment put and passed.

THE HON. A. F. GRIFFITH (Suburban—Minister for Mines—in reply) [4.54]: I think this would be an appropriate time for members of this Chamber to express their appreciation of Mr. Hall's action in withdrawing his name as a member of the House Committee because of the views he has expressed. I am sure members will welcome Mr. Jeffery's appointment in view of the fact that Mr. Hall does not wish to be re-elected. I should like to take this opportunity of expressing the thanks of members, and their appreciation, to Mr. Hall for the work he has done as a member of this committee over such a long period. The House Committee is a very important one. It attends to the needs of the inner man and sometimes, when members have me a little harassed—as they do—I feel my inner needs are very great.

The Hon. F. J. S. Wise: You fly to it.

The Hon. A. F. GRIFFITH: Nevertheless, and speaking seriously, I feel that I am expressing the opinion of members when I say "Thank you" to Mr. Hall for the services he has rendered.

The Hon. W. R. Hall: Thank you.

Question put and passed.

Motion, as amended, agreed to.

Printing Committee

On motion by the Hon. A. F. Griffith, (Minister for Mines), the following members were appointed to the Printing Committee:—

The Hon. G. Bennetts and the Hon. J. M. Thomson.

SUPPLY BILL, £23,500,000

Second Reading

Debate resumed from the 3rd August.

THE HON. W. F. WILLESEE (North) [4.56]: The Supply Bill is a traditional measure which comes our way early in each session of Parliament; and on this occasion the Government is asking for a total of £23,500,000 for Supply. It is not my intention to oppose the measure in any way, but I intend to take the opportunity of dealing with two local matters—parochial in so far as my province is concerned, but which in essence affect the spending of a considerable sum of money. I refer in the first instance to the water supply position on the Gascoyne River at Carnarvon, in connection with which the Government has instituted a system of control in an endeavour to stabilise water distribution in that area.

At this stage I propose to read some extracts from a publication called the *Market Gardener* which expresses views somewhat contrary to those put forward by the committee and the Government. I wish to emphasise that these views are not mine. I am putting them forward to show one side of the case which indicates that we have not yet reached a point where we have 100 per cent. efficiency with respect to the distribution of water in that area. In the first instance, the article is headed "Disasters at Carnarvon," and it reads as follows:—

Carnarvon, a winter paradise for the tourist and the gardener, has successfully endured disasters during the past few months which threaten the prosperity, if not the very existence, of this important centre on our North-West coast.

In the first place, a flood brought unbelievable volumes of water down the Gascoyne River. The water overran the banks of the Gascoyne and

seriously flooded the major portion of Carnarvon. Periodically the Gascoyne is the channel by which millions upon millions of tons of valuable fresh water charged with nature's elements, collected as the result of heavy rains over hundreds of miles of heat-stricken fertile soil, rush unimpeded in any way, with the exception of a puny man-made clay barrier, into the ocean.

Closely following the flood came the cyclone, which, in the course of a couple of hours belted and bashed everything above ground level.

Bananas were easy victims to such an onslaught. Buildings in the majority of cases were seriously damaged, and even native trees bared of their branches, bore other evidence of the velocity and the ever-changing direction of the cyclone.

It goes on with the sub-heading "Is Another Disaster Looming" and states—

A third happening, which could have a more damaging effect on Carnarvon than the flood or the cyclone, is the attempt to curb unreasonably the activities of the producers who by their foresight and industry had built up a valuable out-of-season vegetable trade affecting the whole of our State as well as South Australia. It is remarkable that this attempt to restrict production should have occurred when every banana plant had been levelled to the ground; when there was more fresh water lying in the bed of the Gascoyne River opposite Carnarvon than ever known before, and a substantial stream of fresh water was still flowing into the ocean.

It would appear the move to restrict production—or rather the production of the successful whole-time producers—was based on the theory that should unrestricted pumping of water from the Gascoyne River bed be continued, the basins of the river from which the water was pumped could, under drought conditions, become dry. Then, it was held, the basins would be filled with salt water which would remain permanently in the basins in spite of subsequent floods or high water levels of the Gascoyne.

The persons responsible for the move to restrict production presupposed that the Government would make no effort to safeguard the valuable industry which had been built up by establishing a system whereby a small portion of the Gascoyne's periodical flow could be conserved to maintain present production and provide for expansion as markets for such valuable products became available. The cost of such a scheme would be small indeed compared with

the loss that would result from permanently restricting acreage. The Government's attitude concerning the Ord River enterprise clearly indicates it is willing and eager to encourage development of our Nor'-West. We refuse to believe the same Government would allow an established industry in Carnarvon, built to such commercial levels over the past seven years, to languish through lack of enterprise on its part.

