

The Medical Department is so poor that it cannot provide her with assistance in any shape or form. The doctor happened to be there on one of his visits—I think he attends once or twice a week—and he told me he had made application to the medical authorities to have certain equipment left at the Laverton hospital so that he would not have to pick it up from the Leonora hospital when he was required to dash in a hurry to Laverton, where he might be required to use the equipment urgently. He gave me a detailed list of this equipment, but I do not remember the exact items. However, he intimated that the cost would be £100. If he could get this equipment and leave it at the Laverton hospital, he would not have to bring any from Leonora. He explained to me that on one occasion after completing a job in Leonora he had to make a rush trip to Laverton and the equipment was not sterilised. This had to be done at Laverton.

Laverton is one of those places which is suffering disabilities at the moment because of its isolation. The hospital is comfortable and big enough to cope with the needs of the district, but there is only one on the staff. She is a brave and courageous woman to stay there. She must have her job thoroughly at heart. In spite of this, the Medical Department turned down a request for equipment which would cost £100. This shows how country people are considered as against those in the city where any application at all which is made is immediately filled.

The Hon. G. Bennetts: Do the local members know anything about it?

The Hon. A. R. JONES: I do not know, but they do now. Having made these remarks, I feel I have said enough. I do not know whether anybody has taken notice of what I have said, but I do hope my early comments in regard to co-operation between all parties, members, employers, employees and unions will not go unheeded, because we certainly need co-operation at the present time. I have much pleasure in supporting the Address-in-reply.

On motion by the Hon. J. Murray, debate adjourned.

ADJOURNMENT—SPECIAL

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

That the House at its rising adjourn till 2.30 p.m. tomorrow.

House adjourned at 9.34 p.m.

Legislative Assembly

Wednesday, 20th August, 1958.

CONTENTS

Questions on Notice :	Page
Crown land, reserves for forests and agriculture	270
Hospitals, provision south of Swan River	270
Yarloop school, septic system	270
Fish processing firm, visit of English representative	270
Teachers and students, appointments and enrolments	270
State rental homes—	
Liability of tenants for painting	271
Narrogin homes, use of State bricks	271
Civilian land settlement, application to conditional purchase settlers	271
Perth Modern School, consideration of Wembley children	271
State Shipping Service, sale of "Kybra"	271
Education, localities, new classrooms and high schools	271
Sewerage, allocation of loan funds for Bunbury scheme	272
Metropolitan water supplies, profit and income of department	272
Civilian land settlement scheme, land between Hay and Denmark rivers	273
War service land settlement, butter fat prices and adjustment of commitments	273
Kalamunda high school, construction	273
Wattle Grove school, construction of new classroom	273
Police Act, effect of Section 84H	273
War service homes, availability to ex-members of C.M.F.	274
Railways Commission, buffet car, A.V.L. 314	274
Asbestosis, number of men treated, incidence, etc.	274
Teacher trainees, numbers, bursaries granted, etc.	274
Albany regional hospital, telephone installations	275
Collie coke, experiment by Japanese mission	275
Workers' compensation, expediting payments	275
Trotting, attendances	276
Racing, attendances	276
Stock and farm produce, measures for detection of theft	277
Tides in Perth waters, readings for the 26th-29th July	277
Rural & Industries Bank, calling of tenders for erection of building	277
Fish, quantities produced and sold	277
Fremantle Harbour Trust, charges	278
City Beach, availability for swimming	278
Railways Royal Commissioner, inquiry into suspended lines	278
Wheat, price for growers	278
Questions without Notice :	
Fisheries, establishment of trawling industry at Albany	279

CONTENTS—continued.

	Page
Address-in-reply, fifth day	279
Speakers on Address—	
Mr. O'Brien	279
Mr. Ross Hutchinson	281
Mr. Hearman	285
Mr. Potter	293
Mr. I. W. Manning	298
Mr. Heal	302
Mr. Jamieson	306
Mr. Nalder	312
Mr. Andrew	316

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

QUESTIONS ON NOTICE.

CROWN LAND.

Reserves for Forests and Agriculture.

1. Mr. HEARMAN asked the Minister for Lands:

(1) How much Crown land lies in the road districts of Preston, Balingup, Greenbushes, Bridgetown and Upper Blackwood respectively?

(2) Of the total area of Crown land embraced in the answer to No. (1), how many acres consist of—

(a) State forest;

(b) Crown land available for selection for agriculture;

(c) land under consideration for inclusion in State forest by the Land Utilisation Committee;

(d) land from which timber has not yet been removed but which will become available for agriculture?

(3) Of the area of land in No. (2) (d), how much lies in each of the road districts under consideration?

The MINISTER replied:

Departmental statistics do not provide the information requested in respect of separate road districts. The necessary research and computations to answer the questions would be costly and cannot be undertaken immediately.

HOSPITALS.

Provision South of Swan River.

2. Mr. GAFFY asked the Minister for Health:

(1) Has any consideration been given to the erection of a hospital south of the Swan River? If so, has any decision been arrived at?

(2) If not, can he inform the House when consideration will be given to the matter?

The MINISTER replied:

Land has been set aside for this purpose in the Collier pine plantation; but on account of other urgent commitments and

lack of funds, it has not been possible to proceed any further. The needs of this area are known to the department; and as will be known to the hon. member, efforts have been made—so far without success—to secure from the Commonwealth the Edward Millen Home to meet the situation for the time being.

YARLOOP SCHOOL.

Septic System.

3. Mr. I. W. MANNING asked the Minister for Education:

(1) Is the water supply at the Yarloop school considered to be satisfactory for the installation of a septic system?

(2) If so, when will a septic system be installed at this school?

The MINISTER replied:

(1) Yes.

(2) As soon as the requisite loan funds are available.

FISH PROCESSING FIRM.

Visit of English Representative.

4. Mr. NORTON asked the Minister for Industrial Development:

(1) Is he aware that a Mr. J. M. Gardner recently visited Western Australia on behalf of Mac Fisheries, an English fish processing firm?

(2) Is he aware that he was interested in establishing a fish filleting and packaging works in Western Australia?

(3) Was he offered any encouragement in this matter?

The MINISTER replied:

(1) Mr. Gardner stayed in Perth for 1½ days en route to London from the Eastern States, to have, as he said, a quick look at the potential for marketing his firm's products.

(2) What Mr. Gardner described as a courtesy call was paid on the Superintendent, Fisheries Department. He asked for and was provided with figures relating to fish production in this State. After viewing the figures, he evinced no further interest in establishing a processing works here.

(3) He did not seek, nor was he given, any advice in relation to the likelihood of success of any such venture.

TEACHERS AND STUDENTS.

Appointments and Enrolments.

5. Mr. W. A. MANNING asked the Minister for Education:

(1) How many newly qualified teachers took their first appointment during each of the last three years in—

(a) the metropolitan area;

(b) the country?

(2) What were the enrolments of students respectively in the same years?

The MINISTER replied:

(1) Ex-students appointed to—

	Metropolitan area	Country	Total
1956	89	276	365
1957	117	235	352
1958	151	256	407

(2) New admissions to teachers' colleges—

1956	909
1957	982
1958	1073

STATE RENTAL HOMES.

Liability of Tenants for Painting.

6. Mr. W. A. MANNING asked the Minister for Housing:

(1) To what extent is a tenant of a State Housing Commission rental home liable for painting?

(2) If a tenant vacates a home, when would such liability be assessed?

The MINISTER replied:

(1) Provision is made in the rental to cover normal maintenance due to fair wear and tear. This includes painting. The tenant is only liable when fair wear and tear is exceeded and for cost of that excess.

(2) This is assessed when premises are checked periodically during occupancy or following vacation.

NARROGIN HOMES.

Use of State Bricks.

7. Mr. W. A. MANNING asked the Minister for Housing:

(1) Do contracts for timber-framed houses in Narrogin specify the use of State bricks for chimneys?

(2) If so, how is this reconciled with a policy of decentralisation?

(3) What is the difference in cost between State and local bricks for 1,000 landed on the site?

The MINISTER replied:

(1) No.

(2) Answered by No. (1).

(3) For wire-cut bricks £3 5s. 4d. in favour of local bricks.

CIVILIAN LAND SETTLEMENT.

Application to Conditional Purchase Settlers.

8. Mr. PERKINS asked the Minister for Lands:

(1) Is the Premier correctly reported in the last issue of the "Sunday Times" in regard to a civilian land settlement scheme between Jerramungup and Ravensthorpe?

(2) Will settlers, at present developing conditional purchase Crown land and owning their own plant and machinery, who are finding difficulty in financing further development of such blocks, be

permitted to bring their holdings within such a scheme if it eventuates, and receive the financial assistance?

