

a course, although I do not think it would be in the best interests of the State for it to do so. I simply appeal to the Government to keep apart the two questions—the export of iron and the establishment of a charcoal iron industry in the South-West—so that those who might support it on the one proposal may do so without supporting it on the other. I support the adoption of the Address-in-reply.

On motion by the Hon. W. F. Willesee, debate adjourned.

ADJOURNMENT—SPECIAL.

THE MINISTER FOR RAILWAYS (The Hon. H. C. Strickland—North): I move—

That the House at its rising adjourn till Tuesday, the 2nd September.

Question put and passed.

House adjourned at 5.28 p.m.

Legislative Assembly

Thursday, 21st August, 1958.

CONTENTS

	Page
Questions on Notice :	
Rental homes, capital invested, rent received, etc.	336
Agricultural research, results at Woodstock and Abydos	337
Railways—	
Annual cost of electrical requirements for Chidlow	337
Interstate road and rail transport	341
Purchase of tarpaulins	344
Housing, provision of homes at Port Hedland	337
Coke industry, establishment and use of Collie coal	337
Education—	
Additional school sites at Bunbury	338
Teachers' college, Kalgoorlie	342
Daglish-Whitford's Beach railway, effect of proposal on building permits, etc.	338
Western Australian flora, investigation of medicinal properties	338
Radioactive Substances Act, proclamation, report of committee, etc.	338
Seaveola spinescens, investigation of effect on cancer	338
Wheat, Government policy on segregation of grades	339
Civil defence, progress in Western Australia	339
Sheep, legibility of brands	340
Grain sheds at Katanning, details of erection	340
Carlisle school, provision of classrooms	340
Sandalwood, men engaged in cutting and price overseas	340
Shipping, erection of No. 2 transit shed at Albany	341

CONTENTS—continued.

	Page
Questions on Notice—continued.	
Price control records, storage and accessibility	341
North-West, export of cattle from Derby Transport, interstate road vehicles	341
Country court judges, consideration of appointment	342
Kalgoorlie gold ores, report on utilisation of sulphur content	342
Surveyors, qualifications	342
Weights and measures, indications on drinking containers	342
Immigration, Government policy	343
Lands, position in Esperance area	343
Health, appointment of medical officer at Meekatharra	343
Fire Brigades Board, purchase of canvas goods	343
North Midlands Hospital, additions and Government assistance	344
Chamberlain Industries Ltd., future plans, finance, stock, etc.	344
Questions without Notice :	
W.A. Builders' Guild, acceptance of tenders	344
Spencer Park school, additional classrooms	345
Flax industry, sufficiency of protection	345
North Midlands Hospital, additions and Government assistance	345
Parliamentary session, date of closure	345
Bills :	
Constitution Acts Amendment, 1r.	365
Legal Practitioners' Act Amendment, 1r.	365
Reciprocal Enforcement of Maintenance Orders Act Amendment, 1r.	365
Housing Loan Guarantee Act Amendment, 1r.	365
Broken Hill Proprietary Steel Industry Agreement Act Amendment, 1r.	365
State Housing Act Amendment, 1r.	365
Industrial Arbitration Act Amendment, 1r.	365
Junior Farmers' Movement Act Amendment (No. 2), 1r.	365
Bank Holidays Act Amendment, 1r.	365
Racing Restriction Act Amendment, 1r.	365
Legal Practitioners' Act Amendment (No. 2), 1r.	365
Address-in-reply, sixth day, conclusion	346
Speakers on Address—	
Mr. Owen	346
Mr. May	350
Mr. Oldfield	354
The Premier	357

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

QUESTIONS ON NOTICE.

RENTAL HOMES.

Capital Invested, Rent Received, etc.

1. Mr. CROMMELIN asked the Minister for Housing:

(1) How many State-owned rental homes were there at the 30th June, 1958, and what amount of capital is invested in them?

(2) What amount of rent was received from them for the year ended the 30th June, 1958?

(3) Were any tenants in arrears of rent at the 30th June, 1958? If so, how many and what amount of rent was in arrears?

(4) What was the cost of painting as a renovation to State-owned homes for the year ended the 30th June, 1958?

(5) What was the cost of other repairs and maintenance to the homes for the same period?

(6) What was the net return to the commission from rental homes for the year after paying all repairs, costs of administration, etc?

The MINISTER replied:

(1) (a) 11,209 exclusive of houses built for the Kwinana refinery.

(b) £26,333,519.

(2) £1,592,096.

(3) Excluding those tenants with less than two weeks' arrears, and allowing for an estimation of cash in transit from country centres, there are approximately 2,100 arrears cases involving an amount of approximately £28,000, or an average of about £14 an account. Spread over all tenants, this represents about £2 10s. an account.

(4) and (5) A dissection of maintenance is not kept. The total cost of maintenance was £367,633, of which £203,000 is estimated for painting and £164,633 for other repairs and maintenance.

(6) Expenditure exceeded rental receipts by £116,276 due to heavy commitments for maintenance owing to back lag of maintenance in previous years, during which years reserves were accrued to meet these costs.

No. 2. *This question was postponed.*

AGRICULTURAL RESEARCH.

Results at Woodstock and Abydos.

3. The Hon. SIR ROSS McLARTY asked the Minister for Agriculture:

(1) Is work still being carried out by agricultural scientists at Woodstock and Abydos in the Pilbara district?

(2) If so, would he state what progress has been made regarding vermin destruction and pasture development?

The MINISTER replied:

(1) Yes. Work has been expanded to include investigations of low lambing percentage.

(2) Progress has been made with the control of wild dogs by co-ordination of baiting activities by pastoralists and departmental personnel. Investigations by C.S.I.R.O. with kangaroos confirmed that

control is difficult and did not produce any useful alternative to poisoning of water and baiting in suitable seasons.

The pasture investigations have shown that regeneration of desirable plant species and large production increases can be obtained by suitable management based on deferred rotational grazing.

No. 4. *This question was postponed.*

RAILWAYS.

Annual Cost of Electrical Requirements for Chidlow.

5. Mr. MANN asked the Minister representing the Minister for Railways:

What is the annual cost to the Railway Department of supplying its electrical requirements to the Chidlow railway station, receiving yard, and employee's house?

The MINISTER FOR TRANSPORT replied:

The Railway Department electricity supply at Chidlow is obtained from a small departmentally operated generating plant, the costs of operating and maintaining which are not recorded separately and are not therefore readily available.

HOUSING.

Provision of Homes at Port Hedland.

6. Mr. BICKERTON asked the Minister for Housing:

(1) In view of the rapid development taking place at Port Hedland, can he advise whether consideration is being given to erecting additional homes there over and above the eight allotted for this year?

(2) Has he considered design alterations to the exterior of houses to prevent an overall appearance of similarity?

The MINISTER replied:

(1) Yes. Therefore the commission, in addition to the eight houses at present being erected, will let contracts for at least six further homes during the current financial year.

(2) The preparation of different designs for cyclonic type houses is receiving attention, and it is proposed that the additional houses will be of new design.

COKE INDUSTRY.

Establishment and Use of Collie Coal.

7. Mr. ROBERTS asked the Minister for Industrial Development:

(1) What is the latest position regarding the establishment of a coke industry based on Collie coal?

(2) Are negotiations at present proceeding regarding the commencement of such an industry?

(3) If so, when is it contemplated a start will be made on the necessary buildings, etc., for such an industry?

(4) Is the industry to be established in the Collie coalfields area?

The MINISTER replied:

(1) A technical report is being awaited from overseas regarding the possible successful coking of coal on a commercial basis.

(2) See answer to No. (1).

(3) and (4) This matter has been closely followed up with the Government by the member for Collie (Mr. May) over a long period and much of any success which might be achieved in this field will be due to his continual representations.

EDUCATION.

Additional School Sites at Bunbury.

8. Mr. ROBERTS asked the Minister for Education:

(1) What sites in the Bunbury area are held by the Education Department for the building of schools additional to those already established?

(2) What are the areas of such additional sites?

The MINISTER replied:

(1) (a) Site at present occupied by St. Clair's Hospital.

(b) South-West Carey Park.

(c) Rathmines new site.

(2) (a) Seven and three-quarter acres.

(b) Almost eight acres.

(c) Almost seven and a half acres.

DAGLISH-WHITFORD'S BEACH RAILWAY.

Effect of Proposal on Building Permits, etc.

9. Mr. MARSHALL asked the Minister for Transport:

(1) Is he aware numerous building permits have been held in abeyance by the Perth Road Board pending the result of the committee's report on the proposal to establish a railway from Daglish to Whitford's Beach?

(2) Has the report been submitted, and what decision has been arrived at?

(3) Will it be necessary to resume land, and when?

(4) Will the Government offer other sites to people affected by the resumption?

The MINISTER replied:

(1) Only four interim development applications have been held in abeyance pending the committee's report.

(2), (3) and (4) The report is at present being considered by Cabinet and a decision is likely shortly.

WESTERN AUSTRALIAN FLORA.

Investigation of Medicinal Properties.

10. Mr. MARSHALL asked the Minister for Health:

(1) Who are the personnel appointed as a sub-committee by the Interim Faculty of Medicine to investigate the medicinal properties of extracts from Western Australian flora?

(2) Has investigation been made to set up a laboratory to conduct the experiments, and what is the estimate of cost for equipment and the personnel required?

The MINISTER replied:

(1) Acting Vice-Chancellor (Professor Waring); Dr. Henzell; Professor Grieve; Professor King; Professor Saint; Professor Simmonds; Dr. White.

(2) Considerable investigations have been made into the setting up of a University department of pharmacology, but a final estimate of costs has not yet been made.

RADIOACTIVE SUBSTANCES ACT.

Proclamation, Report of Committee, etc.

11. Mr. MARSHALL asked the Minister for Health:

(1) When is it proposed to proclaim the Radioactive Substances Act, No. 65 of 1954?

(2) Has a copy of the interim report of the National Radiation Advisory Committee been made available?

(3) Does the Act mentioned in No. (1) conform in principle to the recommendations of this committee's report?

(4) Has any action been undertaken by the committee appointed under the Act as notified in the "Government Gazette" on the 2nd August, 1957, to recommend the restriction and use of x-ray apparatus?

The MINISTER replied:

(1) In approximately one month's time.

(2) Yes.

(3) Yes.

(4) Yes. It has formed regulations which will soon be gazetted.

SCAVEOLA SPINESCENS.

Investigation of Effect on Cancer.

12. Mr. MARSHALL asked the Minister for Health:

(1) Were the Chemical Laboratories advised by the Medical Department that the extract being obtained from the native plant *scaveola spinescens* was to be made by the original formula supplied?

(2) What is to prevent the laboratory from examining its chemical content?

(3) As this extract has been made for the past 12 months and issued by the Medical Department, is there any evidence available of its effect as a palliative in certain types of cancer patients?

The MINISTER replied:

(1) No; but it was decided to test the treatment in its original form.

(2) Straight chemical analysis would not assist in the problem.

(3) There is some suggestion that certain cases have felt some relief from their symptoms. There is no evidence that the progress of the cancer is in any way affected.

No. 13. *This question was postponed.*

WHEAT.

Government Policy on Segregation of Grades.

14. The Hon. D. BRAND asked the Minister for Agriculture:

Will he indicate Government policy in relation to the segregation of "hard" and "soft" wheats?

The MINISTER replied:

The question of segregation and the separate marketing of wheat on a "hard" or "soft" basis—or any other categories—has been submitted to a specialist conference by the Australian Agricultural Council. The Government will be guided by the recommendations of this conference, which will be based on investigations of production and marketing aspects.

In this State, the Department of Agriculture, in collaboration with Co-operative Bulk Handling Ltd., is investigating the range in quality of the wheats produced within the State and the quantities of the various types.

CIVIL DEFENCE.

Progress in Western Australia.

15. The Hon. D. BRAND asked the Premier:

Will he lay on the Table of the House a report showing the progress to date on a civil defence plan for Western Australia?

The PREMIER replied:

State activity on civil defence is restricted to planning in accordance with Commonwealth policy that there should be no expenditure of men, money and materials. All attempts by State Premiers to have the Commonwealth declare a more active policy have been unsuccessful. We have still been unable to secure a Commonwealth decision on a proposed division of Commonwealth and State civil defence responsibilities, submitted in 1955.

Despite this Commonwealth attitude satisfactory progress has been made with the preparation of the Western Australian

plan, under the direction of the Under Secretary, Premier's Department. Mr. W. S. Lonnie, who is State President of the R.S.L., has been appointed Deputy Director of Civil Defence.

The civil defence organisation has been planned in detail on a basis capable of expansion to meet any emergency. Consideration is being given to draft legislation and regulations. Probable sites for civil defence headquarters and zone depots have been inspected.

So far 160 students from Western Australia have attended the Commonwealth civil defence school at Macedon, Victoria. They represent a wide range of organisations and activities.

On return from the school, where appropriate, students are appointed to planning committees. All students are encouraged to disseminate the knowledge gained.

The following civil defence committees are now functioning:—

Medical, public relations, industrial, civil defence, shelters, transport, St. John Ambulance, rescue teams, wardens' organisations, evacuation, welfare, and communications.

The appointment of committees to study further specialised aspects is now under consideration.

Up to date 15 students have successfully graduated as wardens and rescue team instructors and are now preparing training programmes for use when required.

In conjunction with the Department of the Navy a series of practical courses in civil defence will commence at H.M.A.S. "Leeuwin" on the 29th September next. Courses will be of one week's duration and will accommodate 20 students in each intake. The present programme provides for 340 students to be trained by May, 1959. Initially, attendance at the school will be confined to Government employees. At a later date it is hoped to secure the co-operation of private industry.

A school for the training of casualty collecting teams will be commenced by the St. John Ambulance Association on the 11th October next. These courses will be conducted over a series of week-ends, the ultimate aim being to pass some 2,000 students through the school.

Within the Education Department attention is being given to problems associated with the evacuation of school children, the development of first-aid training, and the organisation of civil defence measures in schools.

Within Government departments and undertakings, 50 civil defence officers have been appointed. Initially their duties will be associated with the "Leeuwin" school. Their responsibilities will be extended as required.