In the "Late News" of the same publication we have a further heading, "Banana Industry Threatened," which states—

As we go to press, a determined effort is being made to induce the responsible Minister to face up to his Government's responsibilities concerning the outrageous "common level" policy of acreage restrictions, adopted by the Gascoyne Advisory Committee.

The Minister must know from experience that the humanitarian idea of a common level applied to all producers is but an idle dream of impractical persons.

We wrote the Minister on the 23rd May, setting out reasons why it was necessary for immediate action. A month later we reminded the Minister he had not replied to our letter. On the 11th July the Minister replied to the effect that he desired the regulations to remain in force for twelve months to observe the result.

Before the twelve months has expired it is apparent to the full-time producers and persons engaged in business in Carnarvon that the banana and bean industries will be doomed unless suitable action is taken by the Government at once to protect those permanently engaged in the industries.

The lack of interest and enterprise by the Minister on this urgent and important question has stunned all persons directly or indirectly connected with the welfare of Carnarvon.

The banana grower, given the opportunity, will soon plant bananas to replace those blown down by the cyclone. In the meantime, and while his bananas are maturing, it is necessary for him to plant beans and other vegetables in order to have an income. The present scale of water restrictions prevents this being done.

Notices sent to producers warning them "It is necessary for you to take immediate action to reduce your plantings strictly within the limit of your allocation, which is . . ." etc., must be withdrawn at once and every endeavour made to induce planters to plant and recover the banana trade which, at the time of the cyclone, had partly crippled Eastern competition, by supplying a superior product.

The objections have been summarised as follows:—

Some of the objections to the restrictions and the method of allocating water supplies may be summarised as follows:—

- (1) The virtual prevention of a vegetable income in the period between planting and marketing bananas.
- (2) The presence of a large number of growers in the district who have not previously made a full living from the land and whose farming methods are alleged to be inefficient.
- (3) Growers who have proved themselves to be highly practical and successful are cut to the level of those who have not been progressive.
- (4) Family units are ignored. A 100-acre block with one title gets one allocation, whilst an 18-acre block with three titles receives three allocations, although one family unit owns the three titles. The case of a family with a grown son is ignored.
- (5) Owners with freehold bores using water from the same source are not subject to the same rules.

Finally we have—

The problem of supplementing the supply of water in the basins of the Gascoyne River during times of drought appears but a small problem when compared with the many doughty problems met and solved by engineers and governments of Australia and many countries of the world.

I repeat that those are not my views in their entirety. I do believe, however, that they are very forceful, thoughtful, and capable views with regard to the question as it must be viewed in its overall light. The present restrictions, I think, are worthy in essence in that there is a definite attempt to create some form of control, and some form of continuity with regard to that area. It is fraught with very great difficulty because hardly any two plantations in the area have similar problems.

There is also the problem of keeping production at a very high level to ensure that transport costs are kept to a minimum, and that we force our competitors from the Eastern States to be at a continuing disadvantage to the extent that we are marketing a fresh product; certainly fresher than theirs. This point is very important, because I feel any increased transport costs could defeat the purpose of restrictions. Accordingly I would recommend to the Government that it put some of this £23,500,000 away, and immediately carry

on with the supplementation of the present supply by considering the purchase of materials necessary to lay a pipe line, if it so desires; or to employ whatever method the engineers may consider desirable to install pumping equipment on a basin that was discovered, just prior to the flooding period, some few miles above the river area.

I would like to see some money put forward to develop areas further north on the Gascoyne River, with the object in view that ultimately restrictions would not be necessary. I am not one to say that we should pump the basin dry, leaving in its stead salt water, and so eliminate the present production which has taken 30 years to reach its existing standard. So I support the proposition that there must be some happy medium struck in the meantime. All Governments here have a common problem, whether they be Liberal Governments or Labor Governments. Party politics do not enter into this question, because there is an important industry at stake.

I would urge that the Minister employ his most earnest efforts and endeavours to progress with whatever finance he has available to augment and increase the supplies in this area, and so eliminate restrictions and the problems that go with restrictions.

The constitution of the two organisations now is such that we have most of the big growers banded into one organisation, and most of the smaller growers into another. As such we have two different points of view, which will make it very difficult, on a co-operative basis, to carry through to a successful conclusion any effort at controls in such an area. So I feel that it is most opportune, when there is plenty of water about, to get busy and look to what could happen two years ahead. Even with restrictions it is my opinion that if that river does not run two years from now, in 1962 there will be a shortage of water. I leave that thought with the Minister and with the House, hoping that something will come of it.

I would also mention that, as a result of the cyclone in Onslow some three years ago, the hospital there was virtually destroyed. This has been the subject of frequent questions by me both to the previous Government and to this Government, in an effort to secure the building of a new hospital in that town.

