

dairymen, they are beginning to realise that the Minister and the Milk Board are on the right track and are now supporting them. A very well attended meeting was held at Pinjarra a little time back and before the meeting the dairymen were inclined to be hostile. By the time the meeting was ended they were 100 per cent. behind the Minister. They realise that the cleansing of the herds and the task of making them free of T.B. must be carried out, and the sooner the better.

However, the Government would be wise if it did not try to rush the work through too quickly. The trouble has been with us for years and it will be a very difficult matter to replace the cattle that will have to be condemned. If the department were to see that the dairy heifers were not slaughtered it would be a good idea because they will be required to take the place of the cattle that will be condemned and destroyed. There is today a shortage of dairy cattle and the testing of herds for tuberculosis has only just started. It has been commenced in the metropolitan areas and later on will have to be carried out in the country districts. By that time the serious shortage of dairy stock to replace the condemned and slaughtered animals will be emphasised. In the circumstances, if the dairy type of heifer could be preserved for replacement purposes it would be a step in the right direction. Perhaps the Government will give some thought to that subject. I have pleasure in supporting the motion.

On motion by Hon. E. M. Heenan, debate adjourned.

ADJOURNMENT—SPECIAL.

THE MINISTER FOR MINES (Hon. H. S. W. Parker—Metropolitan-Suburban): I move—

That the House at its rising adjourn until Tuesday next.

Question put and passed.

House adjourned at 6.14 p.m.

Legislative Assembly.

Wednesday, 13th August, 1947.

	PAGE
Questions: Railways, as to return of A.S.G. engines to traffic, etc.	177
Cost of living, as to elimination of unnecessary distribution charges	177
Kalgoorlie abattoirs, as to effecting improvements Mining, (a) as to site for sulphide ore treatment plant	178
(b) as to Federal grant for mines rehabilitation Shipping, Interstate, (a) as to delay in transport of turpentine	178
(b) as to lack of space and hold-up of cargoes Housing, as to building permits for young married couples	179
Contraceptives, as to amending legislation, etc. Servicemen's land settlement, (a) as to policy of Government, (b) as to properties resumed for closer settlement	180
Co-operative Bulk Handling, Ltd., as to tabling papers, etc.	180
Publicity Officer, as to official duties and outside work	181
Address-in-reply, fifth day	181
Adjournment, special	201

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

QUESTIONS.

RAILWAYS.

As to Return of A.S.G. Engines to Traffic, etc.

Mr. MARSHALL (on notice) asked the Minister for Railways:

1, What was the total number of A.S.G. engines actually in traffic between the period of the 31st August and the 31st December, 1946?

2, What is the anticipated number of A.S.G. engines which will be in traffic by the 31st December, 1947?

3, What is the total anticipated number of engines which will be constructed at Midland Junction between the period of the 1st January to the 31st December, 1947?

The MINISTER replied:

1, 8.

2, 15.

3, 5.

COST OF LIVING.

As to Elimination of Unnecessary Distribution Charges.

Hon. F. J. S. WISE (on notice) asked the Minister for Education:

1, In "The West Australian" of the 24th January, 1947, the Minister for Education is reported to have said, "There are some

unnecessary channels of distribution between producer and consumer which inflated the charges on goods and added to the cost of living. We will find out these unnecessary people and these unnecessary costs and take steps to remove them." Will he advise the House what result he has achieved either from his own efforts or in conjunction with the Premier to eliminate these people and their costs?

2, If he does agree to advise the House, when will the statement of results be made?

The MINISTER replied:

The matter is receiving consideration, but it is difficult to believe that the hon. Leader of the Opposition actually anticipates that any state of affairs to which no apparent attention has been paid for fourteen years or more can be assured of solution in as little as four months.

Incidentally, however, the Government has removed unnecessary channels of distribution between the producer and consumer in respect of the handling of wheat at Fremantle.

KALGOORLIE ABATTOIRS.

As to Effecting Improvements.

Mr. LEAHY (on notice) asked the Minister for Agriculture:

Is it his intention, now that materials appear to be available, to proceed immediately with improvements to the Kalgoorlie Abattoirs?

The MINISTER replied:

Yes.

MINING.

(a) As to Site for Sulphide Ore Treatment Plant.

Mr. KELLY (on notice) asked the Minister representing the Minister for Mines:

1, Is he aware that the former Government caused a thorough investigation to be made as to the most suitable district in which to instal a sulphide ore treatment plant?

2, Is it a fact that the officer responsible for this investigation recommended that consideration be given to installing a sulphide ore treatment plant at one of the following centres:—Southern Cross, Kalgoorlie or Ravensthorpe?

3, What centre was most favoured, and why?

4, Has the present Government given consideration to the urgent need for the installation of a sulphide ore treatment plant in the district recommended by this officer?

5, If so, with what result?

6, If not, for what reason has this urgent matter been delayed?

The CHIEF SECRETARY replied:

1, Yes.

2, Yes.

3, Kalgoorlie, because it is central and power is available.

4, The Government has since had another technical officer making full inquiries into the design and cost of a suitable type of plant.

5, His report is awaited.

6, Answered by No. 5.

(b) As to Federal Grant for Mines Rehabilitation.

Mr. KELLY (on notice) asked the Minister representing the Minister for Mines:

1, What finance has been set aside by the Federal Government for expenditure by the State Government in mines rehabilitation?

2, What amount has already been advanced to Western Australia by the Federal Government for the years ended (a) June 30th, 1946; (b) June 30th, 1947?

3, Have these amounts been totally expended?

4, What mines received assistance, and what amount has been advanced in each instance?

5, How many applications for assistance under the Federal rehabilitation scheme were received by the State Mines Department?

6, Of these, how many were approved and recommended for consideration by the State Government to the Federal Government?

7, How many were approved by the Federal authorities?

8, What is the total expenditure involved in approved applications?

The CHIEF SECRETARY replied:

1, No finance has been set aside by the Federal Government for expenditure by the State Government in mines rehabilitation.

Applications by mines for rehabilitation assistance were forwarded through the Mines Department to the Commonwealth Bureau of Mineral Resources, and the Commonwealth ultimately decided which it would assist and to what extent.

2, and 3, Answered by No. 1.

4, As far as I am aware, the Commonwealth Government has granted loans as follows:—

(a) Triton Mine—£70,000.

(b) Ora Banda Amalgamated Mine—£20,000.

5, Ten applications for assistance were received by the State Mines Department.

6, Four were recommended for consideration; one was deferred pending clarification of ownership; further information and some preliminary action was required from two others, and three were not recommended.

7, Two of the four recommended were approved.

8, Answered by No. 4,

SHIPPING, INTERSTATE.

(a) *As to Delay in Transport of Turpentine.*

Mr. KELLY (on notice) asked the Honorary Minister:

1, Is she aware that turpentine is in very short supply in Western Australia?

2, Is she aware that large supplies purchased and paid for in America, took only eight weeks delivery time into shipping agents' hands, Melbourne, and that 10 weeks delay has been occasioned in Melbourne, owing to shortage in shipping space allocated to Western Australia?

3, As a surcharge of three farthings per case per week storage is considerably increasing the cost to Western Australia users, will she endeavour to arrange shipping space immediately?

The HONORARY MINISTER replied:

1, Yes.

2, Yes to first portion of question.

Delay in Melbourne is occasioned by the fact that turpentine is deck cargo and can only be transported by the sanction of the master of the vessel. Further, no vessel may take over 80 tons.

3, Every endeavour has been made and will be made.

(b) *As to Lack of Space and Hold-up of Cargoes.*

Mr. KELLY (on notice) asked the Honorary Minister:

1, Is she aware that, because of lack of shipping space, 18,000 dozen packets of lunch wraps, booked to Perth distributing agents, were diverted to another State?

2, That as the purchase price has since advanced 60 per cent., this represents a considerable increase in cost to the housewife?

3, Is she aware that shipping space for Western Australia is at present more acute than at any time during the past 12 months?

4, Can she state why the s.s. Koomilya, which was due to sail from Sydney for Fremantle with a full cargo on the 7th August was cancelled, and has been assigned to another port?

5, Is she aware that, although huge supplies have accumulated in Sydney for despatch to Western Australia, agents advise that they are unable to indicate when any further shipping will be available for Western Australia?

6, Will she investigate this unsatisfactory position?

The HONORARY MINISTER replied:

1, No.

2, Answered by 1.

3, The Shipping Board informs me that this is not so.

4, Yes. Following upon a conference with the A.C.T.U. in Sydney on the industrial situation and the extreme shortages of coal which had affected the industrial position, the Prime Minister issued instructions to the Australian Shipping Board that all available shipping must be put on to the transport of coal. Further, a telegram received by the Honorary Minister from Senator Ashley states that the "Koomilya" should be placed on loading berth for Fremantle about 19th, and there are prospects also of an additional vessel being fixed.

5, This is not correct.

6, The position is being continuously watched by the Honorary Minister.

HOUSING.

As to Building Permits for Young Married Couples.

Mr. STYANTS (on notice) asked the Premier:

1, Because of the great number of young married couples who are living in overcrowded conditions and anxious to obtain their own homes, is the State Housing Commission authorised to issue "permits to build" to these people?

2, If not, can he advise when the Government will be able to implement its election promise to provide homes, or issue "permits to build" to young married couples?

3, How many "permits to build" (involving the use of bricks) have been issued during the past three months?

The PREMIER replied:

1 and 2, The need of young married couples living in overcrowded conditions is recognised. An investigation is now being made and consideration will be given to the issue of permits for part houses to accommodate this class of applicant.

3, Because of an accumulation of unsatisfied brick releases, permits to build brick houses were restricted to—May, 6; June, 14; July, 21.

CONTRACEPTIVES.

As to Amending Legislation, etc.

Mr. NEEDHAM (on notice) asked the Minister for Police:

1, Is he aware that Johnson & Johnson, Surgical Dressing Manufacturers, are supplying chemists in this State with a price list which includes the price of orthogynol, and which they describe as a "dependable form of contraceptive"?