Constant liaison is maintained with the civil defence organisation in New South Wales, the only State more advanced than

Western Australia. The exchange of information is most beneficial to State planning.

Local authorities have an important role in the civil defence plan and will be approached at the appropriate time.

SHEEP.

Legibility of Brands.

16. Mr. NALDER asked the Minister for Agriculture:

(1) Is he aware that many hundreds of sheep consigned to the Midland Junction Markets over the past few months have been returned to their owners because the brands have been declared illegible?

(2) Will he inform the House the total numbers of sheep that have been returned since the blitz began?

(3) Is he satisfied that the type of branding fluid used by the sheep farmer by regulation is satisfactory?

(4) What officer has the power to decide whether sheep shall be offered for sale or not?

(5) What is the percentage of legibly branded sheep which will qualify a pen to be offered for sale?

(6) Does a reduced railway freight rate apply where sheep that are not allowed to be offered for sale because of faulty brand are reconsigned to Midland for sale?

(7) Is it possible for a farmer who is notified by his agent that his sheep are not allowed to be offered for sale because of faulty brand to come to Midland and brand his sheep in the presence of a responsible officer?

(8) If not, why not?

The MINISTER replied:

(1) Yes.

(2) The return of sheep to owners from Midland Junction is in conformity with the strict enforcement of the Brands Act as a deterrent to sheep stealing. Records of sheep so returned from Midland Junction have been maintained only since the 16th February, 1958, and since that date the number is 5,834.

(3) The branding fluid used is that developed by the C.S.I.R.O., particularly for its scouring qualities. It is probable that many of the complaints regarding this fluid have arisen as a result of careless branding.

(4) Inspectors appointed under the Brands Act.

(5) Agents are given the option of drafting off unbranded or illegibly branded sheep and offering the remainder for sale.

(6) No.

(7) No.

(8) Under the Brands Act, brands are registered for use only on specific properties and may not be removed from those properties.

GRAIN SHEDS AT KATANNING.

Details of Erection.

17. Mr. NALDER asked the Minister for Works:

(1) When were the premises known as the grain sheds (situated on the southern portion of the railway yards) erected at Katanning?

(2) Who erected them?

(3) Who paid for them?

The MINISTER FOR MINES (for the Minister for Works) replied:

(1) Early in 1905, together with 11 others throughout the agricultural areas.

(2) The superstructures were erected by the then Westralian Producers' Co-operative Union (which sold space to farmers) and the substructures (that is, floors, ramps, platforms and approaches and sidings) by the Government.

(3) The Producers' Co-operative Union paid for the superstructures and the Government paid for the substructures—the latter amounting to £641.

CARLISLE SCHOOL.

Provision of Classrooms.

18. Mr. JAMIESON asked the Minister for Education:

(1) What additional class-room accommodation is planned for the Carlisle school this financial year?

(2) When is it expected that work will commence?

The MINISTER replied:

(1) One classroom is listed on the 1958-59 building programme, but this is dependent on money being available.

(2) It is not known when the work will commence.

SANDALWOOD.

Men Engaged in Cutting and Price Overseas.

19. Mr. EVANS asked the Minister for Forests:

(1) How many men are actively engaged in cutting sandalwood in the Eastern and North-Eastern Goldfields?

(2) What is the present overseas market price for sandalwood?

The MINISTER replied:

(1) Approximately 20 men.

(2) Collection and marketing of sandalwood is controlled by the Sandalwood Export Committee comprising representatives of the Western Australian and South Australian Governments and the Australian Sandalwood Co. Ltd. The agreement under which the committee operates is of a confidential nature, but overseas market prices could be made available to the hon. member at the office of the Conservator of Forests.

SHIPPING.*Erection of No. 2 Transit Shed at Albany.*

20. Mr. HALL asked the Minister for Works:

With the increase of shipping at Albany, plus the fact that all cargoes have to be handled twice, through lack of No. 2 transit shed, adjacent to No. 2 berth, will he give serious consideration to having work commenced on the No. 2 transit shed at Albany as soon as possible?

The MINISTER FOR MINES (for the Minister for Works) replied:

Serious consideration has been given to this matter, but so far it has not been possible to provide any funds this financial year.

PRICE CONTROL RECORDS.*Storage and Accessibility.*

21. Mr. COURT asked the Minister for Labour:

(1) What system of storage and custody is there for the records accumulated during the days of the price control legislation in Western Australia?

(2) Who has control of access to the records?

(3) What access has been given to these records over the last two years?

The MINISTER replied:

(1) These records, appropriately indexed, are stored in locked cupboards at the State Archives in the custody of the State Archivist.

(2) The Under Secretary for Law.

(3) To the Unfair Trading Control Commissioner only, for the purpose of an investigation.

NORTH-WEST.*Export of Cattle from Derby.*

22. Mr. COURT asked the Minister representing the Minister for the North-West:

(1) With reference to the answer given to my question on the 13th August, concerning the 7th August, 1958, Press report under the heading "Dealer Plans One Million Cattle Sale" and in particular the answer given to question 3 (b), is he satisfied that the existing port facilities at Derby are adequate to handle all cattle available and especially on overseas ships which would be involved in the deal under consideration?

(2) Would not the tidal movement at Derby seriously reduce the number of overseas ships that would be capable of using the present port facilities at Derby?

The MINISTER FOR NATIVE WELFARE replied:

(1) Up to approximately 1,000 head of cattle have been loaded on individual ships using existing jetty facilities.

(2) Tidal restrictions confine the use of existing jetty to small vessels, few of which are built these days.

When Black Rocks jetty is constructed, the port of Derby will be able to accommodate much larger ships, including oil tankers and overseas meat boats.

TRANSPORT.*Interstate Road Vehicles.*

23. Mr. EVANS asked the Minister for Transport:

(1) How many interstate road transport vehicles were reported to have passed through Kalgoorlie en route from Parkerton to Perth, during the past three months?

(2) What regulations exist to control the load capacities of these vehicles and by whom are these regulations carried out?

(3) Are there any other "pick-a-back" units used, other than those by Ansett interests?

The MINISTER replied:

(1) The figure requested is not available. The provisions of Section 92 of the Commonwealth Constitution precludes any action by the State to control this method of transport.

(2) Traffic Act Regulation 170 (1) limits gross vehicle and load weights in accordance with vehicle specifications set out in the Tenth Schedule to the regulations. Special patrols attached to the Police Traffic Branch are engaged full-time on checking the loading of all vehicles, and special attention is given to those operating interstate.

(3) Yes.

RAILWAYS.*Interstate Road and Rail Transport.*

24. Mr. EVANS asked the Minister representing the Minister for Railways:

(1) What number of metal containers are in the service of the railways for use on interstate rail transport to and from this State, for the purpose of minimising transshipment time and costs at centres of change of gauge?

(2) How many of such units have passed through the transshipment dock at Kalgoorlie?

(3) Do records show that interstate road transport has made any effect on the flow of traffic through the Kalgoorlie transdock during the last 12 months?

The MINISTER FOR TRANSPORT replied:

(1) Nil. Eighteen wooden containers belonging to Rudders Ltd. have been transhipped at Parkerton during recent weeks.

(2) Nil.

(3) Records are not available of interstate traffic by road, but there is no doubt that interstate hauliers have reduced the volume that would otherwise be hauled by rail.

COUNTRY COURT JUDGES.

Consideration of Appointment.

25. Mr. EVANS asked the Minister for Justice:

Relative to my question of the 21st November, 1957, as to whether there is any merit in the suggestion of appointment of country court judges in this State, can he now state whether the question has received further consideration?

The MINISTER replied:

I am informed that the jurisdiction of country court judges in Victoria and district court judges in New South Wales is in some respects the same as the jurisdiction of stipendiary magistrates in this State. As country court judges or district court judges, they have jurisdiction in civil matters as well as criminal matters; but they do not handle petty sessional matters or the smaller civil actions which are dealt with by magistrates in those States. They have a greater jurisdiction in equity than our magistrates.

Stipendiary magistrates in this State have jurisdiction in local court matters involving claims up to £500. They are chairmen of Courts of Session (Criminal), coroners, magistrates of Courts of Petty Sessions and special magistrates of Children's Courts. At times they are given commissions by the Supreme Court to preside in civil matters (over £500) and divorce actions.

At present our stipendiary magistrates are quite capable and able to perform those jurisdictions, and I do not consider that any division of their responsibilities is warranted at this juncture.

KALGOORLIE GOLD ORES.

Report on Utilisation of Sulphur Content.

26. Mr. EVANS asked the Minister for Industrial Development:

Would he lay on the Table of the House, for one month, a copy of the report entitled "The Utilisation of the Sulphur Content of the Kalgoorlie Gold Ores", which was published in 1952?

The MINISTER replied:

Yes, for four weeks.

SURVEYORS.

Qualifications.

27. Mr. EVANS asked the Minister for Lands:

(1) How many qualified surveyors in this State are available to do private work?

(2) Where are they resident?

(3) What actual qualification do these men hold as compared with other surveyors who are not qualified to carry out private land surveys?

The MINISTER replied:

(1) There are 142 licensed surveyors registered to practice in Western Australia, as per tabled list. Many of them are resident outside both the State and Australia, and some are no longer in actual practice. Those marked in red are employed by either Federal or State departments and would not be available for private work.

The actual number which would be available for private work is not known and could only be ascertained from reference to the secretary of the Institution of Surveyors Australia—Perth Division (Mr. W. J. Hunter, A.M.P. Buildings, Perth).

(2) Covered by tabled list.

(3) Those persons registered to practise as licensed surveyors in Western Australia have been trained under articles for the requisite period (now four years) and have passed the necessary qualifying examinations in both the written and practical sections, in accordance with the syllabus laid down for the examination and registration of licensed surveyors as required by the Act and by the reciprocating Surveyors' Boards of Australia and New Zealand.

On passing the qualifying examinations, they are granted Certificates of Competency and registered as licensed surveyors.

The term "other surveyors" as opposed to licensed surveyors could include those called mining; engineering; quantity; marine surveyors, etc., where qualifications to be so termed is not known, but they are not qualified either by training or by law to carry out land surveys on which titles are based.

WEIGHTS AND MEASURES.

Indications on Drinking Containers.

28. Mr. EVANS asked the Minister for Police:

Would he be prepared to discuss with the weights and measures authorities of his department, the suggestion of standardising drinking containers in hotels, etc., by having their capacities numerically shown on the containers, along the lines of my question to him on the 24th September, 1957?

The MINISTER replied:

Yes.

EDUCATION.

Teachers' College, Kalgoorlie.

29. Mr. EVANS asked the Minister for Education:

Would he have his department make inquiries of the Superintendent of Education at Kalgoorlie, and also the Eastern

'Goldfields Head Masters' Council as to the advantages of establishing a teachers' college at Kalgoorlie?

The MINISTER replied:

This matter was fully investigated by the department some three years ago, and it is not considered necessary to repeat the investigation at present.

IMMIGRATION.

Government Policy.

30. Mr. COURT asked the Minister for Labour:

(1) Is it correct that this State is only taking nominated migrants and that there is no general intake of assisted migrants under the Australian immigration programme?

(2) Is it the Government's policy to continue the present arrangement, or has it a programme whereby a greater influx of migrants can be absorbed into Western Australia to accelerate the population increase and, through this, the consumer demand?

(3) What are the Government's views regarding the comments made by the Hon. G. Bennetts in the Legislative Council in speaking on the Address-in-reply regarding migration to Western Australia when he called for migration to Western Australia to be halted until work was found for local youth?

The MINISTER replied:

(1) The intake of migrants, other than personally nominated British migrants, has proceeded in accordance with the agreements between the Commonwealth and various State Governments.

(2) The intake of migrants to any State is regulated according to supply and demand.

(3) The Government has contemplated no change in its existing policy.

LANDS.

Position in Esperance Area.

31. Mr. BOVELL asked the Minister for Lands:

(1) How much land has been allotted in the Esperance area other than to the Chase Syndicate in the last three years?

(2) How much land has been released by the Chase Syndicate, and what action has been taken, or is proposed, in respect of same?

(3) What land is available for allotment in the Esperance area additional to the Chase land?

(4) How much land has been forfeited in the Esperance area over the last three years, or is about to be forfeited?

(5) What action has been taken to re-allot?

(6) Is it intended to release further land for agricultural purposes in the Esperance area, and if so, what are the details?

The MINISTER replied:

(1) Approximately 205,000 acres have been allotted in the Esperance area in the last three years.

(2) 50,000 acres. It is proposed, on completion of surrender formalities, to subdivide for general selection.

(3) Approximately 25,000 acres.

(4) Approximately 52,000 acres.

(5) Approximately 13,000 acres have been reallocated and the balance is to be made available within the next four to six weeks.

(6) Land referred to in question No. (3) has been classified for the purpose of subdivision.

HEALTH.

Appointment of Medical Officer at Meekatharra.

32. Mr. O'BRIEN asked the Minister for Health:

(1) Has any further consideration been given to the permanent appointment of a doctor at Meekatharra?

(2) If not, will he give his urgent attention to the matter of securing a doctor?

The MINISTER replied:

A new appointment has been made to Meekatharra, the appointee commencing duty on the 1st September. The appointment is not a temporary one.

FIRE BRIGADES BOARD.

Purchase of Canvas Goods.

33. Mr. HEARMAN asked the Minister representing the Chief Secretary:

(1) What value of canvas goods was purchased by the West Australian Fire Brigades Board for the years 1956-57 and 1957-58?

(2) What was the country of origin of the flax used in the manufacture of these canvas goods?

(3) What steps were taken to ensure that Western Australian grown flax was used in the manufacture of these canvas goods?

(4) Is it intended to show any preference for locally grown flax in future purchases?

The PREMIER replied:

(1) Year ended the 30th June, 1957—£7,805. Year ended the 30th June, 1958—£4,966.

(2) Hose from United Kingdom. Other canvas goods purchased locally.

(3) Three thousand feet of hose was purchased in July, 1954, from an Eastern States source which uses Western Australian flax. This hose, after thorough trial, was not considered equal to proven overseas brands.

(4) All things being equal, every effort is made to purchase from local sources.

RAILWAYS.

Purchase of Tarpaulins.