The MINISTER replied:

(1) Yes. The Lands Department has been working on details of this new project for many months, but no decision on whether the scheme will be undertaken has yet been made by the State Government.

(2) If such a scheme eventuates it would be restricted to a definite project area of unalienated virgin Crown land, the boundaries of which have yet to be determined.

PERTH MODERN SCHOOL.

Consideration of Wembley Children.

9. Mr. JOHNSON asked the Minister for Education:

Following his reply to my question as to the children to attend Perth Modern School in 1959, will he give further consideration to the children from Wembley?

The MINISTER replied:

Yes. If the extensions to Perth Modern School are ready in time, it is intended to include children from the Wembley School in 1959 who will be passing into post-primary classes.

STATE SHIPPING SERVICE.

Sale of "Kybra".

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

(1) What was the net amount realised by the State Shipping Service on the sale of the "Kybra"?

(2) Were any legal or other difficulties encountered in connection with such sale?

(3) If so, what was their nature; what action was taken in regard to them; and what was the financial cost to the Government?

The PREMIER replied:

(1) £8,000.

(2) Yes.

(3) Resulting from an error in office records, the vessel's reclassification survey date was wrongly stated by 12 months, necessitating an extensive survey at a total cost of £2,650.

EDUCATION.

Localities, New Classrooms and High Schools.

11. Mr. ROBERTS asked the Minister for Education:

(1) In what localities were the 214 new classrooms built during the financial year ended the 30th June, 1958?

(2) What are the localities of the 13 new high schools that have been started in this State since 1953, and which have been completed since that year?

(3) Where is it planned to commence building the additional high school during this financial year?

The MINISTER replied:

I give the localities but not the actual classrooms in each.

(1) Midland Infants	2
Rivervale	1
Carey Park	4
Armada High	22
Derby	3
Hamilton Hill	2
Hall's Creek	2
Tuart Hill Infants	2
Mt. Lawley High	9
Jerramungup	2
Canning Vale	3
Tuart Hill High	30
Hoffman Mill	1
John Curtin	18
Midland High	26
Applecross High	16
Binnu	1
Esperance	5
North Scarborough Infants	4
Kellerberrin	1
Hollywood High	10
Wilson Park	2
Beachlands	1
Boyanup	1
Kimberley Research	1
Kwinana High	5
Margaret River	3
Donnybrook	2
Floreat Park	2
Kalgoorlie Infants	2
Spencer Park	4
South Stirling	2
Bentley	2
Allendale	2
Wandarra	2
Lockyer	1
Belmay	2
Tranby	1
Coolbinia	1
Millen	6
Riverton	1
Innaloo North	4
Bridgetown	3

214

This is an all time record.

- (2) Narrogin High.
 Armadale High.
 Mt. Lawley High.
 Midland Junction High.
 John Curtin High.
 Belmont High.
 Merredin High.
 Manjimup High.
 Tuart Hill High.
 Applecross High.
 Hollywood High.
 Kwinana High.
 Busselton High.

Narrogin, Armadale, Mt. Lawley, Midland Junction, and John Curtin, have been completed.

- (3) Scarborough.

SEWERAGE.

Allocation of Loan Funds for Bunbury Scheme.

12. Mr. ROBERTS asked the Minister for Water Supplies:

In reply to a question asked by me on the 28th August, 1957, I was informed that £12,000 had been set aside in the 1957-58 loan programme for the Bunbury sewerage scheme:

(1) What was the actual amount expended on the abovementioned scheme for the year ended the 30th June, 1958?

(2) What sum is to be allocated to the Bunbury sewerage scheme from the 1958-59 loan programme?

The MINISTER FOR MINES (for the Minister for Water Supplies) replied:

(1) Nil.

(2) Nil. Agreement between the department and the Bunbury Municipality had been reached regarding terms under which effluents from some stormwater drains would be collected and pumped away to the ocean during fine weather conditions. It was the department's intention to commence work in the latter part of the 1957-1958 financial year.

Following the problems of ocean pollution from the outfall sewer in the metropolitan area, the Bunbury Municipality requested that the proposed work should not be proceeded with as the council desired to reconsider the matter and was seeking information from all major sewerage bodies throughout Australia.

In reply to a recent verbal inquiry from the Mayor of Bunbury (Mr. Payne), he was informed that as this was a "new work" a decision would not be made until after the return of the Minister (Mr. Tonkin).

METROPOLITAN WATER SUPPLIES.

Profit and Income of Department.

13. The Hon. D. BRAND asked the Minister for Water Supplies:

(1) What was the profit of the Metropolitan Water Supply Department for the year ended the 30th June, 1958?

(2) What is the estimated profit for the current financial year?

(3) What percentage of the department's increased income can be attributed to the increase in property valuation?

The MINISTER FOR MINES (for the Minister for Water Supplies) replied:

(1) £45,032.

(2) £400.

(3) The actual increase is 47 per cent. However, this cannot be accepted as the true percentage, as it marked the transition stage in which valuations of the Perth City Council were undertaken by departmental valuers, and is in actual

fact a comparison between City Council valuations as at the 1st November, 1954 and departmental valuations as at the 1st July, 1957. The position is influenced, also, by the unknown effect on revenue of excess water sales due to the varying water rebates commensurate with the varying rates.

CIVILIAN LAND SETTLEMENT SCHEME.

Land Between Hay and Denmark Rivers.

14. The Hon. A. F. WATTS asked the Minister for Lands:

(1) What progress has been made regarding a proposed civilian land settlement scheme on land between the Hay and Denmark Rivers?

(2) Has survey and classification been completed; and if not, when is this likely to be completed?

(3) In view of—

(a) the proximity of this area to telephone communications, transport, port facilities and amenities;

(b) the certainty of regular rainfall; and

(c) the diverse production that could be carried on,

does he agree that the settlement of this area should receive very early attention?

The MINISTER replied:

(1) The Lands Department has reached agreement with the Forests Department as to the areas of Crown land between the Hay and Denmark Rivers which may be released for selection.

(2) It is expected that location of the road system and classification will be completed before the end of the year; subdivisional planning and survey will follow immediately.

(3) Yes.

WAR SERVICE LAND SETTLEMENT.

Butterfat Prices and Adjustment of Commitments.

15. The Hon. A. F. WATTS asked the Minister for Lands:

(1) In view of the recent fall in the price of butterfat, has the War Service Land Settlement Department decided on any basis of adjustment of commitments in respect of dairy farms coming under the scheme?

(2) If so, what basis has been arrived at?

(3) If no such determination has been made, what are the general principles that will apply in respect of settlers affected by the decline in butterfat prices?

The MINISTER replied:

(1) Yes.

(2) The normal system of assessment is calculated on the basis of the commodity prices received by growers for the subject season under review. Retrospective adjustments are made where necessary. Payments are taken from the most suitable months to suit the lessees.

(3) Answered in Nos. (1) and (2).

KALAMUNDA HIGH SCHOOL.

Construction.

16. Mr. OWEN asked the Minister for Education:

(1) Has approval been granted for the construction of a high school at Kalamunda?

(2) If so, has provision been made for work to commence this financial year?

(3) If not, why not?

The MINISTER replied:

(1) No.

(2) Answered by No. (1).

(3) Insufficient enrolment of post-primary children in the district and availability of places at other metropolitan high schools.

WATTLE GROVE SCHOOL.

Construction of New Classroom.

17. Mr. OWEN asked the Minister for Education:

(1) Is he aware that the Wattle Grove hall and its surrounds is now unsatisfactory for use as a school classroom?

(2) Is he aware that the parents of the children attending classes there are most concerned about the cold and wet condition existing at the hall?

(3) When will a new classroom be constructed at the Wattle Grove school to accommodate these children?

The MINISTER replied:

Yes. Plans are almost completed and work will commence in the near future.

No. 18. This question was postponed.

POLICE ACT.

Effect of Section 84H.

19. Mr. EVANS asked the Minister for Police:

(1) What were the reasons why section 84H was added to the Police Act, 1892-1952?

(2) How many prosecutions have been made under this section?

(3) From the wording of paragraph (a) of this section, "any person either in Western Australia or elsewhere . . .," is it purported that a person publishing a letter, circular, advertisement, etc., in the Eastern States, which is circulated in this State, could be prosecuted under this section?

(4) Does a similar provision exist in legislation in any of the Eastern States?

(5) If so, in what States?

The MINISTER replied:

(1) Section 84H of the Police Act was originally passed in 1893 and was Section 11 of the Amendment Act, No. 56, Victoria 10. It became Section 84H in the 1952 consolidation of the Police Act.