2, Is he aware that a lucrative bonus is offered by Johnson & Johnson for the sale of this contraceptive?

3, Is this a breach of the Contraceptives Act, 1939?

4, If the answer to question (3) is in the negative, and it is found that the Act is not effective in this regard, will he bring down an amending measure which will effectively combat and prevent the sale and distribution of all forms of contraceptives that

contribute so largely to the declining birth-rate in Australia?

The MINISTER FOR LANDS (for the Minister for Police) replied:

1, No.

2, No.

3, No.

4, The matter will be brought under the notice of Cabinet.

SERVICEMEN'S LAND SETTLEMENT.

(a) As to Policy of Government.

Hon. F. J. S. WISE (on notice) asked the Minister for Lands:

1, Is it the view of the Minister that the land settlement scheme for ex-service men under the War Service Land Settlement Agreement Act, 1945, is based on sound foundations and likely to give ex-service men every chance of success?

2, Has there been any alteration in policy during the past six months in the methods adopted by him under the Commonwealth-State Agreement in regard to the preparation of farms and the placing of ex-service men on farms?

The MINISTER replied:

1, Yes.

2, No.

(b) As to Properties Resumed for Closer Settlement.

Hon. F. J. S. WISE (on notice) asked the Minister for Lands:

Have any properties been resumed for soldier settlement under the authority provided in the Closer Settlement Act, 1927-1945?

The MINISTER replied:

No.

CO-OPERATIVE BULK HANDLING, LTD.

As to Tabling Papers, etc.

Hon. J. T. TONKIN (on notice) asked the Minister for Agriculture:

1, Under what arrangement is Co-operative Bulk Handling, Ltd. operating—

(a) the State Government's bulk handling facilities at North Fremantle, and

(b) the "wheat hospital" silo erected by the Australian Wheat Board?

2, What are the terms and conditions which have been agreed upon in both cases?

3, Will he make the papers available early for perusal?

The MINISTER replied:

1, (a) C.B.H. will operate the bulk handling facilities under license from the Government.

(b) Similar to (a).

2, C.B.H. will pay to the Commonwealth Government and State Government, respectively, an amount equalling the interest and depreciation of the capital cost of the installations.

3, Yes.

PUBLICITY OFFICER.

As to Official Duties and Outside Work.

Hon. A. H. PANTON (on notice) asked the Premier:

1, Has he knowledge of the services given and the payments received by the newly-appointed Public Relations Officer outside of those for which the agreement provides?

2, Is it his intention to have this officer confine his work to the services contracted for with the Premier's Office?

The PREMIER replied:

1, No.

2, This is a special case. Mr. Clementson is not a civil servant, with a permanent job and pension rights. He has a contract with the Government for a period of less than three years. Before making the contract he was in permanent employment with W.A. Newspapers Ltd., drawing over £650 a year from that company with superannuation. His hours while with the Government are nominally 40 weekly, but his work is not being judged by the hours he keeps so much as by its volume and quality, although I have noticed he has already exceeded those hours considerably on purely Government business.

ADDRESS-IN-REPLY.

Fifth Day.

Debate resumed from the previous day.

MR. HILL (Albany) [4.40]: First of all, I would like to join other speakers in extending congratulations to you, Sir, on at-

taining the high office you now hold. I trust that your term will be very long and I sincerely hope that you will receive the respect, the friendship, the co-operation and the assistance that your predecessor received from all parts of the House. I also extend congratulations to the new members, and hope their stay in the House will be long and happy. I have pleasure in congratulating the new Ministers, and it gives me great happiness, when I travel around the country, to find that they have already established a feeling of confidence in those parts of the State through which I have passed.

The experiences of the past election have brought home to me the need for some adjustments to our electoral laws. I refer particularly to the differences between the State and Commonwealth Acts with regard to absentee voting. I know that at Albany the position was extreme on account of the large number of visitors. Many went to the polling booths under the impression that they could record absentee votes. I should say that only a slight adjustment would be needed to our State Act to remedy the position. I also think the election brought home forcibly the fact that there is one law for the Government and another for private candidates. For some reason or other I was just about No. 1 target for the late Government. In fact, one of my friends at Denmark, when congratulating me on winning the seat, said, "My word, Wise used everything he possibly could against you except the atom bomb." The amount of money that a private candidate can spend is limited, but there is no limit to the amount the Government can spend or promise to defeat an Opposition candidate.

Hon. A. H. Panton: You are right. We have an example of that over there.

Mr. HILL: The campaign against me at Albany started last October when the then Minister for Works went to Albany and attended a meeting organised by the A.L.P. Between that time and the election, no fewer than seven Ministerial visits were made to Albany. I think I am correct in saying they were all made in Government cars, with a paid driver. His expenses had also to be met, and I can safely say the expenditure per mile per car was at least 1s. It is not possible to do a trip to Albany and the surrounding districts under less than 600 miles. At 1s. a mile for 4,200 miles the

amount pans out at £210 which, in turn, is equal to £35 more than has been spent on the Albany Harbour since the Collier Government took office in 1924. I have here a report of an address by the Premier delivered in the Albany electorate. One of the councillors after that meeting, when referring to the Premier's address—

The Premier: Which Premier?

Mr. HILL: The ex-Premier. The councillor said, "I think Wise was very clever. He cleverly handled a lot of misrepresentations or half truths."

The Minister for Lands: Surely he would not do a thing like that!

Mr. HILL: I think that the gem of his remarks was this—

If Mr. Hill had applied himself as assiduously to considering land development as to reading Sir George Buchanan's remarks, we might have heard less carping criticism.

What are the facts? It was in 1908 that a young lawyer by the name of John Dwyer drew up the agreement under which I purchased my property on the Kalgan. I took up residence there at Easter, 1909. Within a few weeks I undertook my first public honorary duties, when I became a member of the Albany Road Board. The road board district then consisted of 5,000 square miles of territory, and the total revenue was only £500. There is a considerable difference today. I was not one of the directors of the original Albany Butter Factory Board, but shortly after that factory was established, a vacancy occurred on the board and I was appointed to fill it. I was a member of the first land development committee formed in Albany. The committee did very good work, with the assistance of the then Premier, Sir James Mitchell. But when the Collier Government took office in 1924, the committee had to cease operations because all Government assistance was stopped. It is 20 years since I became a member of the executive of the Western Australian Fruitgrowers' Association, and as I look back I can safely say that no-one in the district has done more not only to produce but to encourage more production in the southern end of the State.

Mr. Rodoreda: Who said that?

Mr. HILL: I am telling the facts. I remember that on one occasion the present Leader of the Opposition visited my farm. It was just before I was elected. He saw

the place from which I produced and which I developed; and as he was going through some of my poorer land and saw the pastures I had established there, he said to those present, "Fancy a man wanting to give up this to go into politics!" One of the most important gains I have made since I have been a member of this House was with Dr. Teakle. I met that gentleman through my association with the fruitgrowers' organisation. Shortly after my election, I met him in St George's-terrace. He congratulated me on winning the seat, and I said to him, "How about coming to Albany and having a look round?" He said, "I have been asked to do so. I will see what I can do." Like a large number of people, that gentleman then thought that the land at Albany and thereabouts was no good. Twelve months later I again saw him in the Terrace and he was full of enthusiasm. He said, "My word, I am glad you got me to go to Albany! We have had results from the very start." He took me to his office and showed me figures relating to the experiments. In one case, about five pounds of copper sulphate had increased the production of potatoes by seven tons. At his meeting at Albany, our Premier said it was ridiculous for me to claim any credit for getting Dr. Teakle down there.

Mr. Mann: Our Premier or the ex-Premier?

Mr. HILL: Our then Premier; the present Leader of the Opposition.

The Minister for Lands: That is the point.

Mr. HILL: He claimed the credit. Members have only to take my word for what took place ten years ago. They all know for a fact that it was the Leader of the Opposition of today who was Premier when this State lost the very valuable services of Dr. Teakle. What is the record of our Leader of the Opposition? He has been in this State a long time and he has never produced a solitary thing—not from the land. He has received his salary from the taxpayers ever since he has been in this State, and yet he turns around and slings off at dinkum producers! One of the most important jobs ever held by the present Leader of the Opposition was that of Chairman of the Commonwealth Rural Reconstruction Commission. I had the pleasure of escorting that Commission from Walpole

to Albany. The members were Mr. J. F. Murphy, whom I have heard described as one of the most able officers in the service of the Commonwealth, Professor Wadham and Mr. Lambert. I did not take them into Albany via York street, but around the Marine Drive. When those gentlemen had their first view of Albany Harbour Mr. Murphy said—"What did Sir George Buchanan say?"—

Hon. A. H. Panton: What did he say?

Mr. HILL: "Given encouragement and railway communication Albany will regain some measure of its former importance." I have had it brought forcibly home to me that our troubles start when we have grown our products and want to get them on to the overseas markets. According to figures prepared by the late Mr. Wickens it cost 3s. to produce a case of fruit in the orchard, and over 9s. 6d. to put it on the overseas market. The present Lord Bruce, when Prime Minister, said that Australia must have a complete system of transport to enable its producers to compete in the markets of the world. He brought Sir George Buchanan out here to report on transport in Australia, with special reference to port and harbour facilities. Because that man did his job without fear or favour he was viciously attacked by the then Premier, the member for Boulder.

Up to date this State has paid away millions of pounds because Sir George Buchanan's recommendations were not intelligently studied and, where suitable, adopted. The member for Gascoyne said he had stated his development plan to the Grants Commission and that Dr. Wood had said that the plan showed political courage of a high degree. Such a tribute from such a source was worthy of consideration. The member for Gascoyne is not the only one acquainted with Dr. Wood, whom I have met on many occasions, the last being in November 1946, when he was in this State. I lent him my copy of the report of the Royal Commission on Outports and a copy of the presidential address of Sir David J. Owen, General Manager of the Port of London Authority and President of the Institute of Transport in Great Britain. When he returned those papers to me Dr. Wood sent this note:—

Dear Mr. Hill, I found all the documents most interesting, informative and helpful in every way. Sir David Owen's paper is sound

and very applicable to Australian conditions. I have marked it for reference when I get back to Melbourne. Unfortunately I find little evidence that people in Western Australia or indeed in any other State in Australia are prepared to give proper and sound study to the port problem. It has a bearing, as you well know, on the cost of our products overseas and the cost of overseas products here. The natural harbour, the possibility of easy drainage of exports to the ports, and the great advantage of quick "turn-around" of ships are all being neglected.