34. Mr. HEARMAN asked the Minister representing the Minister for Railways:

(1) What was the value of tarpaulins purchased by the W.A.G.R. for the years 1956-57 and 1957-58?

(2) What was the country of origin of the flax used in the manufacture of these railway tarpaulins?

(3) What steps were taken, or will be taken in future, to ensure that Western Australian grown flax was used, or will be used in future, in this connection?

The MINISTER FOR TRANSPORT replied:

(1) All tarpaulins are manufactured in the Midland Junction Workshops. The values for the years mentioned were: 1956-57—£99,433; 1957-58—£31,730.

(2) Scotland and Western Australia.

(3) The conditions of tendering provide that the country of origin of flax must be stated and 10 per cent. preference is allowed for Western Australian produced flax.

NORTH MIDLANDS HOSPITAL.

Additions and Government Assistance.

35. The Hon. D. BRAND asked the Minister for Health:

(1) Has the North Midlands Hospital Board requested additions to its hospital?

(2) What is the estimated cost of these additions?

(3) What is the policy of the Government regarding the financing of this project?

(4) To what extent is the Government assisting the board to meet the increased demand for hospital accommodation?

(5) How many local doctors practise at Three Springs?

The MINISTER replied:

(1) Yes.

(2) A firm estimate is not available for publication.

(3) and (4) The local authorities have offered one-third of the cost, and it is hoped that the balance will be shared by the Government and the Lotteries Commission.

(5) Three.

CHAMBERLAIN INDUSTRIES LTD.

Future Plans, Finance, Stock, etc.

36. Mr. WILD asked the Premier:

(1) What plans has the Government for the future of Chamberlain Industries Limited?

(2) Has the company operated within the financial limits laid down by the parliamentary committee?

(3) What was the profit or loss for the year ended the 30th June, 1958, after charging depreciation, interest and all expenses normally chargeable against a commercial trading concern?

(4) What additional funds are needed for the 1958-59 year and how are they to be provided?

(5) What decision has the Government made in connection with the debenture proposal, and on what terms and conditions are debentures to be offered, including representation on the board by debenture holders?

(6) What is the current stock position in respect of—

(a) secondhand tractors in Western Australia;

(b) secondhand tractors in Eastern States;

(c) secondhand implements in Western Australia;

(d) secondhand implements in Eastern States;

(e) new tractors in Western Australia;

(f) new tractors in Eastern States;

(g) new implements in Western Australia;

(h) new implements in Eastern States?

(7) Are losses expected from the sale of the secondhand tractors and implements, and to what extent?

(8) What is the normal annual sales volume—in numbers—expected for—

(a) secondhand tractors;

(b) secondhand implements;

(c) new tractors;

(d) new implements?

(9) What sales organisation is proposed—

(a) in W.A.;

(b) in Eastern States?

The PREMIER replied:

(1) Consideration of this matter is now nearing completion.

(2) This will depend upon the decision shortly to be made in connection with question No. (1).

(3) Final accounts for year ended the 30th June, 1958, are not yet completed.

(4) and (5) See answer to question No. (1).

(6) (7) (8) and (9) This information is confidential, as the company is in open competition with other tractor companies operating throughout Australia.

QUESTIONS WITHOUT NOTICE.

HOUSING: COMPETITION HOME.

Capacity of Tenderers.

1. Mr. COURT asked the Minister for Transport:

Arising out of the controversy between the Minister and the W.A. Builders' Guild for tenders for the Department of Industrial Development competition which were

confined to nominated tenderers, would it not follow that such tenderers would be approved both as to financial and technical capacity before being invited to tender?

The MINISTER replied:

The Chairman of the State Housing Commission, the Principal Architect (Mr. Clare), and the Chief Architect of the State Housing Commission (Mr. Tracey), without any prompting or suggestion from anybody, investigated this matter and determined that, in the interests of having the house completed for certain by a specified date, the tender should be allotted to Sloan Construction Pty. Ltd. notwithstanding that its tender was slightly in excess of another one.

Mr. COURT:

If the tenderers were nominated tenderers, why were they requested to tender if, in fact, the officers concerned felt they had not the capacity to finish the job in the required time?

The MINISTER FOR TRANSPORT:

As neither I, nor any other member of the Government, so far as I am aware, had anything whatever to do with this matter, if the Deputy Leader of the Opposition cares to put his question on the notice paper, I will see what explanation I can obtain from the Chairman of the State Housing Commission and the Chief Architect of that department.

SPENCER PARK SCHOOL.

Additional Classrooms.

2. Mr. HALL asked the Minister for Education:

(1) Can the Minister give a complete assurance that finance is available for the erection of two extra classrooms at Spencer Park primary school at Albany?

(2) If the answer to No. (1) is "Yes", can he give an approximate date for building operations to commence?

Mr. Ross Hutchinson: Put it on the notice paper.

The SPEAKER: Order!

The MINISTER replied:

I can give an assurance that the erection of two classrooms has been approved. As to when the work will commence, I cannot say at this stage; but I can say that every effort will be made to have the classrooms available for occupancy by the children at the commencement of the school year in 1959.

FLAX INDUSTRY.

Sufficiency of Protection.

3. Mr. HEARMAN asked the Premier:

In view of the fact that it is accepted that Russia has been dumping flax on world markets and into Australia, does he regard the 10 per cent. preference as being sufficient protection for local growers?

The PREMIER replied:

The 10 per cent. preference referred to by the hon. member is the maximum laid down by the Government. Should the hon. member be in a position to submit reasons why the 10 per cent. maximum should be exceeded in any particular instance, I shall be pleased to give the matter careful consideration.

NORTH MIDLANDS HOSPITAL.

Additions and Government Assistance.

4. The Hon. D. BRAND asked the Premier:

This question is in regard to question No. 35 on the notice paper, which was answered by the Minister for Health. As the Minister now is absent, I would refer the Premier to part 3 of the question, "What is the policy regarding the financing of this project?" The Minister replied by lumping parts 3 and 4 together, and not giving a policy answer on how country hospitals or the cost of them is being financed. The Minister has referred to the offer of the local authorities to provide one-third; but that was only information to the effect that if they did so the Government would give consideration to the matter.

The PREMIER replied:

The Government meets the full cost or most of the cost. However, occasions do arise when the local people are keen to get a hospital constructed or substantial additions made to an already existing hospital. The Government would not be in a position to finance such a project completely, or almost totally. The local people are advised accordingly. In some cases, they then voluntarily undertake to provide some proportion of the total amount required on the understanding that the work will be put in hand and completed much sooner than would be possible if they had to wait until the Government was in a position to completely finance the project.

PARLIAMENTARY SESSION.

Date of Closure.

5. Mr. BOVELL asked the Premier:

In view of the date for the Federal election having been announced as the 22nd November, 1958, is it the intention of the Government to end this session of Parliament before that date, or does he consider that the business of the session can not be completed before that date?

The PREMIER replied:

This will depend very greatly on the co-operation which members in both Houses of Parliament give to the Government in connection with its legislative programme.

ADDRESS-IN-REPLY.*Sixth Day—Conclusion.*

Debate resumed from the previous day.

MR. OWEN (Darling Range) [251]: Most of the matters to which I wish to direct the attention of the House relate to my own electorate, and it may therefore be said that I am being parochial. But if members do not speak on the matters of which they have most knowledge, perhaps other members will not know what is going on in other than their own electorates.

I wish first to refer to road safety. The member for Katanning had on yesterday's notice paper a question asking for statistics on road deaths and so on over a number of years. Although the question was postponed, one is safe in saying that road fatalities in this State have reached unduly high figures, and everything possible should be done to prevent future fatalities or keep the number as low as possible.

A few months ago there occurred two or three accidents. One of these involved the towing of caravans or trailers and proved fatal. It appeared that the towing gear was faulty, and it is to the credit of the traffic authorities that they acted in this matter fairly smartly and had regulations brought down to make the towing devices safer than they were previously.

The old-style towing bar, with its so-called safety chain, was something to be laughed at, because in many instances the chain was little more than a watch chain, and was there only for effect. Once the towing bar or connection broke, the chain proved to be just an ornament and of no use whatever. The size of the chain to be used is now specified in the regulations, and I hope provision will be made for that regulation to be properly policed, because safe towing gear is essential.

I feel that some of the couplings at present on the market should be investigated. I know of one such coupling which is made of steel. It is a ball and socket coupling, but the bolt which holds the ball end of the coupling to the vehicle is made of mild steel, five-eighths of an inch in diameter. That would normally be strong enough; but I had the experience, after having had a coupling of that nature in use for a couple of years, of the metal in the bolt becoming fatigued and breaking off like glass. I believe that these towing devices should be inspected regularly, and particularly the ball joint type and the shackle-type couplings. They should be inspected at regular intervals by the traffic authorities to make sure that they have the necessary degree of safety.

A further matter in relation to road safety, and which possibly applies more in the country than in the metropolitan

area, has reference to the construction of certain bridges and culverts along the sides of which there are posts and rails. I believe the purpose of those posts and rails is first to indicate the presence of the bridge or culvert; and, secondly, no doubt to provide some safety by preventing vehicles that might be involved in an accident from rolling into the creek or hollow below.

Usually those posts and rails are painted white and are quite conspicuous; but I feel that their use should be looked into because there have been a number of accidents, some of them fatal, in which the rail at the side of the bridge or culvert has penetrated a vehicle and on more than one occasion either the driver or a passenger in a vehicle has been impaled on that 4 in. by 4 in. rail.

The Main Roads Department, in pursuing its policy of better and wider roads, is not using as many post and rail fences on bridges as it formerly did; but where that type of protection is considered necessary, I feel that the railing should be done away with and replaced by a steel cable. The cable could be anchored to the ground at each end and secured to the tops of the posts, thus holding them in position; and should a collision or accident occur near or on the bridge there would be no chance of a vehicle being impaled on the cable. The cable would give all the necessary protection to prevent a vehicle rolling over the side of the bridge and there would be no chance of its spearing the passenger in a vehicle.

I would suggest that the Minister controlling traffic matters bring the suggestion to the notice of the Main Roads Department, and perhaps to the attention of the Minister in charge of that department, in order to see whether something can be done to make the bridges and culverts safer in this regard than they are at present.

I wish to support some of the remarks made by the member for Victoria Park last evening in regard to traffic on the roundabouts at both ends of the Causeway.

Some instruction or lead should be given by the traffic authorities to motor-drivers who negotiate those roundabouts; because in many instances, as the member for Victoria Park said, when drivers wish to get from one side to the other in as straight a line as possible, they cut into other lanes of traffic and cause confusion and hold-ups, particularly during peak periods.

Another matter that I desire to mention to the Minister for Transport—who unfortunately is not in his seat at the moment—relates to Adelaide Terrace. Some time ago it was decreed that during the peak traffic period from 7.30 or 8 a.m. to 9 a.m. there should be no parking of cars on the southern side of Adelaide Terrace. The intention of that order was to give more room to peak traffic coming

up Adelaide Terrace and allow two lines of traffic instead of only one—only one line being possible when vehicles are parked at the side of the road.

The same decree should be made in regard to the north side of Adelaide Terrace during the late afternoon and evening peak periods. The Minister said he was against that proposal; he thought it would be better for the main volume of traffic to be directed into Riverside Drive and then come into the Causeway from that direction. However, I do not think it would be conducive to clearing traffic quickly during peak periods.

All the traffic that approaches the roundabout at the western end of the Causeway from Riverside Drive has to emerge with the traffic that is entering the rotary from Adelaide Terrace, together with the traffic that comes from the north side of the car-barn; and these vehicles are cutting across both those streams of traffic—particularly that coming from Adelaide Terrace—and often, round about 5 p.m., there are serious hold-ups. Worse than that, the traffic that is coming from Riverside Drive at that time of the evening is cutting directly across the path of the traffic that is coming off the Causeway from Victoria Park to proceed west along Adelaide Terrace.

In my opinion, the best way to clear that traffic quickly is to channel as much of it as possible down Adelaide Terrace where it would not interfere with the traffic coming off the Causeway to travel west along Adelaide Terrace, and so would emerge only with that traffic coming from Mt. Lawley or the north side of the car-barn. If that were done, the traffic would be cleared much quicker. I hope, therefore, that the Minister will have another look at this traffic problem and make an endeavour to ensure that no cars are left standing on the north side of Adelaide Terrace between 4.30 and 6 p.m.

I now wish to touch on the question of electricity supplies. The State Electricity Commission is making much progress in extending its lines to the metropolitan area, the outer suburbs, and also in the country. Unfortunately, however, it is not carrying out that work quickly enough to meet the wishes of most members of this House. In connection with the electricity supply to the Darling Range district, last year I mentioned the need that there was for an extension of the electricity mains in that area. I felt that the system in the whole of the Darling Range Road Board district was at a standstill so far as extensions were concerned and, in fact, was grossly overloaded; because the line that was put in 30 years ago, coming from Midland Junction and proceeding through what is known as the zigzag country, apart from being overloaded, passed through virgin country where there were no roads, which meant that the lines were

difficult to maintain and made it almost impossible to repair them quickly when a breakdown occurred.

I did suggest that another line should be put in from the Welshpool end, with a possible direct line from South Fremantle. I am pleased to say that that direct line has now been put in, and the S.E.C. went even further by extending the main from Midland Junction to Maida Vale and thus was able to remove that overloaded and worn-out line which ran through the hills country.

During the past 12 months the commission has been able to do a lot of reorganisation within the area by relaying the mains and putting in more transformers in order to give a better service to the consumers in the district. In addition, several other extensions have been made; but unfortunately, there are still quite a few that have to be made before that area is fully served with electricity.

Those parts that are left without electricity are practically all in the rural districts. When the attention of the State Electricity Commission is drawn to the desire of the settlers to have their properties connected to the mains, very often, after a survey has been made, their applications are rejected, the excuse being that it does not come within the reach of the Commission's policy, which is that only two poles for every consumer can be supplied when any extension is made.