(2) No separate record of prosecutions under this section is available, but I understand there were six charges under it in 1957.

(3) If a person published a letter, circular or advertisement of this nature in the Eastern States, and it was circulated in this State by means of an agent in this State, the agent could be prosecuted. If the letter, circular or advertisement was circulated in this State by post direct from the Eastern States, a prosecution could not be taken as the person responsible would not be within the jurisdiction of our courts.

(4) Yes.

(5) All States.

New South Wales—Gaming and Betting Act, 1912.

Victoria—Police Offences Act, 1915.

South Australia—Lottery and Gaming Act, 1917.

Queensland—Suppression of Gambling Act, 1895.

Tasmania—Suppression of Public Betting and Gaming Act, 1896.

All the above States and Western Australia apparently adopted this legislation from the English Betting Act, 1853.

WAR SERVICE HOMES.

Availability to Ex-members of C.M.F.

20. Mr. EVANS asked the Minister for Housing:

Is it possible for a man who was a member of the C.M.F., and who served at Broome and Port Hedland during the actual time of Japanese bombings, but not beyond Australia, to qualify for a war service home?

The MINISTER replied:

No. He must have been enlisted, appointed for, or employed, on active service outside Australia. This is a determination by the Commonwealth.

RAILWAYS COMMISSION.

Buffet Car A.V.L. 314.

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

(1) What plans are held by the Railways Commission for the use of the new lounge-buffet car A.V.L. 314?

(2) When will this car be put into working operation?

The MINISTER FOR TRANSPORT replied:

The car is not a new lounge-buffet car. It is an old surplus dining-car which has been overhauled and the dining-saloon portion converted to an open lounge. The kitchen facilities remain. The car, which has better riding qualities than the old type lounge-car, is at present being used as a lounge on Westland trains. It will also be used on special occasions such as for "Reso" trains when additional kitchen facilities are necessary.

ASBESTOSIS.

Number of Men Treated, Incidence, Etc.

22. Mr. EVANS asked the Minister for Mines:

(1) What number of men from Wittenoom Gorge have been treated during the last five years for asbestosis at Wooroloo; and, if known, at Hollywood Military Hospital?

(2) Is the incidence of this disease as prevalent as that of miner's silicosis?

(3) What is the nature of asbestosis as compared with miner's phthisis?

The MINISTER replied:

(1) In the last five years, there have been eight men from Wittenoom admitted to Wooroloo, three of whom were considered to have tuberculosis complicated by asbestosis, and five of whom had tuberculosis or silico-tuberculosis.

(2) It is difficult to compare the prevalence of asbestosis with silicosis. The mining of asbestos is a young industry and cases of asbestosis are just coming to light, whereas goldmining is a long-established industry. In 1957 5.8% of gold miners were registered as showing x-ray evidence of silicosis. In the recent chest x-ray survey of asbestos workers at Wittenoom, 5 out of 254 workers were found to have x-ray evidence of asbestosis of the lungs, 4 of whom had an average of six years' exposure, and one of whom had had 12 years' exposure.

(3) Asbestosis is caused by the inhalation of asbestos fibres. Miner's phthisis (or silicosis) is caused by the inhalation of fine silica particles. The asbestos fibres exert mainly a mechanical action on the lungs, whereas the silica particles act essentially through chemical action.

TEACHER TRAINEES.

Numbers, Bursaries Granted, etc.

23. Mr. EVANS asked the Minister for Education:

(1) What number of teacher trainees have been drawn from the Eastern Goldfields Superintendent of Education's district, during the last five years?

(2) How many bursaries were granted by the department to future trainees for the same period of time in the above district?

(3) What is the number of—

- (a) five-year high schools;
- (b) three-year high schools;
- (c) private schools to Leaving Certificate standard;
- (d) private schools to Junior Certificate standard;

in the Eastern Goldfields Superintendent's district, and also in the district which includes Bunbury?

(4) What number of teacher trainees has been drawn from the Bunbury superintendent's district during the past five years?

(5) What number of bursaries were granted during that time in the latter district?

The Minister replied:

It would take a considerable amount of time to dissect statistics to obtain the information required by the hon. member. The staff room in the Education Department is short-staffed at the present time, and it would involve taking an officer from his normal duties for many hours to obtain this information.

It may be mentioned that teachers' bursaries and teacher traineeships are not awarded according to district or according to school, but are awarded after a consideration of academic record, school report and interview.

If the hon. member is still anxious to have the detailed information, it could be obtained for him; but it would take a considerable time. The department would do its best to accommodate him; but in the circumstances he might accept the composite reply that has been given.

ALBANY REGIONAL HOSPITAL.

Telephone Installations.

24. Mr. HALL asked the Minister for Health:

(1) Has the Health Department made provision for telephone installations to the regional hospital, Albany?

(2) If not, will he take the matter up with that department?

The MINISTER replied:

Provision has been made in the plans, and the necessary connection to the P.M.G. installations will be arranged at the appropriate time.

COLLIE COKE.

Experiment by Japanese Mission.

25. Mr. MAY asked the Premier:

In view of the fact that coke, prepared from Collie coal, was supplied to various foundries in the metropolitan area, in

order to test its suitability; and in view of the good reports that were received as a result of such tests—

(1) Will he endeavour to arrange that this coke, as produced by the pilot plant at Welshpool, be brought to the notice of the member of the Japanese mission when he arrives in this State?

(2) If sufficient interest is shown by the visiting member of the Japanese mission, could it be arranged for a sample of the coke to be sent to Japan to enable tests to be made there, as was done in Perth, with a view to obtaining some of the orders for coke likely to arise as a result of this Japanese mission to Australia?

The PREMIER replied:

(1) Yes. Arrangements are in hand to advise the Japanese mission of the probable production of high quality coke in Western Australia.

(2) It is thought, at this stage, that it would not be necessary to send a sample of coke to Japan for cupola tests, but the mission could be advised of the results of tests in local foundries.

WORKERS' COMPENSATION.

Expediting Payments.

26. Mr. EVANS asked the Minister for Labour:

(1) Has a proposed scheme for expediting payments of workers' compensation for mine workers been put into operation, whereby a quicker service between doctors and the mines is expected?

(2) Are the delays in payment of workers' compensation still being experienced in relation to railway workers?

(3) If so, with whom or where, is it considered such delays exist?

(4) What steps could be taken to expedite payments to railway workers?

The MINISTER replied :

(1) The State Government Insurance Office has conferred with the Chamber of Mines, the various employers, and the British Medical Association with a view to expediting payments. It was discovered that delays were mostly due to the late arrival of the doctors' medical certificates and arrangements have now been made which are considered to be satisfactory.

(2) Delays in payment are not being experienced except where further inquiries are necessary.

(3) Answered by No. (2).

(4) If railways workers submit claims for compensation immediately after the accidents happen, there should be no delay in receiving payments unless further inquiries are necessary.

TROTTING.*Attendances.*

27. Mr. JAMIESON asked the Premier:

(1) Would he supply the attendance figures, as indicated by amusement tax returns, for each of the metropolitan trotting meetings, held between the 1st January, 1957, and the end of the 1957 season?

(2) Would he supply the comparative attendance figures for the same period of 1958?

The PREMIER replied:

(1) W.A. Trotting Association—

Gloucester Park.

1957	Attendances
1st January	9,912
5th January	5,486
19th January	3,404
3rd February	4,862
16th February	5,980
20th February	8,032
23rd February	9,283
27th February	7,504
2nd March	18,135
16th March	3,899
23rd March	4,137
30th March	3,853
13th April	3,889
20th April	4,036
22nd April	3,066
27th April	3,472
4th May	3,353
11th May	3,360
18th May	3,330
25th May	3,378
24th June	3,225
29th June	3,563
6th July	3,336
13th July	3,111
20th July	3,920

Richmond Park.

1957	Attendances
12th January	3,568
26th January	2,137
9th February	3,583
9th March	3,471
6th April	3,109
3rd June	3,761

(2) W.A. Trotting Association—

Gloucester Park.

1958	Attendances
1st January	9,505
4th January	5,511
18th January	5,140
25th January	4,369
8th February	5,267
15th February	5,224
22nd February	4,963
1st March	4,886
8th March	5,067
22nd March	4,342
29th March	4,623
5th April	6,223
7th April	4,494
19th April	4,011
26th April	4,310
3rd May	4,004

Gloucester Park—continued.

1958	Attendances
24th May	3,033
31st May	3,406
7th June	3,695
14th June	4,486
21st June	3,532
28th June	3,172
7th July	2,472
12th July	3,800

Richmond Park.