(Signed) G. L. Wood.

I can well afford to ignore the sneers and insinuations of others, having received a letter such as that from a man of Dr. Wood's reputation. I am pleased to see that attention is being paid to the study of our port problems by no less a paper than "The West Australian." In the issue of Monday, the 21st July, there was a leading article on outports. I wish to congratulate the paper on that article and I recommend every member in this House to study it carefully. The last paragraph reads as follows:—

Whatever the future of Geraldton, Bunbury and Albany, there is certainly a strong argument for the adoption of the recommendation made by the Honorary Royal Commission on Outports that a single authority be created to control all ports in Western Australia, including Fremantle. Until this has been done, and the whole question of ports and harbour authority clarified, it is difficult to see how a co-ordinated and equitable policy can be formulated. In view of the vital part that transport plays in port development it is also to be hoped that the Royal Commission on Railways will examine this phase of the railway problem. Local interests are not always the best judge of what trade properly belongs to one particular port and, although there is a zoning system in operation, the Commission should be able to evolve a blueprint for enabling us to make more economical use of our port and transport resources.

I heartily endorse the suggestion that the Royal Commission should include ports in its sphere of investigation, not because transport plays a part in port development, but because on the efficient and proper location of ports the whole transport system largely depends. I feel sure that when that Commission gives its report it will advocate what I have advocated in this House, sound transport administration and a sound port policy. Another portion of that leading article reads:—

In considering port policy, the first question Western Australia should ask itself is

how many ports, including Fremantle, it is justified in attempting to bring up to a reasonably satisfactory state of efficiency to serve the south-western portion of the State. Fremantle's position is not in dispute, because even if it should lose trade to the outports it must continue to be the State's most important maritime centre. The real question to be faced, then, is whether there is a convincing argument for attempting to convert Geraldton, Bunbury and Albany into major subsidiary ports or whether we should be less ambitious in our ideas.

The writer of that article then follows the lead of the Leader of the Opposition, going on to quote from the 1939-40 report of the Commonwealth Grants Commission. The article continues:—

On this point the Commonwealth Grants Commission had something to say in its report for 1939-40. "The expenditure out of Loan funds on outer harbours in Western Australia," the Commission said, "is large and it does not appear to us that a sufficient attempt is made to get an adequate return from the users in the districts served. If the traffic will not stand the cost, there is no reason for expenditure on harbours unless it is essential for the industry of the district, in which case the industry should be charged through a special rate . . . A multiplication of harbours is uneconomic. It is true that Fremantle returns a large profit, but this does not make up for the losses on the other ports. In any case, the profit of Fremantle is no excuse for an unscientific and un-co-ordinated policy of harbour development. A large expenditure has been made on the Bunbury harbour, which is only about 100 miles from Perth, and it is doubtful whether it has succeeded in overcoming the disadvantages of the port."

The Wise Government proposed to spend £835,000 over eight years at Bunbury and £2,249,000 over ten years at Albany and, considering that the annual interest bill on the aggregate investment would have been about £100,000, it is not surprising that it was anxious that the progress of the work should have been accompanied by increased production in the two zones.

I say that any Government that attempts to spend such an enormous amount on these two ports is in for a severe dressing-down by the Commonwealth Grants Commission, particularly as in relation to both Bunbury and Albany the Government, when it prepared those proposals, ignored the recommendations of that Commission. I will now give some facts about the Government's proposal for the harbour scheme at Albany. The plans produced by the ex-Minister for Works at his October meeting at Albany were prepared on the 12th Febru-

ary, 1946. Mr. Dumas, Director of Public Works, gave his evidence before the Outports Royal Commission on the 7th July, 1946, five months later. We were kept in ignorance of the Government's plan.

When I disputed Mr. Dumas' estimate for what he said was the Government's proposal to provide 1,500 feet of wharf at a cost of £750, he gave details and a drawing of what he claimed to be the Government scheme. It was entirely different from the plan produced by the then Minister for Works at the October meeting at Albany, though the Minister excelled himself at that meeting. He described the scheme that the Government proposed to carry out and then produced plans that were hung on the wall. The Minister also described the scheme but the plan he produced did not correspond with the other. For instance, according to the Minister, the scheme was to be carried out in four stages. According to the plan it was to be in three stages. The Minister's explanation was that there was to be 4,990 ft. provided exclusive of that at the deep water jetty. According to the plan there was to be only 3,550 ft. I have here a copy of the "Albany Advertiser" of the 3rd February, 1947, which contains details of the scheme as described to us, together with a block showing the plan. The report in the "Advertiser" includes the following—

Criticism of the scheme is based on the grounds that it takes no account of any local opinion; that the amount of reclamation provided for is far too small; that the estimated cost is excessive for the size of the job; that the scheme perpetuates the bad feature of the present road approach—all traffic to and from the waterfront must pass through the centre of the town—and that the site, at the extreme eastern end of the harbour, is too remote from the business centre of the town and from the probable future location of industrial plants.

With regard to the Government's refusal, or failure, to take notice of local opinion, I was present at a meeting at Albany when the then Minister for Works some years ago definitely promised that he would send departmental officers down to consult with the local people. He also promised me that when the plans were sufficiently prepared he would show them to me. Neither of those promises was kept. With regard to the reclamation, the estimated cost of the first two instalments of the work was £750,000. Yet the expenditure of that

money would provide for only 22 acres of reclaimed land. On that small area we were to have various industrial undertakings, a bulk-handling unit, a railway, and I do not know what else. Naturally, to do that would be a physical impossibility on such a small area. Here is what the report of the Royal Commission on the Development of the Outports of the State had to say regarding Albany:—

The harbour is under the control of the Railway Department, and the Harbour and Light Department controls the pilots and navigation lights. Albany's greatest problem is lack of ground space along the foreshore. This is caused through the hills coming right down to the water's edge and could be overcome by dredging and reclamation work. Everything is suitable to a scheme of reclamation along the foreshore, and it should repay any expenditure incurred. By leasing the reclaimed land to firms for the erection of warehouses, it would recoup all expenses within a short space of years in addition to allowing the erection of sheds for stowing and sorting when a modern wharf is constructed there.

That recommendation of the Royal Commission was very carefully ignored by the Government when it prepared its scheme. At the present time there is a small area of land that is leased by the Railway Department. Henry Wills & Co. leases two roods 21.7 perches at a rental of £270 10s. a year. Dalgety & Co. leases 31,163 square feet at an annual rental of £248 and Millars' Timber and Trading Company leases one acre 38 perches for £118 10s. per year. Along the foreshore at Albany 300 acres of land could be reclaimed progressively. With regard to the objection raised against the scheme that it perpetuates the bad feature of the present road approach by means of which all traffic to and from the waterfront must pass through the centre of the town, what would be the position at Fremantle today if the only approach to Victoria Quay were along High-street? Yet the departmental officers and the Ministers of the Crown approved a plan under which the only approach to the reclaimed area was by means of the road to the existing deepwater jetty! The position there would be worse than that affecting High-street at Fremantle because whereas the approach there is along the level, the approach to the deepwater jetty at Albany is steep and means that there would be a drop of over 100 feet down to sea level.

It took me about five seconds when I inspected the plan, to see that unfortunate feature of it. In fact, the opposition expressed at Albany was so strong that the Minister agreed to put a road along the foreshore. He did not notify me as member for the district nor yet the Albany municipality, but passed that information on to the local branch of the Australian Labour Party. The value of a port does not depend upon its cost but upon its ability to handle trade expeditiously, economically and in a proper manner. If the harbour scheme prepared by the Labour Government were completed, it would not provide facilities that would enable trade to be handled economically or expeditiously. That would be the position because the very costly and elaborate wharves contemplated were not to be provided with sufficient facilities to meet the demands that would be made upon them. The estimated cost of about £500 a foot is indeed very high, and neither the departmental officers nor the Minister concerned attempted to explain why it would cost so much to develop the port at Albany, seeing that the expenditure at Fremantle to date to provide a 36-foot port has been only £340 per foot. I am reminded today of some very interesting people I met at Albany last October. I refer to the Duke and Duchess of Gloucester and their staff. As I sat beside the Duchess at lunch—

Hon. A. R. G. Hawke: This will be good!

Mr. HILL: —she said to me "You have a very fine harbour, but where are your ships?" Later on I was talking to the chief of the Duke's staff—he was a general officer of the British Army—and he said, "A place with the natural advantages that this possesses must be utilised." I remember too, Mr. Speaker, when your illustrious uncle, the late Lord Forrest, who today is recognised as a statesman, was interested in these matters. In those days he did not say to the people in the metropolitan area, "When you have the production we will make a harbour at Fremantle." As a matter of fact, when I was a small boy I remember seeing Sir John Forrest, as he was then, hooted in the streets of Albany. In my opinion the people in those days made a big mistake. They should have gone to him and said, "We recognise that Fremantle must be the main port and inevitably the mail boats will go there, but why not de-

velop Albany as a naval base and the major port for the southern portion of the State."

Hon. A. H. Panton: What would Sir John have said to that?

Mr. HILL: I am convinced that had Admiral Henderson come to Australia then instead of six months later when a Labour Government was in office, Western Australia today instead of having a white elephant at Cockburn Sound, where the authorities try to hide the fact that several million pounds have been wasted, would have had a naval base developed at Albany. I believe Sir John visualised the time when Western Australia would be divided into three provinces, the respective centres of which would be Geraldton, Fremantle, and Albany. When one looks at the map of Western Australia one can appreciate that that was the vision of a statesman. Not only has Nature provided the southern end of the State with a magnificent deep-water harbour, but Western Australia itself has one of the finest climates in the world. In what I term the Southern Province of this State we have today the biggest area in the world of undeveloped land in the temperate zone. I and other farmers of the Albany district have furnished practical proof of the fact that the land there can be put into profitable production. We must face the fact that if we do not populate that area we shall not be able to hold Australia. About six years ago when I visited Parliament House in Adelaide I was met by the Speaker, Sir Robert Nicholls, and the first thing he said to me was, "My word, you have great country at the back of Albany and you should be carrying a population of two millions there."