I understand now, as a result of a question answered in another place, that work will commence, or is expected to commence on this building in April, 1961. I point out that the matron almost had a nervous breakdown, and she left the hospital. The present matron we have there is in a very temporary capacity—I think she signed up for a month and no longer—and there was a period this year when the

residents of Onslow were without any matron, or hospital facilities at all.

As quickly as it could, the department rehabilitated the position. But with the loss of the matron, who had been there for some time, I feel we will not get new blood to stop there for longer than a month. My purpose in mentioning this subject is to draw attention to the fact that this town is quite a small one. Business in the town itself is languishing at the moment, and it would be of great help to the townspeople, and to the business people there, if this Government project could be commenced as soon as possible—much sooner than April, 1961, if practicable.

I would like to see it started this year. I have in mind the fact that the Treasurer would—as would any Treasurer—probably stagger the building over the two financial periods of this financial year and the next. But I imagine that if the work were commenced even in January, it would still go well into the coming financial year, and so the total cost would be spread over the two years.

I would also ask that the situation of the local employees be brought to the notice of whoever might be the successful contractor, so that when a considerable amount of Government expenditure in that small area is made available, there will be an opportunity for local employees to be absorbed wherever possible. I have no other points to raise with regard to this Bill, which it is my pleasure to support.

THE HON. J. G. HISLOP (Metropolitan) [5.15]: Firstly, as I rise for the first time this session, I would like to congratulate you, Sir, on your appointment. I feel sure you will fill the post with great dignity and do credit, not only to yourself, but to this Chamber as well. I wish you a long term of office. If at any time there is anything I can do to assist you in any way, it will be my pleasure to do so.

In regard to the Supply Bill, I would like to make mention of the new trains which are causing so much discussion regarding their production or non-production in the Midland Junction Workshops. However, it is not so much on that point that I wish to speak because, I frankly believe, the shops will not be reduced in status by not having this train built there, as the work will be of a sporadic nature.

What does concern me is that this train should be of the highest quality if it is to be a tourist attraction for the State. We cannot rely entirely upon the traffic of our own people travelling East and West to justify a large expenditure upon two sets of trains. It must be a train which causes comment as did the German train on the Commonwealth Railways.

The Hon. R. F. Hutchison: Don't you think we are capable of building them?

The Hon. J. G. HISLOP: This German train still creates a great deal of interest in those who travel; and it is a joy from an architectural and styling point of view. It is a gem. It is said that exceptionally good work was put into this train by the original manufacturer because he thought it might be the last train he ever built and he desired to leave his mark upon it. He certainly has done so. I was however, rather amazed to find that when a copy of this train was made within the Commonwealth, the fittings did not, in any way, come up to the standard of the German train. It is quite easy to see when a comparison is made with the original German-made train which carriages are a copy.

I do not know whether I am correct in this, but I believe I read some little time ago that the Commonwealth Government had given an order for a train or a portion of a train, to be built in Japan.

The Hon. F. J. S. Wise: Buying back some of the scrap.

The Hon. J. G. HISLOP: Yes. It obviously points to the fact that there is a desire to achieve railway travel on world standards; but I am not at all certain I would worry if this train were made outside the State, provided it brought to this State something which would attract tourists in number, and would remain, for all time, a joy to behold. If we look at the Japanese trains we will see that the observation cars are of a type we have never visualised in our railways. These cars have very comfortable seating for a limited number of people; and they pay their way by an extra charge for them being placed upon the fare.

They are a type of conveyance which is eagerly sought by tourists visiting Japan. The same can be found in the observation cars on the American trains. Yet, on the Commonwealth train, there are only a few seats in the rear portion of a compartment which is set aside for those people who pick the compartments close to the observation portion. These are points which I think must be considered in the manufacture of this train.

The Hon. F. J. S. Wise: What is the gauge in Japan?

The Hon. J. G. HISLOP: It is 3 ft. 6 in. The trains in Japan are beautiful. We travelled from Kyoto to Osaka, a distance of 30 or 31 miles, and there was hardly any vibration when one was standing in the corridor. However, one must remember the large population of Japan, as was pointed out by Mr. Simpson last night.

It is hardly fair to compare our railways with the Japanese; but there are features about the Japanese railway administration which are greatly in its favour and

to which I shall refer later. When our present train was built, I think it was designed by Mr. Tomlinson, who was then chief engineer of the Railways Department; and it provided, at that time, a tremendous increase in comfort as compared with the train we had previously used. However, it can by no means be regarded as a train which could measure up to world standards. The sleeping accommodation is quite good. It is possibly the most comfortable train from this aspect on the whole journey to Melbourne, but the fittings inside the compartments are not in any way comparable with the fittings on the German train on the East-West portion of the Commonwealth Railways.