1958	Attendances
11th January	4,992
1st February	4,624
3rd March	5,155
15th March	6,505
12th April	8,223
10th May	11,842
2nd June	16,912

RACING.*Attendances.*

28. Mr. JAMIESON asked the Premier:

(1) Would he supply the attendance figures, as indicated by amusement tax returns, for each of the metropolitan race meetings held between the 1st January, 1957, and the 30th June, 1957?

(2) Would he supply the comparative attendance figures for the same period of 1958?

The PREMIER replied:

(1) W.A. Turf Club—

Headquarters.

1957	Attendances
1st January	10,115
5th January	3,539
26th January	1,882
28th January	3,171
2nd February	1,791
9th February	2,107
16th February	2,015
23rd February	1,998
2nd March	2,204
4th March	2,514
9th March	1,861
16th March	1,837
23rd March	1,573
6th April	2,137
13th April	2,003
20th April	3,634
22nd April	2,747
27th April	1,892
4th May	3,125
11th May	1,664

Belmont Park.

12th January	2,141
19th January	1,609
18th May	1,809
25th May	1,720
15th June	1,339
22nd June	1,503
29th June	2,059

Helena Vale.

3rd June	3,075
8th June	1,655

(2) W.A. Turf Club—

Headquarters.

1958	Attendances
1st January	10,068
4th January	3,123
25th January	2,041
27th January	2,865
1st February	2,282
8th February	1,983
15th February	1,978
22nd February	1,790
1st March	1,783
3rd March	2,664
8th March	1,670
15th March	1,712
22nd March	1,699
29th March	2,040
5th April	3,828
7th April	3,891
12th April	1,860
19th April	2,011
26th April	1,951
3rd May	2,987
10th May	1,740
17th May	1,703

Belmont Park.

11th January	1,808
18th January	1,830
24th May	1,500
14th June	1,881
21st June	1,929
28th June	2,041

Helena Vale.

31st May	2,212
2nd June	2,475
7th June	1,832

STOCK AND FARM PRODUCE.

Measures for Detection of Theft.

Mr. BOVELL asked the Minister for Agriculture:

(1) Does he consider the establishment of a special stock and farm produce stealing detection squad is necessary?

(2) If so, is it intended that it be on the same basis as the gold stealing detection staff; and will he negotiate with the Minister for Police for its incorporation in the Police Force without cost to primary producers?

(3) If not, why not?

The MINISTER replied:

(1) No.

(2) (a) In addition to the general police, detectives have been stationed at main country centres in recent years, and both branches are giving special attention to sheep and farm produce stealing. Their efforts are meeting with considerable success.

(b) This matter has been discussed with the Minister for Police. There is a balance in police protection for all interests of the

community. Special staffs such as gold stealing, wharf pillage and shop lifting, are paid for by the interests concerned, who are satisfied they receive an adequate return from their investment.

(3) Answered by No. (2).

TIDES IN PERTH WATERS.

Readings for the 26th-29th July.

30. Mr. LAPHAM asked the Minister for Works:

What were the highest and lowest tide readings in Perth waters on the 26th, 27th, 28th, and 29th of July last?

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

Date	Highest Tide	Lowest Tide
26/7/1958	5 ft. 1 in.	4 ft. 7 in.
27/7/1958	5 ft. 8 in.	5 ft. 1 in.
28/7/1958	5 ft. 6 in.	5 ft. 1 in.
29/7/1958	5 ft. 1 in.	4 ft. 7 in.

RURAL & INDUSTRIES BANK.

Calling of Tenders for Erection of Building.

31. Mr. COURT asked the Premier:

Can he give an assurance that public tenders will be called for the erection of the new Rural & Industries Bank Perth building?

The PREMIER replied:

This matter has not yet been decided. Plans and specifications are now being prepared for the building by the Principal Architect.

FISH.

Quantities Produced and Sold.

32. Mr. COURT asked the Minister for Fisheries:

(1) What quantities of Western Australian produced fish were sold in—

(a) Western Australia;

(b) Eastern States;

(c) overseas;

during the year ended the 30th June, 1958?

(2) What quantities of—

(a) Eastern States produced fish; and

(b) imported fish;

were sold in Western Australia during the same period?

The MINISTER replied:

(1) (a) Production figures to the 30th June, 1958, not available. Production for the year ended the 31st December, 1957—21,332,000 lb.

(b) Eastern States:

	lb.	Value £
Crayfish	117,505	32,958
Fresh or frozen fish	126,387	24,653
Smoked fish	15,096	1,930
Other (includ- ing dried)	256	251
Canned fish	1,816,796	215,596
Paste	81	18

(c) Overseas:

Crayfish	4,598,567	1,959,694
Fresh or frozen fish	766,694	69,112
Smoked fish	1,000	250
Canned fish	30,218	8,250

(2) Imports—

(a) Eastern States:

Fresh or frozen fish	267,221	38,503
Smoked fish	1,206	387
Other (includ- ing dried)	2,138	356
Canned fish	316,363	67,788
Potted	104,568	31,487

(b) Overseas:

Fresh or frozen fish	1,558,556	115,979
Smoked fish	1,317,003	88,438
Other (includ- ing dried)	137,536	9,209
Canned fish	875,223	144,795
Potted	1,061	455

FREMANTLE HARBOUR TRUST.

Charges.

33. Mr. COURT asked the Premier:

(1) Has the Government completed an examination of Fremantle Harbour Trust charges following a deputation from the W.A. Chamber of Manufactures, on the 26th June, 1958?

(2) If so, what is the result of the examination?

(3) If not, is an early announcement expected?

The PREMIER replied:

(1) No.

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

(3) The chamber will be advised as early as practicable.

CITY BEACH.

Availability for Swimming.

34. Mr. COURT asked the Minister for Health:

(1) With reference to the answer given to my question, on the 14th August, 1958, what is meant by "provided sufficient chlorination levels are maintained and other tests are satisfactory" as the qualification for the safe opening of City Beach for swimming?

(2) Has the Government taken all action necessary to ensure that these requirements are met before the swimming season starts?

The MINISTER replied:

(1) This means that the beaches can be considered safe if chlorine is added to the effluent in sufficient quantity, and tests are maintained to check that the quantity is adequate. The Government intends to maintain the chlorination at this adequate level.

(2) Yes.

RAILWAYS ROYAL COMMISSIONER.

Inquiry into Suspended Lines.

35. The Hon. A. F. WATTS asked the Minister representing the Minister for Railways:

(1) In view the statement in "The West Australian" of the 19th August by the Minister for Railways regarding the additional terms of reference of Royal Commissioner Smith, can he give assurances—

(a) that the Royal Commissioner will visit every district where rail services have been suspended;

(b) that due publicity will be given to the dates on which the Royal Commissioner will visit each district?

(c) that sufficient prior notice of each such visit will be given—

(i) to local authorities in the district;

(ii) to the member for the district,

to enable evidence to be properly prepared and submitted to the Royal Commissioner?

(2) If he cannot give such assurances, will it be acceptable if members of Parliament individually make arrangements, in respect of the districts in which they are concerned, direct with the Royal Commissioner after consultation with local authorities?

The MINISTER FOR TRANSPORT replied:

(1) After consultation with the Royal Commissioner, the Minister for Railways is able to give the required assurances.

(2) Answered by No. (1).

WHEAT.

Price for Growers.

36. Mr. PERKINS asked the Minister for Agriculture:

(1) At the recent Australian Agricultural Council meeting to consider the proposed new wheat stabilisation scheme, was consideration given to the big contribution made by Australian wheat-growers in the period since the war, to Australian consumers by the acceptance of a much lower price for wheat for local consumption as compared with prices obtainable on the world markets?

(2) If so, does not the Government consider that under any new scheme, Australian wheatgrowers should receive full cost of production plus a margin of profit?

The MINISTER replied:

(1) The proposed new wheat stabilisation scheme resulted from careful consideration of all aspects of wheat production and marketing.

(2) Following the consideration of this problem at two recent meetings of the Agricultural Council, it is considered the decision made on each occasion by the council should now be accepted.

No. 37. This question was postponed.

QUESTION WITHOUT NOTICE.

FISHERIES.

Establishment of Trawling Industry at Albany.

Mr. HALL asked the Minister for Fisheries:

(1) Is he aware of an article appearing in the Fisheries Newsletter dated August 1958, and written by the Minister for Primary Production (Mr. McMahon)?

(2) If the answer to No. (1) is yes, is he acquainted with the portion of that letter dealing with the purchase of a diesel trawler overseas, and the formation of a company to operate in the Great Australian Bight?