Hon. P. Collier: He was pulling your leg!

Mr. HILL: He also said that a block on the King River or the Kalgan River would do him. I would not go so far as to say that the district there could carry a population of two millions, but certainly we should be able to carry a very big population in the southern part of the State. Dr. Teakle has shown that the land there is deficient in minor elements. We have there a climate and a rainfall that cannot be bought, but the expenditure of a few pounds will buy large quantities of the minor elements, in respect of which our soil is de-

ficient. Nature has been very generous with regard to transport facilities which can be provided at Albany for a very reasonable cost. The Collier Labour Government built a railway from Pemberton to Northcliffe and another from Denmark to Nornalup, leaving a gap of 50 miles between the termini. It is essential that the gap be bridged at the earliest opportunity. The trip which the members of the Outports Royal Commission made convinced me that other parts of the State have also natural advantages, and obviously we must consider the position from a State-wide aspect, developing each part in the manner Nature intended.

I listened with great interest to the speech made by the new member for Irwin-Moore (Mr. Ackland) last night, and I desire to endorse his concluding remarks, when he very truly said that the political parties in this House are almost equal in number. He also pointed out that we have a wonderful opportunity to represent the State as a whole. It would be a glorious thing if we could forget party politics and place the interests of the State itself beyond party considerations. We have a great State that requires to be developed. That development will depend very largely upon the way we handle our transport problems. I am not a Western Australian by birth but I am proud of my association with the State and I hope that the new Government, during its term of office, will lay the future of the State upon a very sound foundation.

MR. REYNOLDS (Forrest) [5.13]: I desire to thank members generally for the many words of welcome so kindly expressed to me since my arrival at Parliament House. It is a matter greatly to be appreciated by a new member and the cordial words of welcome appeal to me. I certainly appreciate the kind sentiments expressed by many members who put their hands in mine and said, "Welcome to this Chamber." I realise we are not all Daniels in a lion's den.

Hon. A. H. Panton: You don't know that yet!

Mr. REYNOLDS: We are here to do the best we can for the people as a whole, and it is in that spirit that I take my place in this Chamber. I intend to do the best I possibly can to that end by supporting

those measures that my party considers are in the best interests of the State. I wish to congratulate you, Mr. Speaker, on your promotion from the seat now occupied by me to your present high office. My colleagues assure me that you will fill your office with honour and dignity and will dispense impartial justice. Surely, no-one could expect more. I desire to thank the people who reposed sufficient confidence in me to elect me as their representative in this Assembly. I assure them that it is my ardent desire to do my utmost to promote and protect their interests.

My electorate could roughly be divided into two sections; the northern, forests and timber-milling centres, with farms at the Jarrahdale and Hotham valley. The southern section is agricultural, producing fruits in abundance, fat lambs, potatoes and very fine dairy herds. It will be my duty in this House to watch the problems affecting the workers, the farmers and the small businessmen in my electorate. I regret that the Lieut-Governor did not, in his Speech, make reference to the losses sustained by the potato growers in my district. The season was an unusually hard one for them, particularly at Benger, although losses were also sustained throughout my electorate from Wokalup to Donnybrook and Lowden.

At Benger 70 growers had planted 485 acres, but owing to the exceptionally heavy rains early in May this area was flooded and only 78 acres were saved. Unfortunately, the floods involved the potato growers in a loss of over £12,000. Many of the growers had liens and other tags attached to their crops and some of them had received income tax assessments. They were awaiting the proceeds of the crops to pay these assessments. The crops promised record yields; this was to have been the season that would put the growers on their toes, but unfortunately it landed them on their heels. I was hopeful that the Government would give these unfortunate growers some cash consideration, but they received instead an interest-free loan repayable in three years. Of course, a crumb is better than no bread.

In passing, it is pleasing to know that at Donnybrook we had an exceptionally good harvest, one of the best for 20 years; but—and there is always a “but” in these things—had prices been better the growers would have been happier. Apple prices

baffle me. When I went to the Eastern States some four months ago, the price in Perth was 5d. per lb., in Adelaide 7d. per lb., in Melbourne and Sydney 1s. 2d. per lb. and in Brisbane 4d. each. I had the good fortune to meet a man well versed in the apple and pear acquisition scheme and he gave me information which materially assisted me in deciding that that scheme had been of great assistance to the apple growers not only of this State, but of Tasmania. It kept their heads above water, and I was pleased to learn that recently the Donnybrook fruitgrowers carried a motion, with only one dissident, asking the Commonwealth Government to continue the scheme for another 12 months. However, next month a ballot will be taken on the subject throughout the State. The motion was, however, indicative of the feeling that the growers must have for the apple and pear acquisition scheme. I mention this matter because the Premier is going to the Eastern States, and it is nice to know that the growers in this State want the scheme to be continued during 1948.

The timber industry, as we know, is one of the most important in the economic structure of the State. Few people seem to realise what a vital part it plays in our economy. For instance, it contributes 11 per cent. of the freight collected by our State railways. Wheat comes next and is the highest with 17 per cent. Directly and indirectly, the timber industry employs over 25,000 people. In a wooden home of average size 30 tons of timber is used; in a brick home, 15 tons. I was pleased to hear the member for Sussex refer to the good work done for the timber industry by the Conservator of Forests during the war. The previous Forests Minister had told me of the good work which he did, also of the good work done by the 300 men employed by the Forests Department, of course not forgetting the good work done by the 2,700 men employed in the timber industry.

I mention this, because as members are aware those men were unable to enlist. They wanted to join up and do their bit for their King and their country, as their fathers had done before them; but the Commonwealth Government said to them, “Stay where you are, because you are doing a job more important than you would be doing if you were in uniform.” The posi-

tion is that those men served their King and country in their respective spheres, some of them in the railways, some of them in munition works. They were tied to their jobs and simply could not enlist. The Government told them that they could best serve the nation by stopping where they were. Unfortunately, we see today this hydra-headed "preference" raised ready to strike those unfortunate people who are unable today to wear a soldier's badge. That is quite wrong. We should not in this House make a political football of the question of preference to returned soldiers, just to obtain some cheap-jack notoriety by such phrases as, "Hands off the digger or I will tear you to pieces."

Only yesterday I was looking through a book and came across an apt phrase—"The young men think forward and the old men think back." It can be well applied to the present occasion. For over 25 years I have known the member for Leederville and I know of no other man in the State who has done more for the returned soldier, for the incapacitated digger, for the war widow and the orphan than he. He can look back and say, "Over those years I have given great service." I sincerely hope that after 25 years the member for Middle Swan will be able to look back and say, "I feel I have done as much for my King and my country and for the diggers of this State as Mr. Panton has done." When speaking to Mr. Stoaate on one occasion I asked him how many years' supply of hard timber, based on the pre-war output, was in sight. He replied, "About 25 to 30 years. Then we shall be forced to reduce our output considerably." This statement coming from a man of Mr. Stoaate's acknowledged ability and experience, simply stunned and amazed me.

I recalled that in this State we had only 13,000 acres planted to conifers or softwoods. I realise that the Forests Department has done a great job with the money allotted to it annually by the various Governments in office from time to time. I also wish to say, for the benefit of new members, that I recall the fact that a Labour Government appointed the first technically trained Conservator of Forests and instituted a forests policy for the State; but despite what was done in the past much more must be done in the future if we are to make this State self-supporting in the way of hardwoods and softwoods. I say emphatically

that we must do a great deal of hard thinking about this valuable primary industry of ours and we must do it quickly. I am fully aware of the fact that the forestry management has been organised on modern lines and everything done to conserve and maintain our forest resources so as to ensure fairly continuous yields from the jarrah and karri forests.

We have also done much to re-establish the mallet stands along the Great Southern to provide tanning materials, and the department has also done its best to ensure markets for the hardwood timbers, as well as extend the use of our forest products. But the fact that concerns me is that within the next 25 to 30 years we shall be forced to reduce our output of hardwood timbers by at least 30 per cent. That may seem a startling fact, but when one realises that in 25 to 30 years our population should be about 1,000,000 or 1,250,000, then it should be the cause of consternation and serious thought! The production of sawn hardwood timber in 1938 amounted to 14.3 million cubic feet compared with 8,884,000 cubic feet in 1945-46. The quantity of pine timber milled in 1945-46 was 348,000 cubic feet, and of this 214,000 cubic feet was supplied from departmental plantations. I have here the statement prepared by the Conservator of Forests for presentation to the British Empire Forestry Conference held in London in June of this year. Under the heading of "Wood and Wood Products" on page 5 we find this:

The present working plans covering the principle commercial species of timber indicate that there is available for general sawmilling—jarrah 676,500,000 cubic feet; karri, 262,650,000 cubic feet; wandoo 19,000,000 cubic feet. This volume on the basis of a 30 year cutting cycle will provide on Crown Lands an annual cut of approximately thirty million cubic feet for general mills.

When we add the jarrah and karri figures together we get a total of 939,150,000 cubic feet. The figure quoted is in what we call the round, and in order to obtain a better appreciation of the position we must reduce it to the square. As the average recovery obtained during milling operations is about 33 per cent. we can, if we take one-third of the 30,000,000 cubic feet, see that for the next 30 years our average output per annum will be approximately 10,000,000 cubic feet. As I have said, in 1938 our output was 14.3 million cubic feet, and,

quoting from this report the production of sawn and hewn timber obtained during the year from 43,388,685 cubic feet of logs amounted to 13,000,000 cubic feet. So that from 43.3 million cubic feet of logs only 13.3 million cubic feet of sawn timber was obtained.