That policy might be all right in the residential and built-up areas where any application for extension of the mains could be rejected where it was necessary to have more than two poles; but in the rural areas, particularly where the blocks are over five acres, and each one might have a frontage of more than five chains, it would not be possible to extend the line from one property to another with only two poles. On its policy, the S.E.C. would be quite justified in rejecting any application for extension of the main if there were more than 20 potential consumers desirous of having electricity service. I would like the Minister in charge of the State Electricity Commission to give consideration to modifying that policy, particularly when it concerns the rural areas where the individual blocks are large.

Only recently I made a personal survey of one area in the Piesse Brook district where, over a distance of 1½ miles, there were about 14 properties which were developed, some of which required a fair volume of electricity. One settler, at least, apart from requiring current for domestic use, needed it to drive an 18 h.p. motor which he was anxious to install. In this area there would be need for electricity to drive electric motors to the extent of 120 h.p., apart from the many lights, refrigerators and other electrical appliances that could be used; but, as yet, the State Electricity

Commission has not seen fit to extend the line to meet the requirements of the people in that area.

It is highly important that the people in these parts should be supplied with electricity in the near future. A similar position occurs in that small pocket of country between Mundaring and Sawyers Valley, where the electricity mains travel along the road for a distance of over half a mile—and, might I say, within 30 chains of the existing transformer—and there are quite a few properties in that area.

These have been surveyed by the commission; and again those people have been told that because its policy was to erect only two poles per consumer, the commission could not extend the electricity main to their properties. One can easily imagine how frustrating it is to those people to have the 66-kilowatt mains running close to their properties and the high tension 22-Kilowatt main travelling along their boundaries and yet still be left without electricity.

In both the cases I have mentioned, the would-be consumers have offered to give any guarantee that may be required to assure the Commission that it will not lose money. They offered to guarantee the payment of interest on the sinking fund in respect of that extension. Some of them have even gone further and offered to help in other ways, such as supplying—and in some cases digging holes for—the poles needed to carry the electric lines. So far these offers of assistance have not been heeded, and the residents concerned are still without electricity. Where people are so willing to help themselves they should be given every consideration.

There is another matter which is not peculiar to Darling Range, but applies to quite a number of outer suburban areas. I refer to those rural districts which come within the Stephenson Plan, governed by the Interim Development Order—places where land cannot be subdivided into less than five-acre blocks. If such land is to remain rural land, the purpose would be defeated if many blocks within that belt were permitted to be subdivided into residential blocks.

But some difficulties arise; and in particular I mention the properties at the foothills around Wattle Grove, Forrestfield, and Maida Vale which have been classified as rural lands. So far as taxation values go, the unimproved capital valuation placed on those properties is more in keeping with the valuation placed on residential blocks, which in some cases adjoin the rural blocks. So the owners of rural blocks have to pay comparatively high rates and taxes, yet they are not permitted to subdivide the land in order to take advantage of the high prices which have been ruling for residential blocks in those localities.

Many of the present occupiers paid fairly high prices for their properties, and they were unaware that they could not subdivide the land. Now they are left more or less holding the baby in either having to retain the land or sell it at a cheaper price than what they paid.

If it were possible, I would suggest that consideration be given to reducing valuations when the land is assessed for its unimproved capital value by the taxation authorities because of the prohibition on subdivision into building blocks.

In many cases the values placed on the land by the taxation authorities range from £50 to £75 per acre; that is far too high to enable the settlers to carry on their agricultural pursuits. They are not permitted to take advantage of the high values by subdividing the land. Even very fertile land served by irrigation in the Harvey district is valued at a lower rating. In that instance the highest value is approximately £50 per acre.

On the other hand, in the case of some sandy land, almost impossible to irrigate because of lack of underground water supplies, the value is assessed at £75 per acre. In many instances it is very difficult for the owners to carry on their agricultural pursuits and some relief would be given if the taxation values were decreased, thereby bringing the road board rates as well as the land tax within reason.

Another drawback is that the Maida Vale, Forrestfield and Wattle Grove districts are just outside the residential areas. There is a possibility of scheme water if some of the blocks could be subdivided. The Water Supply Department has agreed to the provision of scheme water if the blocks were smaller; but because there are insufficient building blocks in those districts, the rates which can be levied will not meet the requirements of that department. For that reason those localities cannot have the water supply which they need so urgently.

We can appreciate the position of the settlers. In regard to the provision of water supplies, I would ask the department to take into account the fact that the blocks I have mentioned are a little more widely spaced than residential blocks. Because there is not an underground water supply, I feel sure that if the reticulation scheme was extended to those holdings the consumption of water would be comparatively high; and the excess charges, together with normal rates, would more than comply with the requirements of the department.

Adjacent to the Maida Vale district, the Water Supply Department has installed an extension along Maida Vale-rd. By way of question I obtained the information that £15,000 has been spent in that locality; that is, £15,000 in respect of 50 improved properties. In that portion of Maida Vale which is adjacent to the locality now served by water, there are over 130

improved properties which have no underground supplies. The need for water is very much greater than the need in the area already served, because some of the properties to which water has been connected is situated in heavy swamp land where water is available within a shallow depth, even in dry summers.

Mr. Jamieson: It is brown, stagnant water.

Mr. OWEN: There is quite a lot of good water. Some of the water in the swamp is brown water, but it is potable.

Mr. Jamieson: The underground water is bad. I have experienced that with well water.

Mr. OWEN: At least the people have been using that water with no ill effects on their health; whereas residents of Maida Vale have been forced to cart water for years at considerable expense.

Last year through the good offices of the owner of the High Wickham Estate in Maida Vale, in the form of a cash gift and an interest-free loan of £12,000, a water supply was connected to Maida Vale village, where a standpipe has been erected so that the people of Maida Vale can get good water; although they have to cart it up to distances of two miles. The conditions are a little better than they were, but they are far from perfect. I hope that the officials of the Water Supply Department, and the Minister, will have another look at the position to see whether it would be possible to extend the Maida Vale scheme along the Guildford-road and reticulate it to the foothills.

Also, the extension of the Kalamunda water scheme is a matter of inter-departmental negotiation, because the Kalamunda scheme comes from the Mundaring supply, and it is classed among the Goldfields and country areas water supplies; whereas the foothills supplies come from the metropolitan area. When it came to dealing with the country in between—perhaps rather appropriately referred to as the Gaza strip—the two departments concerned eventually got together and decided that the Gaza strip should, for the time being, be connected to the Kalamunda water scheme.

I understand that some money is available this year; but if there is not sufficient finance to carry out all the extensions proposed in the area, I hope the department will extend priority to the smaller areas where there is no underground water supply.

Another matter of water supply, but of a somewhat different nature, occurs in the Helena Valley. There, over the years, quite a number of small farmers have built up their farms; and they have relied to a great extent on irrigation from the Helena River for their irrigation needs during the summer. But because of the very dry summers we have experienced, they have been

unable to carry out irrigation; and many of their crops, as well as their holdings generally, have seriously deteriorated.

It is suggested that the Public Works Department may be able to render some assistance, firstly by erecting a small weir across the Helena Valley to trap the waters in the river just below where Piesse Brook enters the valley. Some years ago, when the Leader of the Opposition was Minister for Works, I asked that a survey of this area be undertaken; and from memory, the estimated cost was something like £120,000. This estimate was made for a permanent scheme; and I suggest that the expenditure of this amount, or even more, would be well warranted for such a purpose. But knowing that the coffers of the Treasury are almost empty—at any rate not overflowing—I suggest that a cheaper scheme could be put in, and this would be a great help to the local settlers; and probably it would help quite a lot in any effort to keep the river open and so alleviate any pollution of the Swan River.

Consideration might be given to the construction of one or two small ponds—I think that is what they are called—by putting in temporary dams across the river bed, as was done in the Gosnells district. The Premier may recall that many years ago, when he was Minister for Works and I was interested in the Swan electorate—which included the Gosnells area—he received a deputation on a similar matter, and he promised to investigate the possibility of putting in some of these weirs in the Gosnells-Maddington area to conserve the water so that the settlers could pump from these pools after the river had stopped running.

Within the last few years at least one of these dams has been put in, and I understand it has given good service to the settlers. This has been achieved, particularly in conjunction with the action of the Metropolitan Water Supply Department—I was almost going to say its generosity—in allowing a certain amount of water to escape from the pipeline at Kelmescott. This water has been allowed to escape into the Canning River and so help to fill a pond caused by the construction of a small dam at Gosnells. I feel the same thing could be done in the Helena Valley.

The slope in the river there is a little more than it is in the Canning River at Gosnells, and we would not get a single dam backing up as does the one at Gosnells. The slope there is only a matter of a few inches per mile. The result is that a dam—only 2 ft. deep—at Maddington, goes back well over a mile, providing a long pool from which the settlers can pump. Not quite the same conditions apply in the Helena Valley; but I think that with the provision of one or two dams there, quite a lot of water could be conserved to allow the settlers to carry on their agricultural pursuits by irrigating

during the summer months. Also the intake into these pools could, if necessary, be supplemented by comparatively small amounts of water which could be allowed to run from the Mundaring Weir during the summer.

We are still in the fortunate position that the Mundaring Weir holds quite a lot more water than is likely to be used. I feel that opening the scour valves for a short time during the summer to allow a few million gallons of water to run down the river bed could possibly assist in letting some of the more highly mineralised water at the bottom of the weir escape. It would certainly help the settlers lower down. As the weir seems to overflow practically every winter now, something could be done—even if it were only as a temporary measure by means of sandbags—to raise it another few inches and so conserve many more millions of gallons of water which could be used for irrigation on the lower side of the river during the summer months.

I must again mention the railways in my area. Only one line is now left in the Darling Range district. Unfortunately it has not carried any trains over it for four or five years. The line, however, is still there; and it could, I think, be rehabilitated at a reasonable cost. We are now getting to the transition stage of the Metropolitan Transport Trust taking over the running of the buses in the metropolitan area; and incidentally the district has been served by the Beam bus service since the closure of the railways. I feel that a much better service could be given by the railways to all those people who live in Koongamia—which is in the district of the Minister for Police—Greenmount, Boya, Darlington, Glen Forrest, and Mundaring.

The old townships were built along the railway line; and if the service could be reinstated, the people there would be much better served than they are at present by the road buses. I admit that it would still be necessary to run the road buses along the Great Eastern Highway; and although they would be running parallel to the rail service, it would be over a mile away and, in my opinion, there is room for both. In fact, at present many of the buses that leave Mundaring to proceed to the city travel along the highway and turn off into Mahogany Creek. They come back on to the highway and turn off at Glen Forrest, return to the highway again and then turn into Darlington. So Mundaring passengers, who are only 21 miles from Perth, sometimes take 1½ hours to get to their destination. It is obvious that a much better service could be given if both rail and road transport were available.

I hope the Railway Department will give favourable consideration to reopening the line, particularly if diesel coaches are used, because they give a very satisfactory service, and a much cheaper one than that

given by the road buses. There are many other points that I could mention in regard to the Darling Range district, but I shall leave them to a later date when we are considering the Estimates.

MR. MAY (Collie) [3.32]: I wish to make a few references to the Lieut.-Governor's Speech which was delivered on the opening day of this session of Parliament. The Speech with which parliamentary sessions are always opened, is more or less the shop window of the State, because it informs us what the Government has been doing since the previous session and what it anticipates doing during the current session.

It is pleasing to note from the recent Speech that the State is continuing in a healthy condition, and that solid progress is being made. Although we are not able to control the matter to any extent, it is regrettable that prices for our primary products are on the down grade. There is no doubt that if the prices of our primary products fall, the economy of the State suffers. It is also regrettable that the recent conference of State Ministers for Agriculture, held at Canberra, did not see fit to increase the first advance on wheat, in line with the wishes of the farmers of this State.

As most hon. members know, it is difficult for a farmer to produce wheat if he receives less than the cost of production; but the wheat industry of this State is fortunate in having the Commonwealth behind it to ensure that farmers will receive, in the first advance at least, somewhere near the cost of production. Further, I understand that the conference agreed that the price be reviewed at the end of 12 months.

The position of the wool industry is most uncertain, particularly in regard to the price of the product. I do not think any wool producer in this State, or in Australia for that matter, expected that the price which was being obtained three or four years ago would continue. But there is so much uncertainty about the price of wool that it causes those who are producing it considerable anxiety. I would venture to say that any wool producer would rather have a stabilised price, which would give him the cost of production plus a fair working margin, than be subjected to fluctuating prices which would mean that he may receive a high price one year, and a low price the next year.

I understand and appreciate how the farmers feel in regard to this matter; but, as we sell our wool on the world's market, I cannot see how it is possible to achieve any stabilisation of the price.

There was also a reference to the R. & I. Bank in the Lieut.-Governor's Speech. It is a great pity that this institution cannot expand its loan operations to enable it to make further advances to primary and secondary industries in

this State. I know there is a terrific drain on the bank's resources, and I believe that those in charge of it at present are doing their utmost to assist in the advancement of our primary and secondary industries. But I think it is essential to the progress of the State that we should have a central or a State bank, such as we have in the R. & I. Bank, so that it can be in a position to advance money to any worth-while proposition which is in need of assistance.

The delegation from this State—which was also referred to in His Excellency's Speech—at present visiting Europe, the U.K., the United States of America, and Canada, appears to be making some progress in advertising the possibilities of this State. I am sure I am only expressing the feeling of all hon. members when I say that I wish the delegation every success in its efforts to obtain new industries which will be of benefit to this State, and the people who live in it.

I should also like to mention the activities of the Trades and Industries Promotion Council. In my opinion, that body is doing a wonderful job in its endeavours to expand the secondary industries of this State. When we realise the large amount that is being spent out of this State annually to purchase goods from other States of the Commonwealth, it will help us to understand the desires of the members of this council to persuade people in our State to do all they can to ensure that at least the greater part of the money that is going out at present is spent in this State on the purchase of goods produced in Western Australia with the object of keeping our people employed.

I think every member of Parliament should be an advertiser—no matter where he goes—in respect to this policy of persuading people, and pointing out to them the necessity of purchasing their requirements in this State wherever possible, and whatever they may be, and if they are at all procurable and to spend their money on goods produced in this State.