It is these factors which are noted by tourists and which excite comment. There is, in connection with this train, a point to be considered which is of great importance. Is this train to be one which will cover the distance between Perth and Kalgoorlie in a matter of 8 or 9 hours—and it should be possible to maintain the speed to do this—during daylight, such as the Los Angeles-San Francisco train does? If so, the train will surely need considerable dining accommodation.

On the other hand, if the train is to be run during the evening hours, as is done on the Adelaide-Melbourne express, then the call for dining accommodation will be negligible. Therefore, it seems to me that in regard to the equipment of this train, there must be a decision as to when it will depart from Perth and Kalgoorlie on return. On the Los Angeles-San Francisco run, the train is known as the "Daylight." It leaves about 8 a.m. and arrives at 6 p.m. There are two or three complete carriages devoted entirely to dining rooms, club rooms, and so on, where the individuals travelling are able to have meals of varying qualities.

If this train of ours is to be a daylight train, which from a tourist point of view is to be highly recommended, then adequate dining accommodation must be provided. On a modern train it is not sufficient to have two or three sittings, as happens now, if the train is to be a luxury one attracting tourists. There must be some accommodation which will allow tourists to spend some time over a meal, rather than their having to hurry, as happens now. This must be taken into consideration when dealing with the question of the inside layout of the train.

However, if this is to be a train on which there is to be sleeping accommodation for all, then I suggest that thought should be given to the construction of roomettes such as are to be found on most modern trains, in which individuals may travel alone. This may be difficult on a 3 ft. 6 in. gauge railway, but some thought should be given to those passengers who are prepared to pay more for privacy. The

charge made by the Commonwealth Government for roomettes is very small. I think it amounts to only 7s. 6d. a berth; but that train is able to carry almost as many passengers as it did previously when it contained two-berth compartments.

I would appreciate it—and I am sure other members of the House would, too—if we were able to see the specifications of this train for which tenders are being, or are to be, called. It is quite possible that some of us may be able to contribute something in the way of suggestions as to the set-up of the train. Some of us in this House have travelled extensively and we would be able to suggest points of adjustment which would be acceptable and workable. Speaking for myself, I would like to see the specifications of this train produced in the House.

As I mentioned previously, the Japanese administration is to be commended, and some features of it could well be adopted here. Strict adherence to a timetable is essential when one is travelling. Admittedly it is a long journey to Adelaide, but I think the timetable should be adhered to more strictly than it sometimes is. I realise there is a difficulty in regard to the East-West service, but in Japan, if a train is late one is able to approach an officer and arrange for a refund of his fare in proportion to the time the train is late. By this means a standard of punctuality is maintained; and this is essential in modern travelling.

On more than one occasion I asked in this House if it were possible to provide small capped bottles of pasteurised milk on the tables of the dining saloon on the East-West line, or some means of ensuring that the milk was handled in a better manner than at the present time. Admittedly, I have seen jugs of milk on the tables, but there is still the large can of milk from which samples have to be withdrawn by hand in order to be put on the table for the diners.

It seems to me that some better method of putting milk, in a sterile manner, on the tables of the dining saloon could be achieved.

The Hon. G. C. MacKinnon: Perhaps cartons would be better.

The Hon. J. G. HISLOP: Bottles could be taken up on the train the previous evening and placed in cold storage.

The Hon. G. C. MacKinnon: Wouldn't cartons be better?

The Hon. A. F. Griffith: Don't you know all good things come in glass?

The Hon. J. G. HISLOP: I have no intention, in speaking on the Supply Bill, of making a long speech, but I do think that the cost of the new train is something which must be dealt with as a Supply matter, and I have therefore used this speech to draw attention to those points which are so essential in the provision of this train. I support the Bill.

THE HON. A. R. JONES (Midland) [5.35]: I would like to take this opportunity of raising certain matters. Before doing so, however, I offer my congratulations and best wishes to you, Mr. President, on your appointment. I wish also to congratulate the new members. I trust they will have as pleasant and happy a time as I have had in the years I have been here. Mr. Baxter is a member who has regained his seat after a little holiday. That would not do anyone any harm. We trust that he will now be so virile that nothing will stop him.

The first matter I wish to refer to concerns the Geraldton Harbour. While we are discussing a Bill to deal with finance, to the extent of some £23,000,000, I would like to draw the Government's attention—if that is necessary—to the condition of the Geraldton Harbour. For years now we have had reports regarding the suitability of the entrance to the harbour to cope with the shipping that serves that part of the State. It appears that the limit of tonnage has been reached in regard to the ships that can trade there; and, with the development of larger ships which is taking place, it seems that within a few years Geraldton will be one of those ports which will fall by the wayside unless something definite is done in the near future.