I discovered that for the previous year, which would be 1928, the output was nearly 19,000,000 cubic feet. So it can be seen that our timber output is a diminishing factor. Unless something is done it appears we are going to be in a bad way in 20 or 30 years' time, especially if our population increases as I hope it will. There will be something lacking in this Legislative Assembly if, at the end of the next 25 or 30 years, our population is not round about the 1,000,000 mark. The point I want to make is that for the seven years prior to 1938 we exported 44 per cent. of our timber, so that if our population doubles itself in the next 30 years we shall be forced to import timber from overseas. This report says:

At the end of 30 years, the balance of the period of 45 years for which provision was made under the original Working Plan, it is anticipated that a second cutting cycle, though perhaps with a somewhat reduced cut, can begin.

So it is obvious that 30 years hence we will be faced with the necessity of further reducing the output of hardwood timbers. At page 14 of the report we find a statement dealing with the gross annual imports and exports for 1944-45, and under the heading "Wood and Wood Products" the following figures are included—

	Imports value £ sterling.	Exports f.o.b. value £ sterling.
Softwoods, sawn and hewn	20,180	
Hardwoods:		
Logs	720	
Sleepers, sawn and hewn		81,400
Other, sawn and hewn		374,600
Derivative Products:		
Veneers, plywoods and other veneer products excluding matches	22,725	
Rayons	155,360	
Paper and pulp products	577,250	17,655
Furniture and cabinet ware	9,400	4,026
Other wooden ware	66,070	17,819
Total	£851,700	£495,505

I quote these figures because for that particular year, and for a number of years it is obvious that we have been slipping badly. For the years 1944-45 the excess of imports over exports amounted to £356,205. It must be quite clear that if our timber is declining

we will be in the position, in 30 years' time, of having no timber for exports, and our imports will have doubled. It looks to me as if we will be in the sorry state of having to meet an adverse balance of several million pounds. That is bad planning and bad finance, but that is what will occur unless we attempt to do something to solve this problem.

Some three months ago I paid a visit to the forest areas of Queensland, New South Wales and South Australia. When in Brisbane and Sydney I looked over the plywood and veneer factories and saw many things of great interest. Perhaps on some other occasion when I feel a little more sure of myself I shall have pleasure in relating them to the House. In South Australia, however, I visited the pinewood plantations and the nurseries. In this State I have looked over our jarrah, karri and pine forests, and the more I read and think and hear about our timber position the more I am convinced that we must embark, in the immediate future, on a more enterprising and vigorous policy of increased pinewood planting. I would, within the next four or five years, like to see Western Australia plant between 3,000 and 4,000 acres of pines, yearly. We have the land, the climate, the rainfall, the men, the nurseries and everything else that is necessary. Perhaps we might be told that we have not the money. But, of course, money was found for war purposes, and it must be possible for it to be found in times of peace.

From articles I have read and lectures I have heard on forestry matters I am satisfied that a world shortage of timber exists, and there appears to me little hope of any substantial relief coming in the near future from overseas imports. Norway, a former exporting country, suffered such devastation through the war that she is unable to make any considerable contributions to other countries. Finland's surplus is practically dominated and controlled by Russia. I notice that she has made reciprocal trade agreements using her timber on a barter basis. So far as I can see, the only Baltic country able to supply any appreciable quantities of timber from that great wooded region is Sweden. That country, however, has very little to offer Australia because it is supplying tremendous quantities to war-devastated areas in Europe. Denmark is an object lesson to

us, and to the whole world, because from waste and impoverished land she has built up her own man-made forests. If Denmark could do that, assuredly we should be able to do it in this country because we possess hundreds of thousands of acres suitable for pine production.

The demand for timber today is greater than it was in pre-war years. There is a world-wide housing shortage, the development of new uses for forest products and a keener demand for the timber available from exporting countries, such as Sweden and Canada. I have read many interesting articles concerning Russia's vast building programme. It is clear to me that it will be a decade or two before she enters the export market. Germany, almost self-sufficient before the war, has had much of her forests destroyed by fire bombing attacks since the forest areas were used to camouflage hidden war industries. Going through the forest country, I met many men who were very interested in forestry work. I remember meeting one who had served in the Australian Forestry Corps in Scotland and England. He told me how the forests in those countries had been sadly depleted, and what a shortage of timber there was there.

I remember that when Field Marshall Viscount Montgomery was in Australia some five or six weeks ago, he said he was unable to obtain sufficient timber for his own home. Tasmania has, however, now supplied him with timber for flooring and doors, etc. That is an indication of the shortage of timber in Great Britain. One must not forget that in Great Britain for the second time in 25 years the forests have been literally razed to the ground. When I was in the Eastern States recently I heard the same cry of timber shortage everywhere. In Sydney Harbour I saw hundreds of pine logs, imported from Borneo, tied together like strings of sausages. A Sydney timber merchant told me he was experiencing great difficulty in obtaining timber from Canada and America, and that the landed cost of timber was 230 per cent. higher today than it was before the war. Today the world faces a timber famine as acute as is the world shortage of food. It is obvious to me, after close study of the industry, that many years will pass before the timber problem is solved. Broadly speaking, even at

our present level of population, Australia must import half her requirements. That is an alarming position for a young undeveloped and under-populated country.

Many people have told me we have no need to worry about our timber resources, that we have an abundance of timber and that we are big exporters of that commodity. From facts and figures extracted by me, it is clear that our exports of special timbers amount to about one-fifth of our timber imports. For its population, Tasmania has the greatest timber resources of any State of the Commonwealth. It is here where chief progress has been made in the development of wood pulp for newsprint and stationery. I know the Premier has left for Canberra, but if he were present I would say what I am going to say, just the same. I see no reason why we should not considerably expand our pinewood planting to obtain a share in what must be a fairly lucrative newsprint and stationery trade. The total forest area in Australia is approximately 19½ million acres, or 1.02 per cent. of our total area. It must be obvious that we are indeed poorly endowed with timber-lands.

When we compare ourselves with other countries, we find we have a low percentage of forest area to the total area. As an illustration, I find that Finland ranks highest with 73 per cent. of area timbered, Sweden comes next with 56 per cent., then Russia 44 per cent., Canada 32 per cent., and the United States of America 24 per cent. When considering our 19½ million acres, we must not forget that a large percentage of this land has been cut over and has been swept intermittently by fires at different times. I have travelled through the jarrah country in my electorate and surveyed it from fire towers. What struck me was the shortage of virgin jarrah land in Western Australia. On one occasion I spent five days with the then Minister for Forests in traversing approximately 900,000 acres of timber country. From inquiries I made, I ascertained that we have only between 30,000 and 40,000 acres of virgin jarrah land in that area. It is obvious that we must do something to develop our pine forests. We must accelerate such development. We should have a target of at least 125,000 acres to be reached over a period of 25 to 30 years.

When we were travelling through the jarrah country, we saw the jarrah regrowth. I hope that some members of this Chamber have also seen the work that the officers of the Forests Department are doing. I have come into contact with the management and control of forests, and seen the good work done by the officers concerned. We also saw some of the modern fire-fighting plant involving the use of large power pumps. It is worth while going through the forests to see what has been done there. When I was in South Australia, I discovered that 100,000 acres had been planted there to softwoods, mostly *pinus radiata*. I was told that by 1972 the State would be producing about 400,000,000 super feet of timber for sawmilling and plywood. I also saw the cellulose factory. That was an eye-opener to me and has been established at Snuggery, near Millicent. Approximately 300 are employed there. The factory is kept alive through the thinnings from South Australia's considerable forests. I also obtained what data and information I could about planting costs per acre. These varied according to the class of land and the existing timber. From what I could gather, the average cost of clearing and planting pine would be about £15 per acre. That is comparable with our costs here.

I have endeavoured to give a brief sketch of the timber position as I see it in Western Australia, and in the Commonwealth, and a general survey of the world position. I do not set myself up as an authority but it seems to me, after studying the problem, that it is a big one for the State to handle. It is a problem worth studying and finding a solution for. It is both vital and urgent that it should be studied. It is our bounden duty to see that wise provision is made for the timber requirements of future generations. This can only be done by setting about the task of establishing large areas of earlier maturing forests so as to ease the heavy pull on our native hardwoods. I say to members of this House that we should dedicate ourselves to the establishment of a national policy of pinewood planting. That is very necessary so that posterity may view with pride our foresight, our wisdom and our statesmanship. I was interested to read a commentary by Mr. Stoaite, our Conservator of Forests, made in London recently at an Empire Forestry Conference. He said—

This conference is proving immensely valuable. There are 95 delegates and associate delegates from all parts of the British Commonwealth, and we are able to pool our problems and solutions. Most timber problems are common problems throughout the Empire.

When Canada is the only Dominion without a timber shortage, the position must be alarming.

While it is unlikely there will be an early solution of the problem, we are working towards more intensive culture and the bringing of trees to maturity earlier.

That is a fine thing, but how they are going to do it without jarrah, I do not know.

I am sure we will obtain valuable leads in developing pine plantations. By visiting Scotland and Europe we will be able to see the results of work started 200 and even 300 years ago, and so obtain a complete picture of what our efforts are likely to lead to.

When going through the forests on various occasions, I have seen these giant trees and have asked, "How old is that tree and how many loads could you expect from it?" The answer has been, "That tree is about 900 years old and will produce 12 to 14 loads of timber." When we came to a tree of the minimum marketable value, it looked to be about 150 years old. Consequently we ought to push on with pine plantations in order to build up timber supplies.

Over a period of years I have taken "The Reader's Digest" and have adopted a filing system in order that I may be able to turn up any article I require. I have before me the issue of November, 1937, which contains an article entitled "King Cotton shares his Throne; the cellulose age opens a new economic vista for the South." I wish to quote the following extracts:—

Southern farmers 'are becoming forest-conscious.

I think that we, too, should become more forest-conscious.

In Georgia, for example, 100 rural high schools, each with a ten-acre demonstration woodlot, are teaching the principles of forestry to 2,000 boys a year, who carry this knowledge home and apply it to the family woodlots.