(3) If the answers to Nos. (1) and (2) are yes, would he ascertain from the Minister for Primary Industry what grounds the trawler is to work; and what the degrees of latitude will be, and minutes sailing time south, what degrees longitude, and minutes sailing time east; and what number of degrees east of Albany, and sailing time minutes east will the trawlers operate?

(4) As the Anglo Fisheries carried out the experimental work, with unsuitable coal burning trawlers, Ben Dearg and Commilies—60 trips in all, plus the fact of cultivating the grounds—will the Minister again press Albany's claim for the establishing of the trawling industry at Albany?

(5) If not, will he give earnest consideration to recommending to Cabinet that such an industry be established at Albany, with Government assistance?

The MINISTER replied:

Just prior to the House assembling, the hon. member handed me these questions. The answers are—

(1) Yes.

(2) Yes, I am.

(3) Yes.

(4) This matter has been the subject of continual representation by the Western Australian Government

to get the Commonwealth Government to invest some of the funds received from the sale of the Carnarvon whaling station, in Western Australian fisheries. These claims will continue to be pressed. I assure the hon. member that his claims in regard to Albany are receiving close and continual attention.

(5) Yes.

ADDRESS-IN-REPLY.

Fifth Day.

Debate resumed from the previous day.

MR. O'BRIEN (Murchison) [5.0]: I join with previous speakers who have regretted the passing of two members of this Chamber; namely, the late Mr. Rodoreda, who was member for Pilbara, and the late Mr. Hughie Ackland, who was member for Moore. Both these members were highly respected and will be greatly missed in this House. Their deaths were sudden; but, to use an old term, in the midst of life we are in death; we are here today and gone today.

The Minister of Police: Gone tomorrow.

Mr. O'BRIEN: No, there is no tomorrow. In these days of fast travel we see our comrades here today and they are gone today. I wish to congratulate those new members who have been elected to this Chamber. I refer to the member for Pilbara and the member for Warren. I know that as Labour supporters they will do their best for the electors whom they represent. I have nothing but praise for the achievements of the present Hawke Labour Government.

Hon. members: Hear, hear!

Mr. Roberts: What are the achievements?

Mr. O'BRIEN: This Government will go down in history as being one which looked after the whole of the State of Western Australia and not just selected people in it.

Hon. members: Hear, hear!

Mr. Bovell: Judas Iscariot.

Mr. O'BRIEN: Buy Western Australian goods, buy Western Australian products, and buy Western Australian minerals and gold is our motto—the motto of the present Labour Government.

Mr. Roberts: Does it buy much gold?

Mr. O'BRIEN: What a Government!

Mr. Roberts: I'll say!

The SPEAKER: Order! I must ask hon. members to allow the member for Murchison to proceed instead of interjecting so much.

Mr. O'BRIEN: Last evening the member for Gascoyne said that the Rt. Hon. R. G. Menzies (Prime Minister of Australia) had

visited this State. He visited the North-West, and also Meekatharra; but the various road boards throughout the Murchison regretted the fact that he did not visit their towns, and in particular the town of Mt. Magnet. Had he done so he would have seen a thriving goldmining town, thanks to the help given to it by the State Labour Government—admittedly with a little assistance from the Commonwealth Government.

He would have seen what can be achieved by a well-run goldmine and what it means to a town. The road board at Mt. Magnet protested about the fact that the Prime Minister had not visited the town because, shortly after that, His Excellency the Governor-General (Sir William Slim) visited the area. Admittedly the Prime Minister of Australia is a very busy man; but, in my opinion, he missed a golden opportunity to see more of the golden West.

I refer to it as the golden West because gold, back in 1935, helped to overcome the difficulties with which this State was then confronted. I should like to quote a few figures to show members how a local product—a primary industry—can help solve the employment position. These figures were prepared by the Western Australian Mines Department. In 1929 there were 4,108 men employed in the goldmining industry; in 1935 the number had increased to 14,692. The figures for the next five years are as follows:—

1936	....	....	....	15,329
1937	....	....	....	15,845
1938	....	....	....	15,083
1939	....	....	....	14,961
1940	....	....	....	14,368

Today the number has dropped to 5,385 men employed in the goldmining industry throughout the vast State of Western Australia. Despite the fact that there was an increase in the price of gold in 1950, the labour position has not improved. The price of gold has remained constant throughout the last few years at £15 12s. 6d. per ounce for fine gold.

During the year, 2,951,011 long tons of ore were treated for a yield of 849,751 ounces of fine gold, the value of which would be £13,277,354. This represents a true value of 29,741,285 American dollars. The gold recovered per ton averaged 5.76 dwt. as compared with 5.67 dwt. for the previous year. During the same period the gold producers' association made four distributions covering a total sum of £23,226 and the total distributed to members of the association, since its formation, is £1,875,719.

During the period under review there has been little opportunity to sell gold at a profit. The basic wage in the industry at present is £13 8s., an increase of 1s. 5d. during the year. This now brings the minimum wage payable per week in the

goldmining industry to £15 8s. It is true, too, that in the industry today there is a long service leave scheme.

In my own electorate the Government's diamond drilling programme has been continued with six departmental plants and crews. During the financial year 1956-57, £95,284 was expended and for the year 1957-58, £100,000 was provided for this work. Drilling has already been undertaken in the Murchison area at Day Dawn, Sandstone, Nannine, Reedy's, Menzies, and at the Mt. Morgans field; the most successful drilling is that at Day Dawn, Reedy's, Nannine and Mt. Morgan.

The State batteries at Menzies and Kalgoorlie, have been modernised and financial assistance has been granted to the Leonora Prospectors' Association to enable it to purchase and operate a local battery. They are only a few ways in which the mining industry in the Murchison district has received help from the Labour Government. Financial assistance has also been given to the Sons of Gwalia mine—a free-of-interest loan of £100,000 was granted.

New and modern equipment has been supplied to the Kalgoorlie School of Mines this year, and the enrolments show an increase over last year's figures. So is it any wonder that I praise the present Hawke Labour Government?

The Minister for Transport: It is the natural thing to do.

Mr. O'BRIEN: I have no amendments to make to the Address-in-reply, but I have a suggestion to offer: that the present Labour Government approach the Commonwealth Government—

The Hon. D. Brand: Not again!

Mr. O'BRIEN:—for assistance for the goldmining industry—

Mr. Evans: Hear, hear!

Mr. O'BRIEN:—over a period of three years, such assistance being an increase of £10 per ounce in the price of gold for that period.

The Hon. D. Brand: Can you think of anything easier to do than asking?

Mr. O'BRIEN: This would make the price £25 per ounce.

The Hon. D. Brand: What has the State Government done for the industry?

The Minister for Transport: You are anti-Western Australian.

Mr. O'BRIEN: In my opinion, if that were done, many thousands more men would be employed in the goldmining industry throughout the State.

The Hon. D. Brand: What has the State Government done?

Mr. O'BRIEN: It would also assist in the search for minerals. It gives me great pleasure to support the motion.

MR. ROSS HUTCHINSON (Cottesloe) [5.13]: I listened with a great deal of interest to the Lieut.-Governor's Speech, and I have read it subsequently. To my mind the Speech was a most colourless one, lacking any strength whatever.

The Minister for Transport: Naturally you would!

Mr. ROSS HUTCHINSON: It could be surprising because this Government has to face up to the people within a comparatively short time. However, perhaps it is not so surprising to the discerning critic, because the Government's record is a sorry one, and naturally the Lieut.-Governor's Speech would reflect that sorry record. I would say that the record of the Government is probably best described as being colourless and without strength. In actual effect the Government's record, on which it must stand, has shown to us that its actions have seriously slowed down the progress of this State—a progress which the State was making with great strides during the former regime of the McLarty-Watts Government. Members will recall that it was a period of buoyant economy, when there was full employment, and when overseas capital was eagerly seeking to come here. Now that has changed.

The Minister for Transport: About all that the previous Government was famous for was the spread of Argentine ants.

Mr. ROSS HUTCHINSON: We now find the State slowing down from its previous buoyant march. The Government has fallen down badly in that regard. Instead of this young State going ahead in leaps and bounds, as it should at this stage of its development, we find its progress is slowing up; and, of course, the people responsible for this sit opposite. We find an undoubted lack of optimism in the future of this State; we find that private enterprise is in part shackled and certainly repressed by the actions of this Government. We find, as was pointed out by the Leader of the Opposition, that there is an increase of Government intrusion in the affairs of private enterprise.