I believe that some time ago the Premier did make a review of the situation and found that to deepen the entrance 18 inches would cost £300,000. Whether it was the figure that frightened him, or not, I do not know, but he never expressed his willingness to go on with the job, or to submit it to Cabinet in order that Cabinet might deal with it. I submit that £300,000 is not a great sum of money when dealing with a project to serve as large a portion of the State as Geraldton covers.

When we take a look round and go as far south as Three Springs on the Midland line and Perenjori on the Wongan line, and then go east as far as we like, we find that Geraldton serves a large part of Western Australia; and a part of the State that is very productive and becoming increasingly so. With pasture development taking place not only in what we term safe rainfall areas but also elsewhere, it would not surprise me to see the stock capacity in that area continue to develop in the next 10 years.

The Hon. F. J. S. Wise: Geraldton is in your district.

The Hon. A. R. JONES: My word it is! So, I would strongly urge the Government to have another look at the Geraldton proposition and not only consider deepening the entrance 18 in.—which would allow for ships of 15,000 tons—but consider, at the cost of another £150,000 and bringing the total cost to half a million pounds, deepening it by 3 ft. We

could then cater for ships up to 25,000 tons; something which would serve Geraldton for many years to come.

I trust the Minister will bring before other members of Cabinet the suggestion I have put up. To take two bites at the cherry would be a waste. An extra 18 in. might not be sufficient, but the engineers would decide that. The job could probably be done for half the cost once tenders had been let and the equipment was on the job.

I wish also to draw members' attention to the fact that the area I represent is not very well served in regard to water supplies. Local supplies have been provided by previous Governments, and are being carried on by the present Government; but they are totally inadequate for the districts they serve.

Some four or five years ago I convened meetings of all interested parties, not only local government authorities but parents and citizens' associations, the Tomato Growers' Association of Geraldton, and other bodies. We met at Carnamah on two or three occasions and discussed water problems in the area. We sent a deputation to the then Minister, Mr. Tonkin, who stated that he would get the engineers to have a look at the available supplies and submit a report. Gingin Brook was one of those sources of supply which were considered; it was found to have a mean flow of somewhere about 4,000,000 gallons a day, and up to 10,000,000 gallons during the flush part of the year. The engineers claimed they would require a continuous supply of 6,000,000 gallons to serve the area I have mentioned—the Wongan Hills line up through Morawa to Mullewa and across to Geraldton—to allow for twice the increase in population and stock.

So 2,000,000 extra gallons had to be found somewhere. Although investigations have been undertaken for some time, no reports have been forthcoming, and the matter seems to have been pigeon-holed and forgotten. I may be mistaken in saying that, but I hope the Government will have a look at the position and see how far the investigations have gone and whether a report can be furnished.

It is a fact that the revised comprehensive scheme will be extended some day—when that will be we do not know, but no doubt within the foreseeable future—and the Dalwallinu district will be included. At the moment, the dams serving Morawa and Dalwallinu, although fairly large, are inadequate, and there are invariably water restrictions early in the summer. An application has been made to the Government to have these dams covered so that at least we could save the 7 ft. of water which evaporates each year. This would possibly mean that the towns would be served on a restricted basis, but it would not be nearly as restricted as it has been in the past few years.

It may be argued that to cover a dam is very expensive, costing in the region of £35,000, but it would be money well spent, in my opinion, because if the water scheme was proceeded with, those tanks which exist today could be used for storage; and we know how costly it is to pump water. I believe it costs something like 16s. per thousand gallons to pump water from here to Kalgoorlie.

If we halved the cost of pumping water to Mullewa, it would be a great saving in the future and I believe the expense is justified. I would ask the Government to have a very close look to see whether these dams could be covered to conserve the water already there. Both dams are overflowing, and it is a pity to see the water going to waste. More storage could be made available; or even the amount that is lost by evaporation could be conserved for the residents of those districts.

The question of increased charges at the Midland Junction Abattoir was brought up yesterday. I will be making further reference to this matter when I have the necessary figures. I was out of the House yesterday when, I believe, some questions relating to this matter were placed on the notice paper. I have been able to obtain some figures since Mr. Wise mentioned this subject yesterday, and it seems to me that the charges are not excessive when compared with those of other Australian States.

Mention was also made of the fact that while an institution such as this was making a profit, the Government should not be making a taxing machine of it. When the estimates were made, the board, in its wisdom, knowing full well that extra money would have to be made available for long-service leave, approached the Government to be allowed to raise the charges; and it does seem to me, on the figures I have seen up to date, that the charges are reasonable and in line with—if not cheaper than—those pertaining in South Australia, Victoria, and New South Wales.

In my Address-in-Reply speech I hope to present a better picture of the situation. At this moment I wish to say that the figures given yesterday by Mr. Wise are not outlandish. I do not wish to delay the House.