The Minister for Education and the Minister for Forests might be able to do something here along those lines because, in the South-West particularly, we should be adding woodlots. Otherwise, in the years to come, we shall find ourselves in the position of South Australia as regards firewood supplies.

The paper men, indeed, count on a perpetual supply. Some have announced that they will plant a tree for every tree they cut.

We should be thinking along those lines, too.

Others will buy only from farmers who agree to certain minimum standards of forestry. Apparently, this is no destructive invasion like the onslaught of lumbermen from the North in the nineties. Southern pines grow incredibly fast. Lands that once were a sad desolation of stumps are covered again with good second growth.

Broad world developments have motivated this burst of activity in the pine woods. Men who like sweeping phrases—

Probably that will appeal to the Minister for Works who uses sweeping phrases.

Say we are entering the cellulose age, as once the steel age burst upon us. Certainly the world consumption of cellulose is expanding at a dizzying rate—and wood is the principal source of cellulose.

Production of short-fibre rayon from cellulose is probably the fastest-growing industry in the world to day. Many of the synthetic materials used in modern plastics are built up from cellulose—knobs on automobile dashboards, radio cabinets and “works,” combs and brushes. Lacquers for a wide variety of manufactured products are also made from a cellulose base.

I am reading these extracts, not for fun, but because I realise that we have to wake up. We are altogether too jarrah and karri-conscious. I appreciated this while I was in the Eastern States and saw what was being done there and witnessed the tremendous progress that had been made in veneers and plywood. I could talk for ten minutes on plywood alone, but do not propose to do so.

Early this year, Mr. Stoate told me, speaking from memory, that from three acres of pine at Hamel, over £1,300 worth of millable timber was obtained. I tried to ascertain the cost of producing an acre of pines because I wished to determine whether it was a reasonable venture. When one goes into the figures, the results are found to be astonishing. About 18 months ago the State Government had to pay £70,000 for 5,500 acres of land belonging to the Hedge's Estate. Forty years ago that land was probably sold for 10s. an acre. I mention this to show how necessary it is for any sane and sensible Government to make wise provision for the future.

I was very pleased to see recently that the Assistant Minister for Agriculture had paid a visit to Cullity's Mill and, as a result, was able to report the successful manufacture of butter boxes from karri plywood. This must be welcome news, particularly to Dr. Sutton, who some time ago said there would possibly be a shortage of butter boxes. Previously we imported hoop pine from Queensland and softwoods from Canada and New Zealand for this purpose. I hope members now have a better appreciation of the problems confronting this State in relation to the timber industry as I see it. I know that Mr. Stoate feels concerned because I have tackled him from different angles and made other inquiries and I know definitely that he is alive to the situation.

Housing is a vital problem. I do not wish to flog this matter because the Labour Government last year did all that was possible to solve the problem. A Housing Commission was appointed and plans were prepared, and the new Government will reap a rich reward as a result. That is good luck for the present Government and bad luck for the Labour Government. Homes are required almost everywhere in the State. Wherever I go, I find requests being made for homes. Last year, when I toured the timber districts, there was a wave of disappointment and resentment over the loss of the Timber Industry (Housing of Employees) Bill.

This morning I read in the newspaper an advertisement for timber workers—fallers and navvies. Unless homes and amenities are provided in the mill areas, men would be fools to take those jobs. How can we increase our output of timber unless homes are provided and amenities increased? Some little time ago the Premier stated that he intended to consider whether anything could be done in the direction of providing new homes or improving existing ones. I hope he is doing so. To me it seems extraordinary that, at the source of supply itself, there should be a shortage of homes. I have inspected many of the homes on the mills and have found them lacking in the simplest amenities taken for granted in the poorest houses in the city.

I should like the Government to push on with the South-west power scheme because it is my ambition to see electric current

supplied to the mill homes. Banksiadale, one of the best mills in the State, is the only mill in my district where one can switch on electric light. On the other mills, even in these enlightened days, the people live in a state of semi-darkness. That this should be so is quite wrong, and it is the reason why more men will not go out to work on the mills. The requirements in the Forrest district seem to be as pressing as in other country areas. Let me briefly summarise those requirements. Firstly a better water supply is needed, particularly at Donnybrook and Dwellingup. On another occasion I propose to speak at some length on those matters. Secondly, better housing conditions and more houses are needed. We want more houses at Donnybrook and Brunswick. Thirdly, throughout the timber milling centres, renovations and additions are required as well as more and better equipment for schools and country hospitals. Fourthly, improved prices are required for all farm products and higher wages for all employees. In conclusion, let me say that the people expect a speedy solution of these problems by the present Government, whose numerous pre-election speeches foreshadowed a panacea for all ills.

Sitting suspended from 6.15 to 7.30 p.m.

MR. READ (Victoria Park) [7.32]: I desire to add my few words of congratulation to you, Sir, on your election to the honourable position which you now hold. I feel sure that your long association with Parliament and your knowledge of parliamentary procedure will eminently fit you for the position, and that you will do honour to it. I also welcome the two new members for Swan and Irwin-Moore. We know we must bow to the opinion and decision of the electors, and therefore we have had a change of members in this House. I congratulate the member for Irwin-Moore on his fine maiden speech. At the same time, and in a personal way, I regret the absence here of my two friends, Horace Berry and Ray Owen. There is in the House at present a division of party forces that is rather unfortunate, and the repercussions are such that we are not able to proceed with the business of governing the country as expeditiously as we should.

From my personal experience of the conduct of councils and local governing bodies,

I have found that they manage their affairs much more expeditiously than we, in party politics, do in Parliament. In Parliament there is much unnecessary verbiage in the debates and this results in considerable loss of time. At meetings of local governing bodies the discussions are usually short, members being able to express themselves in such a way as to contribute quickly to an ultimate decision. The work there is done in half the time that we take here. I listened with amazement to the protest of the member for Northam against the derogatory literature published about the Labour Party at the recent election. Yet he, when fighting the election, adopted the same method to gain preferment for himself and the members of his Party.

Strong political parties usually distribute literature exaggerating the faults of the opposition party and extolling the virtues and good works of their own. That has to be expected at every election. I was surprised that the member for Northam should have objected to that kind of publication, as he used not only his party political machinery and publication in my electorate, but published also a personal pamphlet in addition. This dealt with the Causeway. I do not propose to read the whole of it. It is headed: "The Causeway. To the Electors of Victoria Park." It states—

Mr. Read, M.L.A., is trying to take credit for himself for the present action of the Labour Government in commencing work on the new causeway near the Swan River. In the interests of accuracy it is necessary for me to tell you that Mr. Read's influence in this matter has been exactly nil.

While I was a member of the Perth City Council, and I was a member for many years, my influence was such that the Council was kept constantly in touch with matters appertaining to the development of the City of Perth. The Causeway was one of those major works which affected not only Parliament, and the Public Works Department, but also the works committee of the Perth City Council, of which at that time I was the chairman. Before such a matter comes to the Minister, the engineers of both the Works Department and the Perth City Council have a consultation. In this morning's paper members will have read about the financial provision of the City of Perth for the upkeep and maintenance of the approaches and the cost of that work would be in the vicinity of, I should say, £80,000.

So we had to look forward in the next year or two to making provision for that money, as the Perth City Council is not in the position of being able to raise large sums without due consideration and deliberation; and its revenue is such that when something is spent in one direction there is that much less to be spent in other ways. Members will see from "Hansard" that on every possible occasion I have voiced my feelings on this matter and made my requests through this House to the Minister that that national work should be commenced.

I replied to the Minister's pamphlet in a circular in which I stated that the work had been under contemplation by the Government for about 20 years and the fact remained that during my period in Parliament as the member for Victoria Park it had been put in hand. In comparison with the extravagant statements made by both Parties, I consider that that claim was very light. The member for Northam finished his pamphlet by saying—

The Labour Party is building a new Causeway and Mr. Johnson is the only candidate of the Labour Party and the Government for Victoria Park. Therefore I respectfully ask you to give him your No. 1 vote.

My reply was that for 20 years prior to my representation nothing but survey work had been done. I continued—

I respectfully ask you what single action my opponent, Mr. Johnson, has done in the interests of our electorate.

It was most astounding to have the Minister respectfully asking these people to vote for a certain candidate. Knowing him as well as I do, I should have thought he would have forcefully commanded them instead of using the very tame language he employed. I take no exception to this particular pamphlet and to this sort of thing because we expect it at every election. But I did not like a Minister of the Crown issuing it not on behalf of his party but under his own name, because the pamphlet was signed "A. R. G. Hawke, Minister for Works." So I, as an independent, having no party, and having to foot the bill for the whole of the expense of my campaign, had to combat the forces and the money of the then Government party, which was contributed to by a huge section of the workers. I suppose that the expenses of the then Minister in traversing this country and in travelling to different electorates to

speak against candidates not of his party—the expenses of petrol and the provision of a motorcar and so on—were all borne by the people and not by that particular individual. In the circumstances, without being egotistical, I think it was rather a good performance for an ordinary individual without a party to have defeated such determined opposition. At all events, if anybody should take exception to the publications of members of the present Government party, it should not be the ex-Minister for Works. I have here a pamphlet concerning the member for East Perth. On the front page is a photograph and there are 14 other illustrations in the pamphlet.

Mr. Leahy: Any cobwebs?

Mr. READ: No. In fact, they do not grow on this particular individual, I might tell hon members. The member for East Perth in this pamphlet claims that most of the improvements to which the pamphlet refers were due in some measure or entirely to his efforts. On the front, there is a picture of Parliament House. I do not know whether he is responsible for that! Over the leaf there are some pictures of Governmental works, for which we can give him some credit. Then there are pictures of children's playgrounds, but they are entirely a council matter and were not provided by the taxpayers' money, but by that of the ratepayers. Then there is a letter box, which is Commonwealth Government property. Again there is a concrete seat by the side of the tramline. Those seats are all over the metropolitan area—that is, the City of Perth area—and they were all bought by the Perth City Council. I could go on illustrating, but I merely wished to show what was in the pamphlet issued by the member for East Perth. It was given to me by one of the councillors on the Works Committee who was mainly responsible for many of these works.