Hon. members will, I feel sure, agree that the Minister for Housing ought to be complimented on pursuing the Government's policy of providing flats for aged people, particularly in country areas. From personal experience I find that it is most difficult to obtain admission to the institutions in the metropolitan area of aged people in my electorate. These institutions are set aside for that purpose; but when I approach the Public Health Department and ask the officer concerned if he can admit an aged lady from my electorate to the Mt. Henry Home, he immediately brings out a list of between 700 and 800 people from all over the State awaiting admission to this institution.

During the 12 years I have represented Collie I have been able to secure the admission of only one person to the Mt. Henry

Home. It will be understood, therefore, what I mean when I say the Minister for Housing and the Government are doing a wonderful job in providing flats for aged people from the country, because they have not got a dog's chance of being admitted to institutions in the metropolitan area, on account of the long waiting lists.

I would like to touch on the timber industry in this State, and to point out that the Government should watch it very carefully. We have had a similar experience in regard to coal to that which is affecting timber at the moment. As a result of new ideas which are being incorporated in the building industry and elsewhere, the use of timber and coal is diminishing to a large extent. Hon. members have only to look down the Terrace to see the number of modern buildings being erected, and to discover how much timber is being used in those buildings.

Even the furniture in those buildings is not made of timber but of metal or, in some cases, plastic material. There is no doubt that that is having a deleterious effect on the timber industry, which is a most valuable one to the State. Therefore I ask the Government to watch this trend very carefully, and to ensure that wherever possible the people concerned are provided with the opportunity of using timber in their operations.

It is a great asset to the State, and a very close watch should be kept on this aspect of the timber industry. The railways have come under notice over the last 12 or 18 months as a result of the Commissioner's investigations and findings.

The Hon. D. Brand: No-one is listening to you. Sit down. We want to have afternoon tea.

Mr. MAY: I do not know since when the Leader of the Opposition has usurped your authority, Mr. Speaker.

The SPEAKER: I will usurp it myself and suspend the sitting.

Sitting suspended from 3.45 till 4.3 p.m.

Mr. MAY: Before the suspension I was about to make reference to the change that has taken place in the railways since the Royal Commission was appointed to investigate their affairs. It is pleasing to note that both in finance and in service, the railways in this State have considerably improved. I would also like to make some reference to the idea that has been developed of sending railway officers amongst the primary producers of this State, both to interview them in a personal way, and to speak at meetings arranged by local road boards.

With the knowledge I have of the situation, I think a greater appreciation will be gained of the desires of the Railway Department to meet the desires of the people of the State. The sending of these

officers throughout the country has enabled the department to learn of the farmers' troubles; and, possibly, has enabled the farmers to learn of some of the troubles experienced by the Railway Department. I hope this policy will be continued, and that reasonably soon the railways will be put in a better perspective than they have been for many years past.

I notice that main drainage is being constructed in some districts subject to winter flooding, and I hope that Collie will be included in the "some" districts mentioned in the Lieut.-Governor's Speech. Almost without fail, whenever there are excessive rains, a portion of Collie immediately becomes flooded. It has been necessary on each occasion to find temporary accommodation for residents who have had 4 feet of water in their houses. The same applies to quite a number of trades people. This flooding has caused confusion and upset in the homes of some people and has done much damage to trade. Naturally, the income of the people who have had their shops flooded is affected, because they lose some goods by flooding.

There is a feeling that something should be done to try to avoid this continuous flooding which occurs in Collie. In view of the fact that the proposition is too big for any local governing body, both financially and in regard to the work required to be done, I suggest that the Public Works Department make engineers available to study the course of the river in an endeavour to ascertain the cause of the flooding, which is very obvious if they could only be on the spot when the flooding occurs.

I would like to see them work in conjunction with the local authority in an endeavour to rectify the trouble which is causing this upset, or disturbance, to the residents and trades people of Collie. I hope it will be possible for something to be done whereby the Public Works Department, through its engineers, can assist. After the remedy is known, the Government might be able to assist in some financial way in order to obviate any further flooding. It is necessary to tackle this problem as soon as possible, since it may be, as a result of the Wellington weir wall being increased by 50 feet, that the back flow from the weir will cause flooding to be much worse than it has been in the past. I would suggest that attention be given to this matter as quickly as possible.

Large sums of money are to be spent by the Main Roads Department in connection with country work. If my figures are correct—they are taken from the local paper—it would appear that the amount set aside by the Main Roads Department for the Collie area is very niggardly compared with that for other local government authorities. I think the sum provided is £7,560. However, there are other

local authorities in the South-West of the State which have been granted huge sums as compared with the amount granted to Collie.

About 60 per cent. of the area comprising the Collie electorate is controlled by the Forests Department; and, as a consequence, the local authority receives no rates whatever from that land and finds it very difficult to carry out essential road work. Because the Forests Department holds Crown land, it pays no rates at all. I would ask at this stage that some further consideration be given to the question of increasing the amount made available by the Main Roads Department in order to assist the local authority in overcoming some of its difficulties as a result of the activities of the Forests Department.

I also noticed in the Lieut.-Governor's Speech that work is going ahead on the Bunbury power house, by the installation of two additional units. Of course, I do not raise any objection to this, because it means that so far as my own electorate is concerned the consumption of coal will be increased. That is what we are all looking for at the present time in order to stabilise the industry and assist the residents in the town.

In addition to the installation of two more units at Bunbury, it is proposed to erect a new power unit in the Mudja area which is east of Collie, with the idea of eventually serving the Great Southern area with power. In order to bring this about it has been found necessary to ensure that a supply of water is available all the year round in sufficient quantities to run a power house. I understand that boring has been going on for some considerable time.

I have not been able to obtain any official information regarding the success or otherwise of the bores put down; but I understand that so far it has been successful, and that if it continues this way, water will be found to enable the power house to be built. As a result, power will be produced cheaper than at Bunbury, South Fremantle or Perth. I make reference to the proposal at Mudja because I feel we should, if possible, hurry it forward—in the first place with the boring; and, in the second, with the construction of the power house itself.

I regret that no mention was made of the Collie mining industry in the Speech delivered by His Excellency the Lieut.-Governor. If ever an industry in this State was in need of some stimulus—some alternative to what we have at the present time, in order to increase the type and consumption of coal—it is that at the Collie coalfields.

I do not mind the goldmining or any other industry being subsidised or given financial assistance by the Government, provided the assistance is worth while and means something to the State. I cannot

for one moment imagine anyone suggesting that the great asset constituted by the native fuel of this State is not worthy of consideration and assistance during periods of trial and trouble. The overall production of Collie coal has been reduced by 200,000 tons per year and is now in the vicinity of 800,000 tons per year, but that is not sufficient to stabilise the industry or give security to those people who rely on it for their bread and butter.

I believe that the contracts which were finalised last September, between the coal-mining companies and the Government, have done much to stabilise the industry, and have assisted the State to the extent of £500,000 through the reduction in the cost of coal to both the S.E.C. and the Railway Department.

The effort made then was worth while, and no doubt the result was appreciated by the Government. But, on the other hand, we must remember that unless we can find some method of increasing the consumption of Collie coal, the industry will have to rely, as at present, on the State Government to keep it going and provide employment for the coalminers.

Some months after the tenders had been finalised, it was found that the production could not be kept up sufficiently to meet the requirements of State instrumentalities; and, as a consequence, after long deliberations the largest company of all decided that it could not continue to lose money at the then rate, as it could not maintain sufficient production to meet the orders of the State Government.

A conference was then called between the Government, the company, and the union concerned. At that stage it looked as though that company had made up its mind to cease operations altogether, and had that occurred the two remaining companies would not have been able to supply sufficient coal to meet requirements; and the outlook of Collie at that stage was not good.

At that conference between the company, the unions, and the Government, the unions put forward certain suggestions whereby the company might be able to increase production and so maintain its output and activities at Collie. I believe that, as the result of the company putting certain of those ideas into operation, production has now reached the required figure and the output of the field generally has been maintained to such an extent that current production is sufficient to meet requirements and leave some overflow for storage, to cover the holiday period at the end of the year, when the pits will be closed down. It is hoped that by means of co-operation between the companies, the Government, and the coalminers, output will be maintained at the required level. I wish to congratulate the company concerned, the coalminers, and the Government on the way in which that very bleak prospect was improved.

The position of the coalmining industry is much better than it was, but it is still necessary to increase the consumption of coal in order that the industry and those depending on it for their livelihood may be properly maintained. I intend to deal more fully with the question of coal when the Estimates are being debated, as the industry has had some very hard knocks over the years. Collie coal is a most valuable State asset and every precaution should be taken to preserve the industry.

That brings me to my final point; the coking of Collie coal. Ever since I have been in this House we have talked of coking that coal, because we realise that there is a huge market for coke in this State. At present, those who are forced to use imported coke in foundries and so on, are paying up to £28 per ton for it; whereas we believe that coke could be produced from Collie coal at a much lower figure.

The research station at Welshpool has for a number of years been working on the problem of coking Collie coal and has at last produced a satisfactory coke. Supplies of this product were sent to metropolitan foundries for test purposes; and, in some cases, the tests showed a better result with the Collie coke than with the imported coke.

The pilot plant at Welshpool is not in the race to provide sufficient coke to supply the needs of the State, and was never intended to do so; but now that the tests have proved conclusively that a satisfactory coke can be produced, we have hoped that some private concern would come forward and establish an industry on the basis of the Welshpool coke production, in order to supply the requirements of the State. I repeat that there is a good market for coke in Western Australia, and such an industry would greatly increase the consumption of Collie coal, with considerable benefit to the State.

I can remember a time, three years ago, when one person in this State said that he had £250,000 at his disposal to establish an industry once coke suitable for this State's requirements could be produced from Collie coal. In spite of that, in the two years since suitable coke has been produced at Welshpool, nothing has been done and no-one has come forward with the £250,000 of private money to establish this industry at Collie.

In view of that fact, I can only appeal to the Government to set aside finance for the purpose of establishing an industry to produce coke from Collie coal. If that were done it would be of great assistance to those who now pay £28 per ton for the imported coke, and would also give the industry at Collie a great lift.

Whatever the Opposition may say about socialisation, wherever private enterprise is not prepared to establish an industry in this State, although there is a necessity

for it, the Government should step in and establish the industry. I appeal to the Government—in view of the fact that there was published in the Press three years ago a statement that private enterprise had £250,000 waiting to be used in the establishment of a coke industry, and the fact that since then the process has been proved successful at Welshpool but the money has not come forward—to establish the industry itself. The longer we delay the establishment of this industry the more potential consumers of coke will turn to alternative fuels, with consequent loss to the State.

MR. OLDFIELD (Mt. Lawley) [4.28]: I intend to touch on a number of matters mentioned in His Excellency's Speech, but will first of all deal with a question relating to my own electorate; and here I refer to drainage in the Brown's Lake and Roseberry-st. swamp areas. You, Mr. Speaker, are aware of the problems existing in this district, as you represented it for many years. You are also, no doubt, aware that the Government has now undertaken to drain Brown's Lake, and I thank it for that undertaking, because it will release anything up to 4,000 acres of first-class building land in Bedford Park and Morley Park for building purposes, which will be of great assistance to the local authorities concerned.

In reply to a question I asked in this Chamber the other evening, it appears that the Roseberry-st. swamp may have to wait, because a decision to drain it has not yet been reached. In 1956, when there was a special appeal made to the Commonwealth for funds to relieve unemployment in this State, one of the items submitted to the Federal Treasurer in support of the claim was £44,000 for the draining of this Roseberry-st. area. However, as only £2,000,000 was made available at that time instead of £4,000,000, this particular work was struck off the list.

I mention that to illustrate the fact that the departmental chiefs who were responsible for the submission of that list, and the Government of the day, recognised the necessity for draining these swamps. The area concerned is in a closely built-up district; and the Roseberry-st. swamp, in particular, requires immediate attention, because the Bayswater Road Board is going ahead with a developmental scheme in that area and intends to install bowling greens, tennis courts, and general sporting facilities. But little progress in that regard will be possible until the area has been satisfactorily drained. So I trust that, some time during the forthcoming year, the Government will be able to see its way clear to provide £50,000 from its funds for the draining of this area.

Before I proceed to what I really want to speak on this afternoon, I desire to make a few remarks on the installation of parking meters in the streets of Perth. I feel

that they have been successful in solving the parking problem. In fact, I think they have gone even further than that; they have almost solved the traffic problem. From my own experience and that of my friends, it is very handy now to be able to drive into Perth and park one's car close to where one wishes to go, merely by placing 6d. in the meter and getting an amnesty of half an hour.

I have taken note of several streets where the meters have been installed; and in Milligan-st. and at the lower end of Barrack-st. the meters are rarely, if ever, patronised by motorists. At midday today there was not one car parked in Milligan-st. Also, during the busy periods, the meters from the foot of Barrack-st. and in the vicinity of Bazaar Terrace are completely disregarded by motorists. I feel that we may have installed too many meters for a start. When one sees rows of meters that have no vehicle standing alongside them, it makes one wonder whether we may have taken action to get the people out of Perth unnecessarily.

The Minister for Transport: Do you think the people have been kept out of Perth, or their cars?

MR. OLDFIELD: I might mention that, a few months ago, whilst walking through the city at lunch hour I was almost forced off the footpath on to the road because of the large crowd of people in the city. Today, however, if one walks along the footpath of practically any street in the city one can proceed without any difficulty.

The Minister for Transport: That is because previously motorists had to park their cars a fair way from the city and so were forced to walk along the city streets, but now they can park right outside the place where they want to go.

MR. OLDFIELD: I feel that a close check should be kept on meters in certain parts of the city; and if it is found that they are not earning sufficient revenue, it might be wise for the powers that be to review any move to install more meters and suspend their decision for a while.

The Minister for Transport: I think it would be right to say that there are as many cars coming into the city now as there were previously, if not more. But they are not over-staying.

MR. OLDFIELD: I agree with the Minister entirely. One man told me that before the meters were installed he spent 27 minutes looking for a place to park; but now, for the cost of 6d., he can park practically anywhere he likes.

MR. HEAL: Do you think it has affected business in the city?