THE HON. R. F. HUTCHISON (Suburban) [5.45]: Before I proceed with my speech, I would like to congratulate you, Mr. President, on your appointment to such a high position in this House, and I hope that your term of office will be all that you desire it to be. I also congratulate those members who have been elected to this House for the first time and those who have been returned to office. I take this opportunity, too, to thank the electors of my province for returning me as a member of this House.

In my opinion the return to the Legislative Council of all the Labor members who stood for re-election represented a sign that all was not well in this State and that the people were not satisfied with the administration of the present Government. All Labor members were returned to this House with enhanced majorities, and I consider that that shows an expression of concern by the people at what the present Government is doing in Western Australia.

The Hon. A. F. Griffith: What did the results show two years ago?

The Hon. R. F. HUTCHISON: I think the present Government should take another look at some of the policies which it is implementing, and at the effect they are having on the ordinary people of the State. Evidently, the Government is concerned only with a very small proportion of the people. It is more concerned about those people who are making large profits, and the business interests, and by what it is told by the powerful capital sections of the community, than it is about the welfare of the people generally who placed their trust in the members comprising the Government by returning them to office. However, I think that there are now many regrets amongst the rank and file that they returned this Government to office.

One of the worst results of the implementation of the Government's policy is the insecurity that has become evident in the minds of thousands of people. The cruellest act that was performed by the Government in its action in regard to the men employed by the Public Works Department was not to tell the men to look for other jobs, but to instil in their minds a feeling of insecurity as to their future employment. The wives of those men are also suffering because they are dreading the day when their husbands might come home to tell them that they will not have a job to go to in the following week in order to earn the bread for their families. There are thousands of women who are suffering that worry at the present time.

There has also been a shadow cast over the men employed at the Midland Junction Workshops. It is a dreadful thing for the Government to take action that will ultimately destroy the work force that we have built up in that establishment. I do not know whether Dr. Hislop thinks that Australian workmen are not able to manufacture trains and rollingstock as well as Japanese or German tradesmen. I would like him to elaborate on that statement when he again speaks in this House. However, at this stage I would like to point out that, in my opinion, Australian workmen are second to none in the world, and the standard set by the men employed at the Midland Junction Workshops is equal to any that is set in any other workshops in the world, taking into consideration the plant and machinery that is available to those men.

Men with large sums of capital are able to farm out work to workshops outside their own State, but it would be better if they thought in terms of doing something to develop their own State, and if they gave trained artisans the opportunity to manufacture goods and machinery as well as they can be manufactured by any establishment outside the State.

I think the present Government is unscrupulous. I am quite certain that it has not given any thought to the worry it has caused among the people. To take office and start out on a programme of devastation, and to wreck the State concerns which have been built up to secure employment for the tradesmen in this State, is a scandalous thing. The people have a right to security of employment in this country. That is no longer a privilege. It is the hands of the workers that produce the wealth for those who draw on their skill and labour.

The Government has wantonly caused unemployment; and Western Australia is now looked upon as more than a Cinderella State. I have just returned from the Eastern States where, dozens of times, I was asked what the employment position was like in Western Australia. I was ashamed to admit how bad it was; I was ashamed to say that those concerns that had been built up painstakingly over the years by thinking men under Labor Administrations were, overnight, being wantonly destroyed, and that there was misery and discontent among the people in our community at the present time because there was more unemployment now than there had ever been. It is all very well for the Government members to laugh; it does not matter to them how the people are faring, but it matters to me as a family woman. It is very easy for them to laugh at other people's misery. They should do something to relieve that misery and to improve their lot. That is what I am trying to do.

In this State of Western Australia there is wealth of all kinds to be won, and it is dreadful to think that we have unemployment stalking in our midst at a time when our economy is supposed to be booming. We are told that industry is booming, but I cannot see much to be pleased about. This House is one of the places which cause a great deal of strife in the community. If the Government did not have the backing of a majority in the Legislative Council, it would not have been so bold as it has been in creating havoc in this State.

Only recently I visited Collie where I found the same spectre of unemployment stalking among the people. When I was canvassing for votes in my electorate, hundreds of times I was asked: "What is wrong with the people we have put in?" and I replied, "You think of that next time." Men have lost their jobs and are seeking other employment. I have someone calling at my house every day asking

whether I know where a job can be found. Only the other day a man who had been employed in a good position said to me, "Mrs. Hutchison, I would be glad to get one or two weeks' gardening work if I could get it. I have been out of work for nine weeks and I cannot find a job."

In answer to those Government members who say that if men are dismissed from State concerns they can find work in private establishments, I say that many men who were employed by private concerns were engaged only for a few days or a week or so, and were soon returned to the labour market. All of us should be extremely concerned with what is happening in Western Australia.