Mr. Graham: Not one of them!

Mr. READ: He said in a jocular manner, "What do you think of that?"; and we laughed about it. But the hon. member's opposition did not rush into print showing how untruthful he was or how dreadful it was for him to make the claims he did.

Mr. Graham: It was perfectly true.

Mr. READ: However, it is trivial to waste the time of this Parliament, as I am doing,

in repercussions which have no national value whatsoever.

The Minister for Education: The last sentiment makes your speech worth while.

Mr. Graham: That he is wasting our time.

The Minister for Education: No.

Mr. READ: In his Speech, His Excellency said—

The operation of fishing vessels manned by ex-Servicemen and financially assisted by the State has helped to increase fish production to a record level.

That is all to the good, so long as we control that activity, and so long as we see that our sea foods supply is not depleted. To illustrate that, I have a cutting from "The Daily News" of the 18th June last which states—

The steamer Pioneer Gem called at Fremantle in mid-April and loaded about 8,000 lbs. of W.A. crayfish tails for America.

That is a huge amount, and it might be increased, which would be a good thing, but we must be careful to see that regulations are framed to protect these particular fish for the purposes of reproduction. The report goes on to say—

Last year South Africa sold 200,000 lbs. of crayfish in New York for £A350,300, but the South African crop has now declined because of indiscriminate slaughter of the female fish.

That brings forcibly to our notice that we must, in some manner, control this industry without destroying its production. It is a fact that almost all our wonderful estuarine fishing resorts, where fish were plentiful in past years, have been depleted. No control has been exercised and, as a result of the rise in the price of fish, these breeding grounds have been fished out.

Hon. A. A. M. Coverley: Do not you remember that this House, last session, passed legislation to control the things you are talking about?

Mr. READ: Yes. There is legislation, but we are not controlling this matter. The legislation imposes on the people taking the fish certain restrictions, but we are not policing them. The time has come when we must do so. When I came here over 30 years ago, we had a grand heritage. The estuaries of Nornalup and Mandurah, and the Swan River were teeming with fish, but now they are almost depleted. Unless we

do something to allow nature to recoup itself, then many forms of fish life will become extinct. The only thing I can see is to do what has been done at Nornalup, and that is, close each estuary for a period of two or three years. We have seven or eight estuaries, and they could be closed for a couple of years in rotation.

Mr. Fox: And leave the fish there for the tourists?

Mr. READ: Of course! What about Tasmania, which imposes restrictions? The tourist trade of that State is worth millions; it is certainly worth more to the people of the districts concerned than are a few fishermen depleting the rivers.

Mr. Fox: How many fishermen go fishing in our rivers?

Mr. READ: There is nothing to fish for.

Mr. Fox: They generally take a case or two of beer when they go fishing.

Mr. Triat: And a very sensible idea, too!

Mr. READ: Naturally I have some regard for the powers who have reigned now for a month or two, but my people resent the slight put upon them, through their representative, by some Ministers of this Government. These Ministers have visited my district and have inspected schools, works and factories, and the member for the district was not asked to be present. That has never been done, to my knowledge, in my electorate for the last 35 years; not since I have lived there, at any rate. It has not been done by any party. I do not mind it personally—it is nothing to do with me—but I do represent an electorate, and it is recognised by the usage of this Parliament from the fact that the member is not referred to by name here but as the hon. member for whatever electorate he represents. He is the elect of the people, and his electors must be respected. Twice I have had rings from friends at these works, when an inspection was in progress, asking why I was not there. I replied, "I do not know the position, and I do not want to come up now because I have never had anything like this happen before." I will tell the House what some of the men working in the mills, and they are keen on Parliamentary usage, think of it. One of them said to me, "Ray, the present Government does not like us. The old Ministers, the

old so-and-so's, have galloped all over your electorate and you were not there." That portrays what was in the back of the minds of these offended people.

I come now to the matter of sewerage and drainage in Victoria Park. There are about 20 or 30 houses which, during the last two or three winters, have been flooded. The Perth City Council has done all within its power, by the use of pumping machinery, to alleviate the trouble, but it has not been enough. Deep drainage must be put into that area. During the elections it was published that the metropolitan sewerage scheme would this year be extended by including new areas. It was intended to develop a comprehensive flood-water and land drainage scheme for the metropolitan area. I would like the Minister and the Public Works Department to see whether anything can be done for these people, whose yards, I can assure members, are absolutely flooded, and have been for four or five weeks. Their fowls are perching on floating timber, and there is no place to deposit rubbish so that it can be taken away. As a result, we are afraid that disease will emanate from these conditions. When the organic matter impregnating that water decays the health of the people will suffer. I wrote to the Minister asking that an inspection be made and something done, and received the following reply:—

The subject matter of your letter of the 4th inst. was referred for attention to the Metropolitan Water Supply Department, from whom I have been informed that the area referred to is not in a gazetted storm water drainage district, and further that it is the responsibility, not of the Government but of the Perth City Council to give relief to the householders affected. The City Council has an engineering staff and it would appear that the matter is one for the staff to deal with.

That is not correct, except that the local governing body or council is responsible for the subsidiary drains that serve the deep drainage, for which the Government is responsible. I recently saw in the Press a photograph of the member for Canning and the Minister and party taken during a tour of the Canning electorate made in connection with drainage.

Hon. A. R. G. Hawke: Are you sure it was not Middle Swan?

Mr. READ: No, it was Canning, my near neighbour.

Hon. A. R. G. Hawke: Your dear neighbour.

Mr. READ: I do not know whether the Minister, accompanied by the member for Canning, did anything immediately to relieve the distress of the people concerned, but in such a tour there is a psychological effect on the people, and there impinges on their minds the belief that someone is trying to devise a scheme to abate their troubles. Instead of that, in the case of my electorate, all I got was a letter. I am hoping, Mr. Minister "in absentia," that something will be done to improve the position of the people I have mentioned.

I congratulate the Minister for Education and the Honorary Minister on having inspected the Victoria Park School in order to see that really marvellous class, the Rubella class, which is unique in the educational sphere in Australia, and possibly in the world. I took a great interest in those unfortunate children. There are from 150 to 200 of them. When they reached school age it was found that their hearing was so defective that they could not be taught to speak. The alternatives were to segregate them in what we call the deaf and dumb institution or to find some method of teaching them to talk. Experiments were carried out by the parents and I was able to give some help in that direction. There were classes, demonstrations and so on, and eventually we were able to give those children a rudimentary idea of how to form words. I am glad to say that the then Minister for Education took the matter up. I believe there are now five classes—these extraordinary classes—included, at the expense of the Government, in our ordinary education system. Instead of these children eventually becoming a drain on the State they will, in due course, become ordinary citizens, doing the work of citizens. They will be absorbed into the community just as are normal people. I believe that education should be a national charge and undertaking, financed by the Commonwealth Government. There should be a national education system instead of five or six systems, one for each State. Until we have reached that stage we will not make real progress.

I come now to deal with the kindergarten or pre-school age children. I believe the ex-Minister for Education endeavoured to have money made available by the Common-

wealth Government for kindergarten work. Something must be done in this regard. The Kindergarten Union is educating about 500 children, but that does not do more than touch the fringe of the matter as there are 6,000 little Australians in the metropolitan area who should be receiving pre-school education. The present system of financing the work is deplorable. The Perth City Council has spent some thousands of pounds on equipment and buildings and is contributing in some measure to the salaries of the kindergarten teachers, while for many years the Government has given about £2 per head of the children towards salaries. Through the efforts of the member for Perth I believe that sum is now £4 per head, up to 50 in a class, but that deals with only 500 children.

The street appeal in 1943 brought in £2,056. Donations and subscriptions by municipal councils and private citizens brought in £1,371. The Government subsidy was £2,530, and the Perth City Council gave £247 towards the salaries. When sufficient money and materials are available, and buildings and plant can be produced, children of pre-school age will have to be catered for. We have gone some way towards anticipating requirements in the shape of kindergarten buildings in that the Perth City Council has agreed to make available one block per year in every ward in order to build the school when the time is ripe. This means that, as the years pass, the necessary land for these schools will be available.

Another matter upon which I wish to touch is that of us independent members. My colleague and I perused with some satisfaction the Liberal aims published in the newspaper. Ten Liberal aims were set out and paragraph (c) of Clause 3 read—

We are looking primarily to the encouragement of individual initiative and enterprise as the dynamic force of progress.

I think both of us contain some little measure of that dynamic force. How many members on the other side of the House would step out from the powerful body shielding them and themselves provide the wherewithal to fight elections? How many would step out as individuals, as we have done, with any chance of success? Are we deficient in intelligence, or are we deficient in the knowledge of the usages of Parliament to such an extent that we are inferior

to any of those members who have come here in the last four months? Yet neither of us has been asked to serve on any committee of this House.

Hon. E. Nulsen: You are the controlling factor in this House.

Mr. READ: That is not a committee.

Hon. A. R. G. Hawke: It is a dictatorship.

Mr. Fox: How can the Independents have a party?

Mr. READ: I do not know which Minister is in charge of local affairs relating to immigration in conjunction with the Commonwealth Government.

Hon. A. H. Panton: The Minister for Lands is in charge.

Mr. READ: We in Western Australia are striving to get immigrants. We want every unit we can possibly get to populate this scattered country and help to develop it. For that purpose we are prepared to spend, I suppose, about £100 per unit, including housing, to bring those people to our shores. Yet we are experiencing, in a minor degree, emigration. When the Americans were here, particularly those of the Navy, some of them married our girls and were induced to stay in Western Australia. But no work has been found for them and they are leaving. Those are people who are here, people of our own kind, people who are prepared to work. We do not have to house them because they are already housed, but we will not give them a job on account of the stringency of union rules. I am not talking about the class of man who works with pick and shovel; I am speaking of artisans trained in some way or other to useful work who would be valuable to this country.

Mr. Needham: What is wrong with their joining a union?

Mr. READ: They might join a union, but there is no chance of their getting a job.

The Chief Secretary: The majority of them could not join unions.

Hon. A. R. G. Hawke: They would have no chance of joining the lawyers' union.