The Leader of the Opposition read a letter to this House which was written by the Premier, giving instructions to all Government departments with regard to printing and other facilities being channelled to Government departments. I feel that part of this letter bears repetition. This instruction, issued by the Premier of Western Australia, says, among other things—

I desire it to be a Government instruction that where Government facilities are available they must be used by all Government departments, trading concerns, Government trusts and boards. Non-compliance with this instruction can be made only on the approval of the hon. minister concerned.

That letter struck a very hard blow at the job printer in this State. It would also strike a significant blow at other sections of private enterprise and industry, because the letter states, "that where Government facilities are available" these should be used. This, of course, refers to anything pertaining to State enterprise.

As was described by my leader, this is a definite forward step in socialism, and is a black mark for private enterprise in this State. It must also contribute, in no small measure, to the lack of optimism which I have already said prevails in this State at present, and to the fact that private enterprise is being shackled.

Mr. Marshall: What about the workers in industry?

Mr. Potter: They would not matter.

Mr. ROSS HUTCHINSON: I promised myself that I would avoid taking overmuch notice of interjections, but I think that the interjection just made calls for some reply. The member for Wembley Beaches asked, "What about the workers in industry?" I would point out to him, that that is part of my argument.

Mr. Marshall: Is the worker any worse off?

Mr. ROSS HUTCHINSON: The Government's actions are causing mounting unemployment.

The Minister for Transport: You want the Government to sack its own staff; that is what you want.

Mr. Court: That is the record you played all last night.

The Minister for Transport. It is equally true tonight.

The **SPEAKER:** Order, please! I wish members would not bandy these remarks to and fro while the hon. member is on his feet. The member for Cottesloe may proceed.

Mr. ROSS HUTCHINSON: We find that mounting unemployment is being caused through the Government's action, on which I have already spoken. We also find that there is an increase in Government employment, and that large numbers of people are being taken away from private enterprise and added to the Government departments because of the effect the actions of the Government have had on private industry generally.

We find that over the last 12 months Government employees have increased, over all, by a figure somewhere in excess of 2,000.

Mr. Heal: The Commonwealth or the State?

Mr. ROSS HUTCHINSON: Yet we see that the employment position is not healthy, because there is mounting unemployment. It will be seen, therefore, what effect the Government's intrusion has had on private enterprise; it is only

being done in order to benefit the Government socialist State. That is the danger so far as the worker is concerned, and that is the point he must appreciate.

We also find the anomalous situation of this State Government offering to outside capital a wonderful array of promises if they should come here and set up in industry. These wonderful promises have been quoted before in this Chamber. Yet we find that in the State at present private industry is running down; that there is mounting unemployment and a lack of optimism in the future. I say that this Government is directly responsible for that state of affairs, and must be criticised for it. There is no doubt about this mounting unemployment; and in answer to an interjection, I pointed out that increased numbers were being employed by the State.

Mr. Heal: It is the same in the Commonwealth set-up.

Mr. ROSS HUTCHINSON: So it would seem perfectly clear to me that the economic climate in this State is not at all sound or healthy for private enterprise. If people would appreciate—if only they would!—what the intrusion of the Government into private enterprise is doing, they would know what effect this has on the worker. For this state of affairs the Government is directly responsible.

Perhaps, after all, the worst blot on the Government's record is the feeling of fear which is being engendered. I cannot describe it in any other way: there is a fear complex which appears to beset many of the State's activities.

The Premier: Which the Liberal Party has been trying for years to stir up.

Mr. ROSS HUTCHINSON: The fear weapon is not only being used in industry generally throughout the State, but it is also being employed in an individual sense. For example, there is the Premier's letter to civil servants saying that they were more or less expected to deal with the R. & I. Bank. I cannot understand how anybody on that side could agree that that is a good thing. Surely it is indicative of Government intrusion into private affairs. I think that the least that could be said of it is that it is a remarkably damning document as far as the Government is concerned; and, in order to correct what is a very sorry state of affairs, it should be officially withdrawn.

The Premier: I doubt if the hon. member could even succeed in scaring a meeting of young Liberals with that sort of talk.

Mr. Bovell: He would galvanise them into action against the Government.

Mr. ROSS HUTCHINSON: Whether or not I could do as the Premier suggests, it is certain that he has succeeded in scaring the people of this State.

The Premier: The hon. member did not have much success when he tried to scare the people at No. 1 State mill in January.

The Hon. D. Brand: It might have been that the Government had been successful in scaring them already.

Mr. ROSS HUTCHINSON: I am surprised that the Premier should mention that, because I feel that the employees at the State mills were already properly scared during that election. They were told in no uncertain terms by the big shots from the Trades Hall who went down there, "Look here, you boys, smarten up or we will see that these mills are closed down! You put a Liberal member in for Warren, and you will know how badly off you are."

The Minister for Lands: Where did you cultivate that imagination?

The Premier: The boys at No. 1 mill almost ran him out of the place.

Mr. ROSS HUTCHINSON: That is quite untrue.

The Minister for Transport: It's a wonder they allowed him there at all.

Mr. ROSS HUTCHINSON: When the Premier gets a little nasty, it indicates that he is unsettled.

The Premier: They knew you.

Mr. ROSS HUTCHINSON: I have very many friends down there.

The Minister for Transport: Not political ones.

Mr. ROSS HUTCHINSON: That may be so but I received a warm welcome.

The Minister for Transport: A warm farewell.

Mr. ROSS HUTCHINSON: The hon. gentleman does not know what he is talking about.

The Minister for Transport: The electors knew.

Mr. ROSS HUTCHINSON: There also appears to be a form of fear pervading the building industry in relation to tenders. The matter of tenders was mentioned very fully by my deputy leader, and I do not propose to go over all he said.

The Premier: So far you have practically repeated his speech.

Mr. ROSS HUTCHINSON: In this morning's paper, however, we find an account of the builders' guild being very upset about the treatment by the Minister for Housing in relation to certain tenders.

The Minister for Housing: That was a pack of untruths from Mr. Mattiske, M.L.C.; but he was afraid to put his name to the statement.

The Hon. D. Brand: Who made the statement?

The Premier: Mattiske; but he was not game to put his name to it.

Mr. Court: Is the Minister going to release his version of the story?

The Minister for Housing: He already has.

The SPEAKER: I suggest that the member for Cottesloe wait till the Committee stage is finished. The hon. member may now proceed.

Mr. ROSS HUTCHINSON: The article to which I refer appeared in this morning's issue of "The West Australian," and is headed "Builders Hit at Graham." It reads as follows:—

The W.A. Builders' Guild has criticised Housing Minister Graham for allegedly having refused to accept the lowest tender for a building without explanation.

The Housing Commission, it was said, invited five builders to submit tenders for the construction of an exhibition house at Mt. Yokine for the Department of Industrial Development.

It was stated that the lowest tender was £3,592, but the next lowest tender, which was £300 higher, had been accepted without any reason being offered for the change.

The Premier: More Liberal Party inspired losses.

Mr. ROSS HUTCHINSON: The extract continues—

A meeting of guild members said it was standard practice to accept the lowest tender. It was unusual to depart from this custom unless there were good reasons.

The Minister had refused to see a deputation from the guild on the subject.

The Hon. D. Brand: Is that so?

Mr. ROSS HUTCHINSON:

The meeting said that as public money was involved, the lowest tender should have been accepted.

Several interesting points arise out of that article and at a later stage I hope we will hear the Minister for Housing give his version of the story.

The Minister for Housing: It is very doubtful.

Mr. ROSS HUTCHINSON: I understand him to say, "It is very doubtful." I am sorry for that, because I would like to hear the Minister give his own story. However, we had to elicit this information. Five builders were invited to tender; and, of course, we may assume that they are reputable builders and considered by the Housing Commission as being able to carry out the work involved in this tender. Otherwise they would not have been invited. Then we find that the lowest tender is not accepted. What is the reason for it?

The Minister for Housing: The reason was given to the guild.

Mr. ROSS HUTCHINSON: What reason was that?

The Minister for Housing: It was given to the guild. If you are so interested, ask them for a copy of my letter.

Mr. ROSS HUTCHINSON: Why not give the reason immediately?

The Premier: Get Mr. Mattiske to publish that with his lies.

Mr. ROSS HUTCHINSON: The Minister wants to make a secret of it.

The Minister for Housing: Mr. Mattiske does and has.

Mr. ROSS HUTCHINSON: If these sort of things happen, it is indicative that people cannot put any trust—

The Premier: In Mattiske.

Mr. ROSS HUTCHINSON: —in the State Housing Commission; and through the State Housing Commission, in the Government.

The Premier: And Mr. Mattiske.