MR. OLDFIELD: I would not know. Has it affected the hon. member's business? At this stage I would like to bring to the notice of hon. members a sample of a sleeper which can only be regarded as

being revolutionary in design. It is a quarter scale model. This sleeper has seven main points, in comparison with the conventional sleeper. It is made of fibre glass and plastic and the design, which is revolutionary, has been patented. The world rights have been taken up by a Western Australian engineer.

One point is that it prevents centre binding which, as members of the permanent way on the railways know, is quite common with the conventional sleeper. It is fireproof and termite-proof. It is four times stronger than steel, and yet only a quarter of the weight of steel. It will reduce track maintenance to a minimum because no resleepering will be necessary, and so avoid the employment of fettlers; and it will conserve our hardwood forests. The Minister for Forests and the officers of his department are quite concerned about the future of our hardwood forests in this State because the supply of timber is running short in trying to keep up with the demand.

The Minister for Education: What did you say the sleeper was made of?

Mr. OLDFIELD: Fibre glass and plastic. The material is available in this State and the sleeper can be manufactured in Perth. In pointing out the advantages of this type of sleeper, I will deal first with centre binding or "bananaing". With the conventional type of sleeper, the stress occurs on the outside points of the rail; and, with the pressure on the ballast under the rails there is a tendency for the ballast to be forced out in all directions; and, as a result, it has the effect of pushing the ballast up under the centre of the sleeper. The fettlers then have to come along and pack more ballast under the ends of the sleepers to bring them up to the new centre position. In the Eastern States, some railway authorities have found it necessary, in an effort to prevent this centre binding, to provide a gutter under the centre of the sleeper.

Because of the revolutionary design of this new type of sleeper, however, I have been given to understand that the ballast, with the pressure against it, will fall into the core; and because of its peculiar shape, the ballast will be prevented from spreading. Its knife-like edge will allow it to bed down into the ballast so that, with the trains going over the track continuously, the whole sleeper will bed down and remain in its proper position.

If this sleeper is adopted, it should obviate any need for reballasting as we know it today, and it should certainly do away with the need for resleepering. Track maintenance on the W.A.G.R. would therefore be kept down to a minimum. This is extremely important in view of the fact that track maintenance is one of the main items of W.A.G.R. expenditure. What is

more important, if this sleeper could be proved to be reliable and effective on the track, it would not only be of benefit to the railways in reducing costs, but also its adoption would mean the establishment of a new industry in this State.

If an industry was established to manufacture that type of sleeper in this State, royalties could accrue to those responsible for its introduction, and manufacturing rights could be let to other countries. In fact, there is no need why it could not be exported, because in the past we have exported hardwood sleepers. I understand, however, that we cannot do that now, because we are short of hardwood timber to meet our own needs.

The Hon. J. B. Sleeman: How much does it cost as compared with the wooden sleeper?

Mr. OLDFIELD: It is anticipated that, at first, its cost will be a little greater than that of the hardwood sleeper, because the cost of establishing a factory and other items of manufacture is an unknown factor at this stage.

The Minister for Native Welfare: How are the rails held in place?

Mr. OLDFIELD: The rails are laid in the notches which are at both ends of this sleeper, and they are held in place by a Mills key which takes the place of the dogspike. That will be fitted at the end of the rail.

Mr. Roberts: Has this sleeper been used in other countries of the world?

Mr. OLDFIELD: How could it be? It has only just been invented.

Mr. Roberts: It has just been invented in Western Australia?

Mr. OLDFIELD: Yes. Has the hon. member no confidence in our engineers?

The Premier: He would not be able to prove it until the Liberal Party had found out it was all right.

Mr. OLDFIELD: I understand that at the moment the Conservator of Forests has limited the supply of hardwood sleepers to the W.A.G.R. to no more than 1,000,000 per year. On that figure I understand the Forests Department can supply the railway needs perpetually. But I have my doubts about that, because with the general expansion of the State, the demands made on our hardwood timber will be increased likewise; and there will come a time when we will have insufficient hardwood timber for all purposes, because we all realise the many needs there are for the timber obtained from hardwood forests.

I will now endeavour to explain this sample sleeper on a scientific level to the best of my ability. Incidentally, I would like to point out to hon. members that

this sample sleeper is a quarter scale model. The notes that I have in my possession are as follows:—

Briefly, the material, having a yield point approaching rupture at 70,000 to 80,000 p.s.i., is four times stronger than steel and with a specific gravity of 1.5 to 2.0 as against 8 for steel, is only one-quarter the weight of steel.

Impact bearing shear and flexural properties are similarly much better than steel and with the added chemical moisture in vermin-proof qualities, fibrous glass and plastics have already been recognised as having a life that cannot yet be defined.

Since that has been provided, I understand that technical experts have explained the life of fibre glass and plastic as being 99 years. Prior to raising the subject in this House, I discussed it with the Premier, and he was good enough to interest himself in the matter. I only hope that the Government can see its way clear to give further consideration to it, and to grant assistance to the engineer who has designed the sleeper. I would point out that this sample is fairly rough because the man who invented it is not a pattern maker or a moulder. He shaped the pattern out of a piece of timber and moulded it himself at home.

Furthermore, I understand the Railway Department is prepared to lay down an experimental length of track with this type of sleeper so that it may be proved, provided the person concerned is prepared to make the sleepers available. This engineer is a public servant; and as the State does not pay its public servants a great deal of money he has not the £500 available to produce the sleepers required for the laying of two or three chains of track.

I sincerely trust, therefore, that the Government may, in some way, give this man the assistance that he requires so that the required length of track will be put down in order to prove his sleeper. With your permission, Sir, I would like to lay on the Table of the House these samples so that members, at their leisure, may examine them. Have I your permission to do that, Sir?

The SPEAKER: Yes.

Mr. OLDFIELD: In conclusion, I might add that I have known of this experiment for the past month and have studied it to the best of my ability with my limited technical knowledge. However, another friend of mine has a German engineer friend at the Perth Technical College, who is regarded rather highly in the engineering field. He reported on the sleeper to the effect that it was quite sound in design.

Mr. Potter: What does it cost, roughly?

Mr. OLDFIELD: That has not yet been ascertained. An engineer cannot arrive at the true cost. It would require the services of a cost accountant to ascertain what the cost of production would be. It is anticipated that the cost of materials and labour will bring the total to a figure slightly greater than the cost of conventional timber sleepers. We must remember that timber sleepers are charged to the railways as at cost at mill site without the cost of transport. We have to take into consideration the weight of the fibre glass sleeper as opposed to the weight of timber sleepers. I suggest that by the time the Railway Department transports the sleepers to the site for laying on the track, the cost will almost be the same in both cases.

If this sleeper can be proved to do what the inventor claims, its manufacture could lead to the reopening of many of the lines which were closed in recent years. I understand they were closed because the cost of track maintenance became so high that the department found it economically unsound to keep those lines going. If the invention is able to reduce track maintenance cost to a negligible amount, it will be a great help to the W.A.G.R. in particular, and enable that department to compete more favourably with modern forms of transport.

We must have regard to the fact that all over the world railway and shipping companies are experiencing great difficulties in view of the competition from road transport. We read only recently that interstate ships taken off the run are not to be replaced. This policy is being followed because those two forms of transport find difficulty in competing with modern forms of transport, such as "pick-a-back" and interstate road haulage.

The Hon. D. Brand: Has any test been made of the life of this sleeper in the ground?

Mr. OLDFIELD: This sleeper is indestructible because fibre glass is both fire-proof and termite proof. It will lie in the ground like a piece of glass without fear of disintegration. The inventor estimates a life of 99 years.

Mr. Potter: What is the chance of manufacturing all the ingredients here?

Mr. OLDFIELD: That is possible. At present fibre glass is manufactured in South Australia, but it can be manufactured in this State quite simply. I place this proposal before the House as I have placed it before the Premier on an earlier occasion. I must express once again that I have the utmost confidence in the product. I trust that within a very short time we will be able to do something to enable a sufficient number to be manufactured here, to be placed on the track and to be proved on W.A.G.R. main lines.

THE PREMIER (The Hon. A. R. G. Hawke—Northam) [4.48]: I rise only for the purpose of commenting on some of the more reckless statements which have been made against the Government and against Government policy. Most of these statements were made by the Leader of the Opposition, the Deputy Leader of the Opposition, and the member for Cottesloe.

The main charges covered accusations to the effect that the Government's policy had brought about increased unemployment, created a widespread fear throughout the community in regard to the further possible development of manufacturing industries in particular, and the final charge to the effect that the Government, by expanding State enterprises, was hurrying very drastically what was rather picturesquely described by one speaker as the "onward rush of socialism in Western Australia."

It is true that there is unemployment in this State. It is also true that unemployment has increased in recent months. It is also true—and none of the speakers on the Opposition side to whom I have referred made any reference to this—that there is quite serious unemployment in the United States and the United Kingdom, in other countries of the world, and also in other States of Australia.

I imagine that no-one in the Liberal section of the Opposition would blame socialistic policy for the development of unemployment in the United States of America; because in that country free enterprise, as they call it, is very strongly and very skilfully managed, and most efficiently organised. The Government of that country is a Government which, I think, would in regard to the economic policy be acceptable to the three hon. members to whom I referred at the beginning of my remarks. Therefore, one wonders what is the cause of this serious unemployment in the U.S.A.

The Minister for Transport: Capitalism!

The PREMIER: In the United Kingdom there is a Conservative Government which, although called Conservative, would lag great distances behind the Liberal Party section of our Opposition in regard to their actual and real conservative ideas and attitudes. Nevertheless, there is quite serious unemployment in the United Kingdom; and one wonders what would be the reason for that state of affairs existing in a country where free enterprise presumably has pretty free rein, and where the Government is totally conservative.

The Hon. D. Brand: What is your opinion of the reason for unemployment in the United Kingdom? Whom do they blame—the administration or the Government?

The PREMIER: Does the Leader of the Opposition agree that the policy of the Government is responsible?

The Hon. D. Brand: The Government is responsible.

The PREMIER: If the Leader of the Opposition agrees that the policy of the Conservative Government in the United Kingdom is responsible for unemployment in that country, it is quite interesting.

The Hon. D. Brand: That does not impress anyone.

The PREMIER: It is a view which if known in Great Britain by the Labour Opposition might be useful in the next general elections. Let us have an honest look—

The Hon. D. Brand: Let us have an honest look.

The PREMIER: —at the reasons for unemployment in Australia—which, of course, includes our State. If we have an honest look at the situation—if the Leader of the Opposition, the Deputy Leader and the member for Cottesloe are capable of doing that—we will readily see that the substantial reduction in the price of wool and the reduction in the prices of other commodities in recent years have had a tremendous slowing down effect upon the economy of Australia. That is the first item.

Another important factor is that the banks in Australia operated a very serious policy of restriction of credit to essential industries over quite a long period. I understand that this policy has to some extent been eased during the last several weeks; but the easing of that policy has not yet been in operation long enough to enable the increase in unemployment to be turned in the opposite direction. As a matter of fact, the figures covering unemployment in all States of Australia for last month showed there had been increases in every State, except the State of Queensland. There was a reduction to some degree in Queensland because I understand the sugar season is now going on more or less in full swing, and a considerable number of young men in that State, who previously were unemployed, are now obtaining seasonal employment.

Another factor is to be found in the very rapid increase which occurred in this State's population when the wool boom was on. At the time Western Australia was receiving more migrants per head of population by far than were being received by any other State of Australia.

When the factors to which I referred a few moments ago come into operation, naturally the State which had been absorbing the greatest number of migrants per head of population was the one to suffer the worst attack of economic indigestion, if we care to describe it that way.

Mr. Court: I cannot follow your reasoning on that point.

The PREMIER: I am not concerned whether the Deputy Leader of the Opposition can follow my reasoning or not. I am not talking to him in particular, but to all members of the House in general. Most of them will be able to follow the reasoning in which I am indulging.

Mr. Court: You stopped your migrant intake a long time ago.

The PREMIER: We have not stopped our migrant intake.

Mr. Court: You stopped it to a walk.

The PREMIER: It is true that the migrant intake has slowed down, because the economy of the State has not been able to absorb into productive employment any greater number than the number which has been coming in.

Mr. Court: That is why I cannot follow your reasoning—that the higher intake during the wool boom is having an effect now.

The PREMIER: It is having an effect now because during the boom period, created by the high price of wool mainly, the economy of the State was capable of absorbing at that time a large number of people, and they came in. But because of the slackening in the absorptive capacity of the economy in regard to employment, many of those employed then have since lost their employment. If the Deputy Leader of the Opposition is not able to follow that reasoning, I am afraid he is beyond convincing at all.

Mr. Court: I do not think that is sound reasoning. Victoria at present is taking 43 per cent. of the migrant intake in Australia.

The PREMIER: Victoria might be doing that. I shall come to a point very shortly which will cover that situation fairly adequately.

My next point deals with the capacity of Western Australia as a State to progress industrially, as compared with the capacity of the States which exist on the eastern side of the Continent. Nobody knows better than the Deputy Leader of the Opposition that the size of the home market is tremendously important to manufacturers. As a matter of fact, hard-headed business man that he is, he would not have hesitated for a single second to establish a factory in eastern Australia as against establishing one in Western Australia, if he was in that field of activity. The reason is obvious. It needs only to be expressed to be clearly understood and acknowledged. The home market in the Eastern States of Australia consists of 9,500,000 people, whereas the home market in Western Australia consists of only 700,000 people.

Mr. Court: That is admitted. We do not throw up our hands in horror and say that we cannot go on to improve and expand.

The PREMIER: I am glad the Deputy Leader of the Opposition does not throw up his hands and say, "We cannot do anything about it". Unfortunately the hon. member does something much worse. He indulges in political sabotage against every attempt made in Western Australia to promote our industrial development; and I shall have more to say about that in a moment.

Mr. Ross Hutchinson: Drive!

The PREMIER: In addition, the Federal Government in more recent times has struck savage blows against the economy of all States; and particularly those States which produce timber, or did produce timber, to any great extent for export. Yet the Deputy Leader of the Opposition makes no mention of this. He makes no mention of the fact that his Federal Government has created unemployment in Western Australia in the timber industry and in other industries as well.

Mr. Court: What other industries?

The PREMIER: By its trade treaty with Japan, it has closed down some factories in this State.

Mr. Court: Which factories?