I am now going to touch on a subject which I will continue to raise in this House and that is the franchise of the Legislative Council. I do not want members ever to forget the conditions relating to the franchise of the Legislative Council, because it is becoming, more and more, the greatest blot on our escutcheon. Whilst I was canvassing, I asked, indiscriminately: "Do you believe in this property franchise?" and people replied, "No, why don't you do something about it?" I said, "Very well, I will ask that question in Parliament when I return"; and I am asking now: "Why do we not do something about it?"

Before an election, a Legislative Council member has first to obtain an enrolment card and find a person who is not on the roll. He then fills in the card and endeavours to get that person to vote. Later, in the newspapers, there appear advertisements telling the people, "Do not forget that this is not a compulsory vote. You are not compelled to vote for the Legislative Council." Just imagine members of a legislative chamber having to hawk that thought around in a democracy. It does not strike me as funny, but tragic. To think that we have in this State men of such thought as to publish in the daily Press, "Be sure and remember that although the Government is elected in the Legislative Assembly on an adult franchise, you do not have to vote in the Legislative Council elections because it is not compulsory."

Despite this fact, all Labor members were returned to this Chamber with an increased majority, which shows that people are thinking about this question. I hope that they think hard enough in the next few years to ensure that something will be done in this House. To achieve that, they have only to elect two more Labor members in different constituencies. We will then be able to achieve something. When the people elect three more Labor members to this House, I hope we will not have to come here and speak as I am speaking today.

The Hon. A. R. Jones: You can abolish the Legislative Council.

The Hon. R. F. HUTCHISON: Yes, we will abolish it then.

The Hon. A. F. Griffith: Like they have in new South Wales.

The Hon. R. F. HUTCHISON: I was waiting for that remark to come from the Minister. However, I would like to inform the Minister that the Legislative Council in New South Wales is no credit to any Government, and even though I am a Labor member, I consider it is not even a credit to a Labor Government. I am going to show the Minister how silly he can get. The Legislative Council in New South Wales, and the Legislative Council in Western Australia—

The Hon. F. J. S. Wise: You are using the wrong tense. You should have said, "How silly he has got."

The Hon. R. F. HUTCHISON: There is no comparison between the Legislative Council in New South Wales and the Legislative Council in Western Australia. In New South Wales, the Legislative Council is simply a glorified committee. It was probably constituted in the first place to get rid of some of the old men in the Lower Chamber. That is not done here, but it is a pity it is not done, sometimes. The Legislative Council is a House elected by itself.

The PRESIDENT: I direct the honourable member's attention to the fact that she cannot cast reflections on the honourable members in this Chamber.

The Hon. R. F. HUTCHISON: I try not to, Mr. President, but I get carried away. In New South Wales this committee is elected by Parliament itself. Just as this Legislative Council and the Legislative Assembly would elect a committee, so, in New South Wales, is this committee elected as a Legislative Council. The Labor members in the New South Wales Legislative Council do not attend Caucus; they are not even included in the deliberations of the party; they are not even paid the same salaries as are received by the members of this Chamber; they are paid only a retainer. That is how the Legislative Council in New South Wales is elected. I can only hope that the people in that State will not be silly enough not to hold a referendum to get rid of it. To say it is anything like the Legislative Council in Western Australia is just being stupid.

The Legislative Council of this State is an all-powerful House. It is the most powerful House of legislation in the Commonwealth of Nations. It is even more powerful than the House of Lords in England, because if a Bill is presented to the Commons for the second time it automatically becomes law; but one could sit in the Legislative Council of Western Australia till doomsday and see a Bill being rejected continually year after year. There is

no democracy here; therefore I say this House is redundant and is not a credit to a young and growing State like ours.

The members in this House receive the same salary as members of the Legislative Assembly, and they are all on the same footing; and the Labor members of both Houses belong to Caucus. I hope the education of the Minister for Mines has been improved, and that he now understands that the Upper House in New South Wales is different to this one. There is no analogy between the two. The Legislative Council of New South Wales is different to those of South Australia, Western Australia, and Victoria.

In this State we have the greatest House of privilege, because even in South Australia, where there is an anti-Labor Government in office, ex-service personnel are given a vote in respect of the Upper House. In Western Australia, however, we have the narrowest franchise. Victoria, which is governed by an anti-Labor Government, has introduced adult franchise. New Zealand was on a comparable basis with New South Wales, and the National Government in that country abolished the Upper House. The Upper House in Western Australia is kept here for a purpose; and an anti-Labor Government feels very safe in having a permanent majority in the Legislative Council.

I make a passing reference to our local industry. We have read in the newspapers about what the Government is doing. I cannot understand why some types of woollen garments cannot be purchased in this State. In this country, which lives off the sheep's back, it is impossible to buy a woman's nightgown made of wool. I have asked for this item in every State except Queensland, but have not been able to obtain one. That seems to me to be wrong. We can procure brushed nylon, but we cannot procure a pure wool garment.