Mr. ROSS HUTCHINSON: I suggest that most serious concern is felt in another phase of the State's activities by virtue of this Government's malhandling of the tender system.

The Minister for Housing: Serious concern is not felt in connection with this.

Mr. ROSS HUTCHINSON: I say the Minister is wrong. This fear that I spoke about is reflected perhaps principally in the mounting unemployment in this State—a fear that strikes directly at a man; the fear of no work; the fear of a man having to sponge on the Government for a hand-out in order to keep himself and his family. That is the sort of fear that is creeping into this State as a result of the Government's actions.

Mr. Marshall: Have you any fears?

Mr. ROSS HUTCHINSON: Not any fears in regard to the continuance of my employment in this august Assembly; not like the fears that the hon. member has.

The Minister for Transport: You have about six months.

Mr. ROSS HUTCHINSON: The Government, by its actions, has tried to push the Government barrow; it has tried to forward socialism and State enterprise as against private enterprise. It is probably saving pennies or avoiding anybody making a profit. But in this way it shows itself to be penny-wise and pound-foolish, and certainly the effect is being felt right throughout the State.

I come now to a point that is perhaps rather hard to express in proper terms, because I have no real knowledge in this case. However, this is how it appears to me. I feel that the element of concern

or—if you like, fear—actuates even some activities of "The West Australian" newspaper.

The Minister for Transport: Now you will get into trouble!

The Premier: I do not think you should reflect on the management of "The West Australian" newspaper.

Mr. ROSS HUTCHINSON: I feel that this once-proud newspaper is, to a certain degree, afraid of saying anything unfavourable regarding this socialistic Government.

The Premier: I do not think you should reflect on the managing editor of "The West" like that.

Mr. ROSS HUTCHINSON: We do not have to look far back to reach a state of affairs where we used to find the Minister for Transport and other members of the Ministry fulminating and fuming against "The West Australian" for what they alleged was unfair criticism in the Press of their actions. We no longer see anything of that sort.

The Minister for Transport: No.

The Premier: I thought Country Party members indulged in that sort of thing.

Mr. ROSS HUTCHINSON: We only see mildly-termed statements about the socialist Government. Why is this so? As far as I can make out—

The Premier: "The West Australian" must want it.

Mr. ROSS HUTCHINSON: In all probability, I might say that this is what happens:

The Premier: Go on.

Mr. ROSS HUTCHINSON: It could be that this Government has intimated in some strange way, "Watch your step; otherwise we will get our Unfair Trading Commissioner to really get on to you."

The Premier: What drivell.

The Minister for Transport: "Alice in Wonderland."

Mr. ROSS HUTCHINSON: I would hope that what I am saying is completely untrue.

The Minister for Lands: There is not any doubt about that.

Mr. ROSS HUTCHINSON: I hope so. However, I am afraid that the facts may be something like what I have said.

Mr. Bovell: What about F. E. Chamberlain's letter about the Unfair Trading Act?

The Premier: That is a pertinent point.

The Minister for Transport: Inspiration.

Mr. ROSS HUTCHINSON: In regard to what the Press has been doing to those on this side of the Chamber, I would like to point out that the Leader of the Opposition, in moving an amendment to the Address-in-reply, succeeded in pointing out

many of the faults of the Government. He did this in detail in regard to Government intrusion into private enterprise, and succeeded in establishing a very good case.

The Premier: The management of "The West Australian" is too scared to criticise the Government.

Mr. ROSS HUTCHINSON: What did the paper put in its headlines the following day? It said, "Brand Fails in Censure Bid." We all know that the great majority of people only take real cognisance of the headlines that are given over a news item.

The Minister for Transport: What about the headlining in the builders' guild one?

Mr. ROSS HUTCHINSON: We say it was a most misleading and unfair statement.

The Premier: Give it to them!

Mr. ROSS HUTCHINSON: I do not have to say very much in this Chamber about what headlines like that can do to public opinion, but we know that an amendment from the Opposition on such lines must perforce fail owing to the circumstances of the House at the present time.

The Premier: Sure!

Mr. ROSS HUTCHINSON: The proper headline should have been—

The Minister for Transport: Hutchinson succeeds!

Mr. ROSS HUTCHINSON: The headline that should have applied in this case was, "Hawke Fails to Reply to the Censure Motion." That is something like what a newspaper should report. But this paper has so fallen that it published the headline I previously mentioned.

The Premier: Hear, hear!

Mr. Jamieson: It will be changed before the 22nd November.

Mr. Potter: We have truth on our side.

The Premier: I am pleased to hear the hon. member giving "The West" the works.

Mr. ROSS HUTCHINSON: The other night the Deputy Leader of the Opposition moved an amendment. But the only headline it received in "The West Australian" in its first edition was "Court Fails in Censure Bid." However, we found in later editions that this headline was corrected. Some brave and hardy soul apparently had the temerity to see this headline was altered to that which appeared this morning.

The Premier: Shades of de Burgh!

Mr. ROSS HUTCHINSON: I trust that, as a result, this hardy soul is not censured for changing that headline. However, we can see how a newspaper can distort what an Opposition is trying

legitimately to do in pointing out the shortcomings and failings of a Government such as this.

The Minister for Education: "The West Australian" is private enterprise, you know.

Mr. ROSS HUTCHINSON: When all is said and done, it comes back to this Government assuming responsibility; and the Government is not accepting its responsibilities for the things that I have mentioned are going on in this State. That is the fatal part about it. It blames everything that is going wrong in this State on to the Federal Government. This is a Government that wants power without any responsibility. It says, "It is not our fault; we are not able to do these things; it is that robber Commonwealth Government over there that will not give us enough money."

The Minister for Transport: Do you reckon they give us too much?

Mr. ROSS HUTCHINSON: That is the cry. I think the people in this State are heartily sick of hearing the Commonwealth blamed for everything. I think the Commonwealth can take the blame for a great number of things—

The Minister for Transport: Hear, hear!

Mr. ROSS HUTCHINSON: —but when we hear the parrot-cry of "Insufficiency of loan funds"; and, "I am sorry we are unable to do this for you because the Commonwealth Government will not give us enough money", we can see the irresponsibility that has crept upon this Government. We all like to see the State get more money. Each one of us would like to see the State get a greater share of money; but there is a limit, apparently, to what can be given. I presume, from what I have heard from the Premier and Ministers opposite, that if any one of them happened to be in the position of Prime Minister of Australia, Western Australia would receive an illimitable amount of money to spend.

The Premier: Western Australia would certainly get a better deal.

Mr. ROSS HUTCHINSON: I very much doubt that. With the way the Government has handled the State finances, I shudder to think what would happen if any member of the Government had to fill the role of Prime Minister of Australia.

Mr. Court: Let alone Dr. Evatt!

Mr. ROSS HUTCHINSON: I feel it is not the duty of a government to continue blaming the Commonwealth Government for the State of affairs in which it finds itself and for the plight in which the State is today. It is a gutless thing to do.

Mr. Jamieson: How do you spell it?

Mr. ROSS HUTCHINSON: It blames the Government which has the taxing responsibility. A case in point in regard

to the State Government blaming the Commonwealth is seen when we remember that prior to the 1956 election the State Government was—as it has been ever since it took office—crying out for more money from the Commonwealth Government; and then, in 1956, when the Little Budget was introduced to raise more money to give to the States, this Government fought the State general election on the popular theme of how the Liberals harshly taxed the people and how much this Government disagreed with that harsh taxation.

After the Government had succeeded in winning that election, it immediately went back to the old parrot cry of asking the Commonwealth for more money. If that does not show irresponsibility, I do not know what does. I say it is a disgraceful state of affairs and puts a term to the spirit of federalism when such things can happen. There is a field of legitimate argument that the Commonwealth must be requested for more funds for this or that; that cannot be denied. But when one continually hears the parrot cry of blaming the Commonwealth for what is indeed bad handling of State finance, I think it highlights the irresponsibility of this Government.

This State actually gained responsible Government in the year 1890; and what was not lost in 1942, with the institution of uniform taxation, has been completely lost since the present Government came into office. It is indeed fortunate that the people of Western Australia are to have an opportunity, early next year, of removing this inept Government from office.

MR. HEARMAN (Blackwood) [5.47]: There are a few observations that I desire to make during the debate on the motion for the adoption of the Address-in-reply. Firstly I will refer to the question of further agricultural settlement, with particular reference to the heavily timbered areas of the State. Over the last few days I have asked a series of questions in this Chamber; and they have brought to light the rather startling information that, in the whole of my electorate, until the 15th August last, there has been no Government land available for selection. The answers to my questions indicated that there were approximately eight farms of commercial size available, and that they were to be advertised on the 15th August. So prior to that date, presumably, there was no Crown land at all available for development for farming purposes in that electorate.