The PREMIER: A slipper-making factory and a sandal-making factory.

Mr. Court: I do not think that is the reason for it.

The PREMIER: It is the reason. The Deputy Leader of the Opposition will not acknowledge one thing no matter how small it may be, if in any way it tones down or destroys the sabotage propaganda in which he is constantly indulging.

Mr. Court: That is absolute nonsense, and it is grossly unfair.

The Minister for Transport: A bullseye.

Mr. Court: And the Minister for Transport smirks about it.

The PREMIER: As a matter of fact, the Liberal Party in Western Australia tried to destroy the present State mission, which is now abroad, before it was formed.

Mr. Court: How do you make that out?

The PREMIER: It tried, by influencing certain members of the Chamber of Commerce, and certain members of the Chamber of Manufacturers, to prevail upon those two chambers not to be associated with the mission in any shape or form.

Mr. May: Shame!

The PREMIER: It was only because some leading members in the Chamber of Commerce and some in the Chamber of

Manufacturers were prepared to put Western Australia's welfare ahead of the welfare of the Liberal Party, that they finally agreed officially to become associated, in a practical way, with the mission.

The Hon. D. Brand: If this was so necessary, why did you leave the establishment of the mission until so late?

The Minister for Mines: Oh!

The PREMIER: One could feel that, even coming from the member for Greenough, rather than from the Leader of the Opposition, this interjection would be a poor one.

The Hon. D. Brand: Well, answer it.

The PREMIER: The Leader of the Opposition knows, as well as I do, that the Government sent a Minister abroad in 1956 and the Minister visited the United States of America and made several contacts there. The mission which is at present abroad is naturally following up the best contacts which were made by the Minister who was sent abroad in 1956.

Mr. Court: But in 1957 the Minister for Industrial Development said you had no plans for a mission of any sort. This information was given in reply to a specific question.

The PREMIER: Here we have the Deputy Leader of the Opposition grasping at anything at all.

Mr. Court: That is something positive.

The PREMIER: He is doing this to try to shed the responsibility; to cover up the fact that his propaganda, particularly—more than the propaganda of any other member of the Liberal section of the Opposition—has been responsible to a large extent for creating the fear that he blames the Government for having created.

Mr. Court: Nonsense! You have created all this atmosphere yourself.

The PREMIER: I say without hesitation that the Deputy Leader of the Opposition has been working overtime in indulging in political propaganda, the main effect of which has been to try to sabotage Western Australia's future progress with regard to manufacturing industries and with regard to its general development; and I think it is deliberate.

Mr. Court: I have not seen much of it in the Press.

The PREMIER: I think it has been indulged in, too, because quite a few in the Liberal Party section of the Opposition—not all of them—consider the welfare and the future of the Liberal Party as being far more important than the welfare and the future of Western Australia as a whole.

Mr. Ross Hutchinson: How silly can you get?

Mr. Heal: I think old sausage Johnston has been cracking the whip.

The PREMIER: The Leader of the Opposition blows hot and cold. He wants to have it both ways. He wants to say that the Government is doing nothing, or that whatever it is doing is wrong, and in the next breath that the Government has given the trade mission an open cheque. I say to the Leader of the Opposition, and anyone else who thinks like him—I hope there is not anyone else—that Western Australia, in order to obtain industrial expansion, has to buy it.

The Hon. D. Brand: Did I criticise the cheque you gave them?

The PREMIER: Yes, the Leader of the Opposition went on to criticise it all on a very misleading basis.

The Hon. D. Brand: I did not.

The PREMIER: I shall say something about that in a moment.

The Hon. D. Brand: Tell us and we shall be quite happy about it.

The PREMIER: The only chance Western Australia has to achieve industrial development is to buy it. There is no shadow of doubt about that. The main reason is, as I mentioned earlier, our home market consists of only 700,000 people; whereas the home market of Eastern Australia consists of 9,500,000 people.

Mr. Ross Hutchinson: We still import into this State from the Eastern States goods which could be manufactured here.

The PREMIER: Well!

The Minister for Education: Profound!

The PREMIER: Profound and almost overwhelming!

Mr. Ross Hutchinson: Prove that it is not true.

The PREMIER: Mr. Speaker, I know you are not responsible for the hon. member for Cottesloe, and I am glad I am not. I have been saying the same thing for years, and it is good to know that at long last the hon. member for Cottesloe has come to comprehend it.

Mr. Ross Hutchinson: You said there is no shadow of doubt that we must buy these industries. You are being a little contradictory in the statements you make.

The PREMIER: No.

Mr. Ross Hutchinson: My word you are!

The PREMIER: That is not correct. The fact is that the hon. member for Cottesloe has a mind which runs in several directions at the one time with the result that every now and then he suffers severe mental concussion. Clearly an area with a home market of 9,500,000 people will get an industry 100 times out of 100 as against a place where the home market consists of a population of only 700,000 people. The Deputy Leader of the Opposition knows that—he knows it better

than I do—and I think the Leader of the Opposition is coming to understand it gradually.

Mr. Ross Hutchinson: Yours is a philosophy of despair.

The PREMIER: It is, in regard to the ability of the member for Cottesloe to understand any commonsense or logical statement.

Mr. Ross Hutchinson: No; despair as far as the future of this State is concerned.

The PREMIER: No; despair as far as the district of Cottesloe is concerned as long as the hon. member continues to misrepresent it. The Deputy Leader of the Opposition knows that if he is managing director of a company, and his company is thinking about establishing a secondary industry in Australia, he would be tremendously attracted by Melbourne or Sydney and to a lesser extent by Adelaide; to a lesser extent still by Brisbane; to a still lesser extent by Hobart; and to a lesser extent again by Perth.

Mr. Court: You would also be very attracted by the place where you would be made welcome.

The PREMIER: I am coming to that, and I think we have an overwhelming answer to the sabotage propaganda of the Deputy Leader of the Opposition against Western Australia on that point.

The Hon. D. Brand: It will need to be more convincing than the answers you have given already.

The PREMIER: In view of the smallness of our home market, we have to buy secondary industries; and there is no need to condemn anything in that. There is nothing wicked or reckless about it. If a careful investigation of the direct cost to the Western Australian Treasury in recent years of the development of our primary industries were made, it would be found to run into hundreds of millions of pounds—quite apart from the indirect cost to the Government and the taxpayer.

Mr. Bovell: We would not get far without primary industries.

The PREMIER: We are not discussing that question. I thoroughly agree with the hon. member for Vasse, who has a much more balanced, sensible and loyal outlook in regard to these matters, compared with his colleagues on the front bench. Clearly the primary industries have produced tremendous wealth, and they have been worth all the cost that the State has incurred in their development. The same goes for the goldmining industry.

Mr. Bovell: I agree.

The PREMIER: It has cost Western Australia terrific sums of money over the years to develop the goldmining industry. Yet it has been worth it.

Mr. O'Brien: Hear, hear!

The PREMIER: I am saying that in Western Australia we are now in a situation where it is necessary to give greater balance to our economy as a whole; to widen the basis upon which our economy is situated and upon which, in the future, it will be further developed. We must have a greater number of factories and a greater number of workshops to give our economy the safe and wide balance that is so urgently necessary.

Mr. Court: Has the Leader of the Opposition ever challenged the need to assist industry? Although I can well remember your challenging an amount of money it was proposed to spend to assist industry here.

The PREMIER: On what?

Mr. Court: I think there was one reference in Hansard to something like £10,000,000, and you said it could be better spent on helping existing industries in the State.

The PREMIER: Maybe it could have. So long as it was spent on industry it would do me; and I should think it would do the Deputy Leader of the Opposition, too. The only proposal put forward by the Government of which the Leader of the Opposition was a member, that I criticised roundly and soundly, and without limit, was the giving away of our birthright, in regard to iron ore, to B.H.P.

The Hon. D. Brand: Your £10,000,000 reference was in connection with the Kwinana agreement.

The PREMIER: No, I supported the Kwinana agreement, and I assisted the hon. member's Government to persuade the Kwinana Company to come here.

The Hon. D. Brand: I am talking about the £10,000,000 which you referred to in that debate.

The PREMIER: In addition, during the election campaign in 1953, from the public platform I gave the Leader of the Opposition full credit for the part he played in getting the Kwinana oil refinery established in Western Australia; and even then he could not win the election. The reason why it is urgent to get more industrial development in Western Australia is to create greater opportunities for the employment of our people.

Mr. Court: That is what we have been trying to tell you for years.

The PREMIER: The primary industries, although tremendously valuable and important, do not provide the volume of direct employment which is necessary to employ our people. One reason for that is that a great deal of what primary producers need, particularly in the way of machinery, is made in the factories and workshops in Eastern Australia. Those factories and workshops get our money, but they employ Eastern States people,

with the result that a great deal of the money earned by our primary producers goes directly to the Eastern States and benefits the people there; it does not provide employment for anybody in this State.

So it is absolutely essential that we should expand our secondary industries, and that we should spend a great deal of money to do it. The money so spent will, in the fullness of time, return very great benefits not only directly to the factories and workshops concerned, and not only to the people employed in them, but also to Western Australia as a whole.

Mr. Court: I think in all fairness you will admit that the attitude you are now adopting is a changed one from the attitude you adopted three or four years ago.

The PREMIER: I will admit nothing of the kind, because there is no truth in the assertion; and the assertion of the Deputy Leader of the Opposition on this occasion has not varied from most of his assertions in this House.

Mr. Court: It happens to be true.

The PREMIER: We are supposed to be out to destroy private enterprise—out to cripple it—in order that this alleged onward rush of socialism might be speeded up and become more widespread. Perhaps briefly I should say a few words about the decisions and actions of the Government in assisting private enterprise in this State during the period that the Government has been in office.

Mr. Ross Hutchinson: I bet your heart has bled.

The PREMIER: Guarantees by way of bank loans during this period were as follows:—Alma Engineering Pty. Ltd. £7,500; Bindoon Saw Mills £13,000; Brick Manufacturers Pty. Ltd. £46,000, a firm competing with a State enterprise; Cheyne Beach Whaling Co Ltd. at Albany, £35,000; Cardup Metro Bricks Pty. Ltd., a brick-making firm operating in competition with a State enterprise, £12,000; Calsil Pty. Ltd., another brickmaking concern, £25,000; Ferguson's Pty. Ltd. £12,000; and Kelly & Sons, £20,000.

The Minister for Lands: Not me!

The PREMIER: The Manjimup Dairy Produce Coy., £15,000, and the Midland Railway Co., £600,000.

The Hon. D. Brand: A guarantee?

The PREMIER: Yes.

The Hon. D. Brand: It has cost the Government nothing yet.

The PREMIER: But it could. That is not the main point. The main point is that if the Government had not been prepared to come forward with this guarantee, the Midland Railway Co. could easily have gone out of existence.

The Hon. D. Brand: Surely the Government would have done that!

The Minister for Education: It did.

The Hon. D. Brand: And so it should.

The Premier: Spal Industries Pty. Ltd. were guaranteed £15,000; St. Just Laboratories Pty. Ltd., £10,000; and Tomlinson Steel Ltd., £175,000.

Mr O'Brien: Whacko!

The PREMIER: The W.A. Brick Works, another competitor with State enterprise, were guaranteed £12,000; Westate Tube & Engineering Co., Ltd., £48,000; and Woolcombers (W.A.) Pty. Ltd., £360,000. Now for some advances made by the Government from loan funds—actual hard cash. This will appeal to the semi-Scotch instincts of the Leader of the Opposition. The following firms received advances from loan funds:—

	£
Albany Superphosphate ..	45,000
Arcus Metal Products	10,000
Cockburn Cement	700,000

In this regard I hasten to say that this was a Bill the Government, of which the Leader of the Opposition was a member, left to us to pay.

The Hon. D. Brand: And which you will surely get back.

The PREMIER: Other firms which have been assisted by an advance from loan funds are—

	£
Pope Engineering (W.A.) Pty. Ltd.	100,000
Seale & Smale	29,500
South-West Woollen & Textile Mills Ltd.	10,000
W.A. Steel Products Ltd.	20,000

There are many other private industries which we have assisted. Take the blue asbestos industry in the North-West, an industry which the Prime Minister admired when he was up there a few weeks ago. He spoke in volumes of praise about it in that smooth, engaging, suave manner for which he is famous. That industry would not be there today had it not been for the solid support, financial and otherwise, which this Government gave it in its struggling stages. Yet the Leader of the Opposition, the Deputy Leader of the Opposition and the member for Cottesloe would have members of this House believe, and members of the public believe, that this Government is falling over itself to destroy private enterprise—to weaken it and wipe it out in order that everything might become socialised.

The Minister for Transport: Wipe out the Opposition.

Mr. Court: Have you changed your policy now?

Mr. Ross Hutchinson: You cannot socialise a State in a day, of course.

The PREMIER: There is one thing we can never do in a creation of monkeys, and that is to make the member for Cottesloe develop the ability to understand the plainest commonsense.

Mr. Ross Hutchinson: He understands the policy of your Government.

The PREMIER: We assisted the Air Beef company for quite a long period—a private company competing to some extent with the Wyndham Meat Works.

Mr. Wild: Does the Premier not agree that industry in this State would be helped tremendously if open-cut coal were allowed to be used at a price of 30s. a ton instead of having to pay the present price?

The PREMIER: There is nothing to stop private industry from buying open-cut coal if it wishes to do so.

Mr. Wild: But if the S.E.C., as a Government instrumentality—

The PREMIER: One would never think that the member for Dale was a member of the last Government. He talks about the S.E.C. buying open-cut coal for 30s. a ton, or whatever figure it was. His Government gave a cost-plus agreement to Amalgamated Collieries Ltd. which enabled that company to plunder the S.E.C. and the Railway department in this State. Now I am on that subject, let me say this—

Mr. Wild: Are you buying it any cheaper?

The PREMIER: The other night the Leader of the Opposition when tackled by interjection as to why this Government, when it was last in office, did not get rid of State trading concerns, said, "We will get rid of them next time."

The Hon. D. Brand: We will, too.

The PREMIER: The member for Dale was the greatest social enterpriser Western Australia has ever known when he was a Minister in the McLarty-Watts Government. He extended the brick-works, and other State enterprises as well.