Mr. READ: We are losing valuable citizens, and it is not right that that sort of thing should continue. Something should be done to stop it. Here is a case in point.

A. E. Freeman is an American, born of Scottish parents. As a young man he entered the United States Navy and served his time in submarines. He married a Victoria Park girl and they have two excellent children. Being trained as an electrician, he went to firms who required electricians. He was asked, "Have you apprenticeship papers?" He replied, "No, we do not have them in the Navy, but give me a job at anything to do with electricity or electrical wiring and, if I cannot do it, give me the sack in a week." He was not employed.

The last place he went to was the telephone workshop in Lord-street, where one of the workmen told him there was a vacancy. There again he was asked for apprenticeship papers and, when he gave the same reply as before, he was told, "We will let you know in due course." He was not advised. That man was sent into the bush to paint railway sheds or something of the sort. On his return to Perth, I went to see him and undertook to speak to the Minister. He replied, "Thanks, do not do that. I am fed up and am going home. I have tried and tried but have been unsuccessful, so am going to take my wife and two children with me." He and four others similarly situated left for the United States on a tanker the week before last, and we shall not see them or their dependants again. Thus there have been lost to this country several valuable citizens in the making. This is one matter I would earnestly commend to the Minister's attention. I did have a talk with the American Consul and he informed me that there were quite a number of these men returning to the United States. Some of them are doing ordinary pick and shovel work until a chance comes to join one of their own boats and take their dependants to America. Such people are too valuable for us to lose.

His Excellency's speech contains the following paragraph:—

In order to expedite the settlement of ex-servicemen on the land, it has been decided to supplement the Commonwealth-State agreement by a collateral State scheme.

I have no wish to discuss details of the scheme, but the blocks to be made available to these men are now being cleared and improved and put into a fit condition for

them to occupy. This work is being done by five or six workmen and possibly a foreman. That is not the way to make these holdings available quickly to the returned men. The way to do it is to put all the men at work on one block and get it cleared in a week or a fortnight. Then, instead of the soldier settler having to wait week after week, or month after month, we shall be able to get him settled on his holding promptly. I saw this exemplified many years ago when I was interested in farming at Bruce Rock. The late W. N. Hedges had a ten-thousand acre block to be cleared. He brought 130 Italian workmen from the woodline to clear it. By team work they cleared those 1,000-acre blocks in about three weeks. That would be a better method of clearing land and making blocks available quickly. It would not cost any more than the present method, because so much is paid per man-hour for the work that is done and it matters not whether it is spread over six months or is done in a week.

The Minister for Lands: What we are endeavouring to do is to bring the bulldozer into action.

Mr. READ: It should be in action. We should take advantage of this modern machinery. Those are a few of the matters which I wish to bring under the notice of the Ministers concerned. One of my principal requests is for action to relieve the distressed residents of Victoria Park in the matter of sewerage. One section of Victoria Park is already reticulated and the deep drainage is available but although we have been promised connections for many years past the houses are not yet linked up with the system. There are 1,100 houses past which the deep drainage goes, but they are not connected. We therefore have the spectacle of possibly ten houses in one street that are sewered while five other houses are not. They still have the filthy pan system, which is so detrimental to the health of the people, especially during the summer when flies are prevalent. I ask the Minister concerned to take that matter in hand.

MR. MURRAY (Bunbury) [8.23]: I join with previous speakers in congratulating you, Sir, on your elevation to your high office. I am confident you will display both dignity and impartiality in the discharge of your responsibilities. I also tender my

congratulations to the Chairman of Committees and to all members of the Ministry. I support the member for Beverley in stressing the wide concern regarding our transport services. Any Government which denies the people the right to use the most efficient and economical form of transport denies to the people the right to compete on an equitable basis in the world's markets. I believe the future progress and development of the State will be governed to a great extent by our making full use of modern transport, and private enterprise must be allowed its full share. Government monopoly of transport will retard rather than promote development and if past history is taken as a guide, will add further burdens to the taxpayers. Review should also be made of which class of traffic should be left to motor transport and which retained and catered for by rail.

His Excellency indicated that large sums of money were to be spent on the railways. No Government in my opinion is justified in spending large sums of money on the rehabilitation of the railways if the expenditure is to be used as a rod to force the people into using an uneconomic and inefficient transport service. With modern transport development we must also have efficient outports. Whilst I cannot claim to be an engineer or to have the knowledge of my friend the member for Albany, who has made a lifelong study of this matter, I feel that with the fulfilment of the plan outlined by the member for Northam in Bunbury last October, Bunbury will have a port worthy of the rich hinterland which it serves. But in carrying out those plans I would suggest that two items should be dealt with immediately. First, there is the provision of two berths to cater for vessels of a draft of 27 ft. 6 inches. These will be necessary for the handling of present available cargo. Secondly, a matter of urgent importance to harbour development is the open-cut suggested above Turkey Point.

Members are probably not sufficiently versed in the geography of that part of the State to know where that point is, but the member for Northam will know. On that cut depends the success or failure of overcoming the siltage problem, which has resulted in reducing the efficient service at the port, blocking the estuary to pleasure craft and fishing vessels and to a large

degree in being responsible for the heavy yearly flooding at Glen Iris and Leschenault. This flooding has resulted in heavy losses to the settlers each year. The member for Victoria Park has just told us about fowls roosting on boards. The fowls at Leschenault and Glen Iris were not so fortunate; they finished up somewhere near Cape Naturaliste. It is the urgent responsibility of the Government to proceed with the erection of levees and the drainage of this area to ensure that the settlers shall not again be faced with these tragic losses.

Grave concern is felt in my electorate over fishing. Commercial and net fishers appear to have an open go. Nets have been strung across the Collie River while the bream are on the move towards the estuary. The result is that sporting fish are denied to our sporting fishermen. In the harbour at Bunbury itself, or adjacent thereto, net and commercial fishers are allowed to string their nets too close to the entrance of the harbour, with the result that the incoming fish are turned away and the people who appreciate sporting fish have to go without. If action is not taken to prevent this I am afraid that Bunbury tourists will soon have to look elsewhere for fishing grounds and that will be a serious loss to the town's economy.

Having very briefly traversed those matters, I pass now to industry. We are indeed fortunate in this State that we have had very little serious industrial unrest. But while that is so, there is distinct evidence of a feeling of disquiet in industry, which should not be hastily disregarded. On all sides we hear a cry for increased production. I believe that full production goes hand in hand with full employment and I regret that many of our most vocal advocates of increased production do not understand that this cannot be maintained unless we solve two problems: industrial harmony and restoration of incentive employees. This is not just a question of wages and conditions which can be solved by the Arbitration Court. Real harmony and restoration of incentive can only be achieved by open and frank discussion of all associated problems by employers and employees working as co-operators in the promotion of economic stability.

From the employers there must be a recognition of the fact that the workers and in using the word "workers" I mean all

those who labour with their hands and brains in the production and distribution of goods—are a vital part in our industrial, social and economic structure; and from the employees we must have a recognition that the only sound basis for full employment lies in an expanding prosperous private enterprise and a frank recognition by each that the interests of both are not opposed. Those seem to me to be principles which should prove successful in bringing us closer to a complete solution of these problems. I fully realise that cannot be brought about by legislation. But it is the duty of all members of this House to endeavour to contribute their full share towards this end. The first gesture must come from the employers; for, after all, they own the business.

- In introducing this subject, I said it was not a matter of wages or conditions which can be granted by the Arbitration Court. On account of its importance, this may be further explained. The disquiet and the lack of incentive in industry today are governed by two factors. One of these is the responsibility of the Commonwealth Government namely, high taxation. The other is that employers have in the main—or perhaps I should say the great majority of employers have—adopted the principle that the awards of the Arbitration Court are the maximum that must be paid to their employees irrespective of whether those employees are good, bad or indifferent workers in the industry concerned. This has unfortunately also been applied in regard to margins for skill. Surely when it comes to the skill of an employee the matter is one that should remain for personal adjustment on the job! The court gives a margin for a tradesman with the minimum of skill necessary to carry out some particular function. Note that I said the minimum of skill. That is all the court can say anything about. It cannot assess the value to the employer of an expert in the different trade functions.

Hon. A. H. Panton: Before you get away from that matter, there is nothing to prevent an employer giving over the minimum. Is there?

Mr. MURRAY: I did not say that there was anything to stop him. I was drawing attention to the fact that in the main employers do adopt that attitude. The next item in regard to encouragement of incen-

tive comes back to amenities. The member for Forrest stressed one particular problem of the timber industry. He pointed out what was going to be the dire results of overcutting in his area. I would sooner have heard the hon. member stress the fact that in many cases the employees in that very important industry have unsatisfactory working conditions and very few amenities. Amenities, again, are not something that can be assessed by the court. The degree of isolation and other factors must be taken into consideration.

From the question of industry, I move on to a subject which gives me some concern as it affects my electorate. The member for North-East Fremantle said that if a member of a board was appointed for a term of years, and was not re-appointed at the end of that period, he had to suffer the stigma of having been sacked. I am sorry I cannot agree with the hon. member on that point. I would hate to think that was an established principle. I understand that the reason for a time limit on the appointment of board members is to enable them to be dropped from such boards without incurring the stigma of having been sacked. I said earlier that this matter concerns my electorate. In that electorate we have the Bunbury Harbour Board. It consists of five members of whom two can rightly claim to be representatives of the users of the port. I refer to the chairman of the board and the secretary of the Waterside Workers' Union. Those two have just cause to be on the board.

The other three gentlemen—and they are gentlemen and worthy citizens of Bunbury—have no justification for being on the board because they do not represent the users of the port. In fairness to whoever may have recommended them for the position, perhaps when they were recommended there were circumstances which fitted them for inclusion on the board. If that is so, I feel that they would have been doing justice to whoever recommended them if they had retired when they no longer had the slightest vestige of claim to remain on the board. I hope, despite what the member for North-East Fremantle says on the subject, that when by effluxion of time the term of office of those three men expires they will be replaced by others who definitely represent the users of the port irrespective