I was told, although I have not been able to check on the information, that Albany wool cannot be purchased in this State. When the Trade and Industries Promotion Council was in operation under the Hawke Government, it took matters such as this into consideration, and Albany knitting wool was made available for the first time. I do not know what will happen to our economy if this type of thing is permitted to continue. The committee of which I was a member was dissolved. I was merely notified that it was no longer required.

I would like to know what is happening with regard to the importation of shoes, which are some of the shoddiest goods coming into this country. The Government should take notice of these matters, because every day I am being asked about them by electors. Today I was in touch with one of the manufacturers in this

State, and I asked him why I could not buy a costume or a winter frock made in Western Australia. He told me the retailers were buying Eastern States' goods in preference to those manufactured in this State, and that retailers had great difficulty in selling Western Australian articles. The Government should do something about this matter. We tried.

The Hon. A. F. Griffith: And could not do anything.

The Hon. R. F. HUTCHISON: I come to the question of prices and the basic wage. We always hear the claim that a rise in the basic wage is the reason for price increases. Some two days after the recent basic wage rise was granted, I went into a store to buy three items of cosmetics. I had to pay 1s. extra on a bottle of face cream, 1s. extra on a box of powder, and 9d. extra on lipstick. I asked the reason for the rise, and the sales girl told me it was because of the rise in the basic wage. I asked if she had received the basic wage rise, but she told me she had not. I asked her to question the manager as to why the increase on the goods had been brought about before the rise in the basic wage had been paid to the employees.

The idea that basic wage rises bring about increases should be scotched. It seems to be the eternal spiral. If the Government grappled with this problem instead of putting men out of work, or shutting down and destroying our industries, it would achieve better results.

Dr. Hislop may think that Japanese and German goods are superior to our own, but I prefer West Australian goods to ensure that the men are kept in employment and their families are given security.

I want to refer to what is happening with meat. Families are now buying the cheaper cuts of meat. I suppose to some people that is all right, but I contend that men doing heavy work are as much entitled to roast joints or legs of lamb, as are those who are in receipt of a good salary. I know three families near where I am living who cannot afford to provide their children with eggs for breakfast. Here is a matter of the health of our children. The price of 5s. a dozen for eggs is ridiculous.

The Hon. A. F. Griffith: The price of eggs is controlled.

The Hon. R. F. HUTCHISON: Prices are not controlled. The Minister knows that.

The Hon. A. F. Griffith: But the price of eggs is controlled.

The Hon. R. F. HUTCHISON: Yes, by the Egg Board. I advocate price control to be exercised properly; then we might get somewhere.

I want to make reference to a letter which appeared recently in our newspaper concerning the death penalty. The Rev. G. A. Jenkins had this to say—

In reply to the other part of Opposition Leader Hawke's letter, I expect a political party which has been elected to govern to change the law in order to implement the policy it submitted to the electors. But I do not expect any Government to ignore laws merely because they conflict with the party platform.

Had the Labor Party changed the law on capital punishment whilst it was in power I would have admired and respected it at this point. But I fear greatly for our nation if our laws are to be subordinate to politics of parties who, being unable to change the law, just put it aside.

I am amazed that a minister of religion should have written a letter like that. I am opposed to capital punishment, because it is a relic of the darker ages. This is a matter which cannot be passed over lightly. I point out that the death penalty has never been a deterrent. There are still murders and there are still the afflicted people. The death penalty is horrible; and the hanging of an offender debases human nature.

The Hon. A. F. Griffith: Did your party introduce a Bill to abolish capital punishment? It did not.

The Hon. R. F. HUTCHISON: The Minister knows the Labor Party or a Labor Government cannot abolish capital punishment, because it cannot get a Bill for that purpose through this House.

The Hon. F. D. Willmott: You cannot anticipate that.

Point of Order

The Hon. A. F. GRIFFITH: I must ask for a withdrawal of the statement to the effect that this House would not pass a Bill introduced by the previous Government. The Bill was not introduced, therefore no attempt was made. It is completely incompetent to say it would not have been passed if it had been introduced.

The Hon. R. F. HUTCHISON: I withdraw the statement that this House would not pass a Bill. I shall wait and see what happens.

Debate Resumed

The Hon. R. F. HUTCHISON: I thought of answering the letter, which I have just read out, and saying that the Hawke Government could not alter the law because it would not be able to get a Bill through this House.

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

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

House adjourned at 6.15 p.m.

Legislative Assembly

Thursday, the 4th August, 1960

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

QUESTIONS ON NOTICE

ITINERANT TEACHERS

Employment in Outback Areas, etc.

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