Mr. Wild: It was during the most difficult time in the history of the State

The PREMIER: Let us have a look at the business of State enterprises. The Railway department is a State enterprise.

Mr. Bovell: No, it is a public utility.

The Minister for Transport: A rose by any other name.

Mr. Bovell: The railway system is a developmental system in regard to the development of the whole State.

The PREMIER: I am both beholden and grateful to the hon. member, and I will not quarrel with him about his description as to what the railway system really is. It does not matter; it is still a railway system.

Mr. Bovell: We hope.

The Hon. D. Brand: According to Royal Commissioner Smith it is not much of a railway system.

The PREMIER: The three senior members sitting on the front Liberal Party bench—if that is the proper way to describe them—

Mr. Wild: They are three nice looking fellows.

The PREMIER: —charged us with being out to destroy private enterprise, a charge I have utterly disproved during the last few minutes.

Mr. Ross Hutchinson: You have certainly not disproved that.

The PREMIER: We on this side could say that the Government of which the Leader of the Opposition was a member did its best, maybe without knowing it, to destroy the railway system.

Mr. Potter: A public utility.

The SPEAKER: Order!

The PREMIER: And there will be more said about that before the session has run its course. We have greatly assisted a private enterprise show, or maybe it is a co-operative show, in the Boyup Brook area in the electorate of the member for Blackwood. We could have socialised it. Why did we not do that, if what the Leader of the Opposition and his immediate colleagues say about us has any truth at all? Of course it is obvious beyond any shadow of doubt that what they say is only political propaganda, as I described earlier.

Mr. Ross Hutchinson: Its turn will come if you stay in office too long.

The PREMIER: Let me give the names of some firms which have established themselves in Western Australia in more recent times. They are as follows:—

Effront Yeast.

Stramit Boards (W.A.) Pty. Ltd.

W.A. Nails Pty. Ltd.

Kreset Industries (W.A.) Pty. Ltd.

Westralian Transformers Pty. Ltd.

Crittall Manufacturing Coy.

Raffles Paints Pty. Ltd.

Taubman's (W.A.) Pty. Ltd.

Glazebrooks Paints Aust. Pty. Ltd.

Ready Mix Concrete (W.A.) Pty. Ltd.

Hot Mix Ltd.

Albert G. Sims Ltd.

Recently I received a very friendly note from Balm Paints to say that they have let a contract for the construction of a factory at O'Connor, near Fremantle, the tender price being £55,000. They were very friendly in all the discussions they had with me prior to the decision being made, and friendly in their correspondence. They did not come into the office to see me with fear in their eyes and with their knees knocking together. They came into the office as ordinary sensible human beings, and they were not one scrap influenced by the stupid political propaganda which the Leader of the Opposition, and particularly the Deputy Leader of the Opposition, have been indulging in for many months, against Western Australia's best interests.

Mr. Court: You are hoping against hope.

The Minister for Lands: No; there are too many of them for that.

The PREMIER: Now let us have a look at some of the larger buildings which have been erected in our city in recent years. One would think that if this was a Government which was out to destroy private enterprise, and out to speed up the onward rush of socialism, and if it was a Government that was striking fear and terror into the hearts of the business community, none of them would be putting money into new buildings.

Mr. Ross Hutchinson: Aren't you a socialist Government?

The PREMIER: The following are new city buildings which have been erected, and the cost of such buildings:—

	£
State Government Insurance Office	340,000
National Mutual Life Insurance	500,000
Mutual Life & Citizens Insurance	690,000
Chamber of Manufactures Insurance	185,000
Prudential Assurance	232,778
South British Insurance	99,340
United Insurance	51,700
Commonwealth Offices	766,000

One would think that the Commonwealth Government, led by the Liberal Prime Minister, Mr. Menzies, would not spend 1s. in Western Australia if one-quarter of the things which his colleagues in this State say against us were true.

The Hon. D. Brand: You are contradicting yourself.

The PREMIER: Continuing—

	£
Red Cross Centre	159,000
Royal Automobile Club	50,175
Gordon & Gotch	183,217
Farmers' Union of W.A.	75,000

And they paid me the compliment of asking me officially to open their building, which I was happy to do. Continuing—

	£
Playhouse Theatre	65,000

That should cheer up the three senior members of the front Liberal benches. I suggest they should go to this Playhouse theatre more often.

	£
Woolworths	70,000

I will not mention the Royal Perth Hospital and the Medical School at £1,250,000, because I just mentioned them.

	£
Aherns Pty Ltd.	100,000
Economic Stores	450,000
A.M.P. Society	150,000
Bible House	75,000

Maybe they were scared about what the senior members opposite said about us and thought they had better build a bigger Bible House so that the members of this

Government might be turned away from their evil and socialistic designs on the State.

	£
Martelup	50,000

Perhaps the doctors were scared of the propaganda of these three senior members of the Liberal Party along the front bench and thought that if half of what those members said about the Government was true that the people of this State would develop stomach ulcers, nervous disorders, and other diseases of that description and they would have more business by attending on those people who developed all these many and varied complaints. To continue with the list—

	£
Commonwealth Bank—Hay-st. Branch	700,000
Rural and Industries Bank ..	500,000
Australian Broadcasting Commission	750,000
Hotel Adelphi	250,000

That list clearly indicates that the people for whom the Leader of the Opposition, the Deputy Leader of the Opposition and the member for Cottesloe are supposed to be barracking, do not take the slightest notice of what they think.

The Minister for Transport: Neither does anybody else.

Mr. Ross Hutchinson: You wait and see about that!

The PREMIER: One could draw attention to a great many other things. Comparatively, the Government has a tremendous amount of money to spend each year from loan funds and from Consolidated Revenue and a very great proportion of this money goes to private industry. A lot of it goes direct, in the first instance, to builders and contractors who build schools, hospitals, houses and the rest of it.

Mr. Court: Not many of them now.

The PREMIER: Yes, indeed! A great deal of it goes to other private business firms and individuals for the supply of goods, commodities and services which the Government needs from time to time. So it is absurd, to the greatest possible degree, that anybody associated with the Liberal Party, or any other party, should get up and make these stupid accusations—these wild and completely baseless charges—against the Government.

Mr. Ross Hutchinson: Are you not endeavouring to achieve the socialistic objective of your party?

The PREMIER: We are endeavouring, all the time, to achieve greater welfare and protection for the community of Western Australia as a whole.

Mr. Ross Hutchinson: And that objective, too, eh?

The PREMIER: Because we refuse to bow the knee to some of the monopolistic capitalists in this State—

Mr. Ross Hutchinson: I see you cannot answer my question.

The PREMIER: —because we refuse to bow the knee to some of the monopolistic capitalists in this State, we incur all their enmity, all their rage, and all the bitterness they can direct against us; and the leader of the Opposition, the Deputy Leader of the Opposition and now the member for Cottesloe, hoping to get a kind smile from these people and a pat on the back from them, come in and repeat in this House and elsewhere the propaganda which these few—these very few—monopolistic capitalists in Western Australia want to spread against the Government.

Mr. Court: You still have not answered the member for Cottesloe.

The PREMIER: The sooner the Leader of the Opposition and his two senior colleagues on his right realise that their propaganda cuts no ice and will cut no ice, the better it will be for them. It is not for me to teach them their business—I would not like to have that task, anyway—but they do not learn even by experience.

They went down to the Warren electorate in January of this year; they poured out all the political poison of which they are capable; got a pat on the back from Mr. Butcher Johnson; indeed, during the whole course of the campaign they held us up as a terrible example of a group of men who were destroying the State; as a group of men who were creating fear, doubt and uncertainty; doing all the terrible things imaginable. But they did not scare anybody down in Warren because the people down there, by and large, being in the country as they are, have developed a pretty solid type of commonsense, and they were awake to the evil political propaganda in which the Leader of the Opposition and his colleagues indulged during the whole of that campaign!

Mr. Court: What happened in the Suburban Province?

The PREMIER: Yet, although the Liberal Party candidate in the by-election was humiliated in defeat because it was overwhelming, the Leader of the Opposition, the Deputy Leader of the Opposition and the member for Cottesloe learned nothing from the experience. Nothing at all! And, ever since, they have continued to indulge in the same destructive, sabotage kind of propaganda.

Mr. Court: You were a very sad man after the Suburban Province election.

The PREMIER: Well, let us come to the Suburban Province. It is wonderful how these three senior members of the front Liberal Party bench are sort of trying to build themselves up in their imagination by what happened in the Suburban Province.

In the first place, the Suburban Province is a Legislative Council electorate, if we care to call it that instead of province. The franchise is restricted. It is deliberately limited by the Leader of the Opposition, the Deputy Leader of the Opposition, the member for Cottesloe, and their colleagues. Deliberately restricted! Approximately only one-third of the adult population in the province are allowed to get their names on the roll.

Mr. Andrew: And they reckon they are democrats!

The PREMIER: Also, voting is voluntary. We know that in a voluntary poll the Liberal Party has tremendous advantages over the Country Party and the Labour Party.

Mr. Court: How, then, did you win the other two seats in the same province on the same boundaries.

The PREMIER: Yes, on the same boundaries, but not two years ago, on the same type of vote, if the Deputy Leader of the Opposition can cast his mind back that far.

Mr. Roberts: I did not hear you mention the good sense of the electors on the 29th October, 1955.

The PREMIER: If the Leader of the Opposition, his deputy and his assistant deputy (the member for Cottesloe) can torture—if they are capable of torturing—some grain of comfort out of the result of the Suburban Province election of May this year, then I will leave it to them, because it indicates that they are going to march forward to a tremendous disappointment and rebuff from the adult population of this State when the whole of the adult population of the State will have the opportunity of deciding, early next year, at a general election for the Legislative Assembly, who is to be returned to this House for the three years that will follow that election.

Mr. Bovell: Tell us when the election is to be held.

The PREMIER: Whenever it is, it will be far too soon for most of the members of the Liberal Party.

The Hon. D. Brand: It will be far too dangerous unless you take it into May.

The PREMIER: As I move towards a conclusion, let me say I could mention the very great assistance we have given to private enterprise in the building trade; in addition to all the instances given by me already in respect to the new Hale School which is to be built; to the substantial additions which have been made to the Blind School at Maylands, and to the Home of Peace at Subiaco; the assistance we have given to the new Ngai-a home which is being built in the Collier pine plantation at South Perth, and which is now known, in its present location in East Perth, as the Alexandra

Home. I could mention the assistance given to the multi-story car park which is in the process of being elected on Beaufort-st.

Mr. Roberts: You said, "Elected."

The PREMIER: I might have done so, but I may be excused for running off the rails a bit, particularly when we know that the car park in question runs in a most circuitous fashion. However, I am grateful to the hon. member for Bunbury for noting that. It shows his ability to listen, and his powers of perception seem to be more acute than I previously suspected.

All these ventures are works which I think the Government could have insisted on doing itself; because, in each instance, the Government has either agreed to make large sums of money available, or it has been responsible for making these projects become practical propositions.

The Hon. D. Brand: The Government would not have had the money.

The PREMIER: This Government is not one scrap disturbed by the poisonous political propaganda in which the Leader of the Opposition and his Lieutenants are indulging. We feel their propaganda may have had some value for them at one stage.

The Minister for Education: Improper propaganda!

The PREMIER: But it has now become nauseating to a great many people, and it indicates that the members of the Liberal Party section of the Opposition cannot indulge in anything but the most destructive of propaganda. It also indicates they have no real or genuine political desire or interest to help Western Australia expand industrially or in any other way.

Mr. Court: That is our one ambition.

The PREMIER: This is due to the fact that they place the welfare and the future of the Liberal Party far above the welfare and future of Western Australia as a whole. It could well be, and I think it is probable, that they speak to a directive which comes to them from those monopoly capitalists to which I have referred. They are given this line of talk to pursue, and they dare not refuse to pursue it because to do so would either place them out of Parliament altogether in a very short space of time, or put them over yonder where sit the member for South Perth and the member for Mt. Lawley.

The Hon. D. Brand: Shades of Victor Johnston.

The Minister for Transport: You are thinking of sausage Johnston.

The PREMIER: I received a letter recently from the Agent-General for Western Australia, in London. I have taken an extract from that letter which I will read

for the information of members and, I should hope, for the information of the public. It reads as follows—

Only the day before the mission . . . that is the W.A. Trade Mission now overseas—

. . . set sail, the Federation of British Industries gave a luncheon to them, and Sir Norman Kipping, the Director-General, without any prompting at all, openly said that no business man in London was being fooled by the attack on the Western Australian State legislation by Sir Halford Reddish.

The Minister for Education: Hear, hear!

The PREMIER: Well, ladies and gentleman—I mean Mr. Speaker! It almost sounds as if the State election is already in progress! If the hard-headed, tough, businessmen of the United Kingdom are not scared, worried, upset, or concerned by the propaganda of Sir Halford Reddish, there is every reason in the world why the people of Australia should treat with contempt the savage, bitter, poisonous and sabotaging propaganda of the Leader of the Opposition, the Deputy Leader of the Opposition and the Deputy-Deputy Leader of the Opposition.

Question put and passed; the Address adopted.

BILLS (11)—FIRST READING.

1. Constitution Acts Amendment.

Introduced by the Premier.

2. Legal Practitioners' Act Amendment.

3. Reciprocal Enforcement of Maintenance Orders Act Amendment.

Introduced by the Minister for Justice.

4. Housing Loan Guarantee Act Amendment.

Introduced by the Minister for Housing.

5. Broken Hill Proprietary Steel Industry Agreement Act Amendment.

Introduced by the Minister for Industrial Development.

6. State Housing Act Amendment.

Introduced by the Minister for Housing.

7. Industrial Arbitration Act Amendment.

Introduced by Mr. Court.

8. Junior Farmers' Movement Act Amendment (No. 2).

Introduced by Mr. Bovell.

9. Bank Holidays Act Amendment.

Introduced by Mr. Johnson.

10. Racing Restriction Act Amendment.

Introduced by Mr. Wild.

11. Legal Practitioners' Act Amendment (No. 2).

Introduced by Mr. Evans.

House adjourned at 5.55 p.m.