While I am well aware that there is a place in Western Australia for State forests, and that the Government and Parliament have a responsibility in connection with the preservation of those State forests, I certainly think it is carrying

matters to an extraordinary length when, in an electorate in the middle of the South-West, no land at all is available for agricultural purposes. People who really know the area—those born and bred there—know perfectly well that in that electorate there are many thousands of acres of land which are suitable for agricultural development, and which people would be willing to take up were it not for the fact that it is completely impossible to obtain possession of that land; because if there is any marketable timber on it—even if only a matter of one or two loads per acre—the Conservator of Forests says he will not make it available.

Anyone who has attempted to get hold of that land knows, from practical experience, that one excuse after another is put forward as to why it is not available. People have been told, for instance, that until the marketable timber is removed, the land cannot be made available for selection. When the timber is removed, they are told there are still some poles on the land which have to be cut; and when the poles are cut, they are told that the land is wanted for pine plantations or for some other use. I believe that the Conservator of Forests has adopted a policy of frustration in this regard. No matter what land one asks for or how reasonable a request might be, the answer is always "No".

The Minister for Forests: I think that statement is completely unwarranted.

Mr. HEARMAN: I suggest that the Minister examine the file which I asked to have tabled some time ago, and which I believe is now possibly available. If he does so he will find, in connection with the eight blocks at Tone River, that the decision to make that land available was arrived at some years ago. It was in 1954, as the Conservator himself told me, that the decision was made to remove the timber from that land; but as late as April of this year it had still not been removed, despite the fact that, on the Conservator's own admission, it could have been done in 18 months or two years.

I have a feeling that, had I not made that inquiry, the timber would probably still not have been removed. The Government is particularly lethargic in this matter, because those blocks advertised in the "Government Gazette" on the 15th August last were released by the Conservator, I believe, as long ago as the 20th May, and there have been inquiries for them going back over a number of years.

If it is impossible for the Government to make finance available through the agency section of the R. & I. Bank, surely it might at least consider making some Crown land available to people who are prepared to develop it without Government assistance. It is people in that category who have been denied land; the sons of farmers who, if they could get hold of

a block within reasonable distance of their parents' properties, could develop it—possibly only slightly at first—with the use of their parents' plant and machinery. In many instances the land could thus be developed very cheaply and made to produce without any great expense.

In such circumstances it is often unnecessary, in the initial stages, even to erect a house on the land. For that reason, whether or not the Government has any overall scheme for further rural development, it is still desirable that it should make land available for people to take up and develop in a private capacity; because if it is possible for a man to get production from land without any of the more normal expenditure, such as the erection of a dwelling, it is desirable that the State should have the benefit of that production without being forced into any expenditure.

The Minister for Forests: Do you know what that area suffers mostly from? Squatters own the land and do nothing with it.

Mr. HEARMAN: I do not think the Minister is right there; because if he examined the figures compiled some time ago by the South-West Land Development Committee, he would find that the most rapid rate of development is not on the part of the small man but on the part of the holders of the bigger properties—the people who produce sufficient wealth to be able to afford bulldozers and things of that nature. If the Minister examines some of the under-developed dairy farms in the South-West he will realise that the economics of the position are such that they had to remain at a poor stage of development for 20 or more years, because it was economically impossible for them to get ahead.

The Minister for Forests: Perhaps they were much better timber propositions.

Mr. HEARMAN: Whether that is so or not, what I have said illustrates the fallacy of the Minister's suggestion that squatters are the trouble. I repeat that they are the people who can afford to develop the land.

The Minister for Forests: The figures show that less than 50 per cent. of the farming areas in the country you are talking about are developed.

Mr. HEARMAN: The figures will show that the rate of development of the bigger farms is greater than that of the small farms.

The Minister for Forests: There is a great potential for the development of areas at present held.

Mr. HEARMAN: We concede that; and it has nothing to do with this argument and does not detract from it. If there is Crown land available and men such as

I have mentioned can start farming it, I feel that, particularly when the Government cannot provide the necessary finance through the agency section of the R. & I. Bank, there is a clear-cut obligation on the part of the Government to make that Crown land available, even if we accept what the Minister says as correct.

Mr. Bovell: The development of the land in that area in the past ten years has been much more progressive than it was previously.

The Minister for Forests: In your area there are only about 80,000 acres developed out of about 200,000 acres.

Mr. HEARMAN: Never mind whether or not this land should be held. I am concerned about the person who is unable to purchase land; and if the Minister—

The Minister for Forests: Do you want us to give him some State forest?

Mr. HEARMAN: I have not suggested that. It does not matter whether or not it is State forest; he still cannot get it if it is Crown land, because if it is not State forest now the Conservator says it is carrying marketable timber and he will not shift the timber. If the matter goes to the Land Utilisation Committee, that body seems to get into a corner and stay there, and the applicant is able to do very little.

The Minister for Forests: Five out of six of the interests represented on that committee have nothing to do with forests.

Mr. HEARMAN: The Minister will not deny that the Conservator is on that committee and he is one party to the dispute; while the person who wants the land is not there, and cannot be directly represented there.

The Minister for Forests: The Director of Agriculture is there.

Mr. HEARMAN: Yes; but he can hardly represent the case of the individual applicant. I suggest that when, in an electorate the size of mine, for some considerable time past there has been no Government land available; and when now, as the result of questions in this House, perhaps eight farms of a commercial size have become available, the Government should re-examine its policy.

We know that not all the land which is Crown land is necessarily producing good marketable timber. The Minister knows that perfectly well. In some areas there are thousands of acres of Crown land that do not produce a stick of timber and will not do so unless they are planted with pines. We know that in the more heavily timbered areas, a comparatively small portion of the land is such that it is possible to establish a commercial orchard or something of that nature on it.

I think the replies I have received to my questions recently indicate that the Government believes this is a matter which

can be brushed aside. Yesterday, in answer to a question in regard to the availability of Crown land in this electorate, the Minister for Lands said—

It is pointed out that the said road districts are amongst the oldest settled areas in this State, where all available Crown land has long since been selected. The Crown lands that remain are State forests; areas temporarily withheld from selection pending the removal of marketable timber; the Wellington Dam catchment area and necessary reserves for public purposes.

In that list are mentioned areas temporarily withheld from selection, pending the removal of marketable timber. That indicates that apparently the Minister for Lands or the officers of his department know that there are areas existing that could be made available. I suggest that they should be made available. This procrastination that goes on when anybody applies to select some land should be done away with. It is inevitable that there are people who are in a position to take up some of that land who would not need further Government assistance and who could make the land more productive to the general benefit of the State.

I think that this is a matter to which, obviously, a great deal more consideration will have to be given. I am not suggesting that the Forests Department has no stake in it; but I am suggesting that when it is discovered that land, which was originally taken up on conditional purchase, has reverted to the Crown and has, in turn, been taken over by the Conservator of Forests, we have to ask ourselves if this is a reasonable state of affairs.

I would like the Minister for Lands, in particular, to see if something more can be done in regard to the throwing open for selection Crown land that is at present available. I suggest that if the Minister for Forests had a look at the list of applicants—I will take him down to see some of them myself if he so desires—he would realise how futile this present obstruction is.

As the result of a question I have asked on the matter, I am not quite certain, but I think, some decision has been made after a period of 12 years, and the applicants have been granted the land. But, as I have said, they have been applying for 12 years. That is quite a long period out of a man's working life, particularly when it comes to developing land; because it will take a man possibly three or four years, even after he is granted the land, to get it into a productive state. Therefore, 16 years is an extremely long period out of a man's working life.

I suggest that if the decision can be made now to let the applicants have that land, it could have been made 12 years ago. It seems to be the policy of the Forests Department to adopt the attitude

that if it procrastinates long enough, the people who want this land will get fed up of applying for it and will look for a property somewhere else, with the result that they may possibly take up the kind of farming that they are not very well versed in and eventually go bankrupt.

The Minister for Forests: By what sort of reasoning do you suggest that the Forests Department would want to hang on to any land that is of no further use? Or do you think that they are imbeciles?

Mr. HEARMAN: If the Minister wants me to give a demonstration in regard to that statement I will be happy to oblige.

Mr. Mann: I have a case on much the same lines in the Avon Valley.

The Minister for Forests: Then the hon. member should drop me a note on the matter.

Mr. HEARMAN: The case at Newlands is not a bad one. But the applicants at Tone River have been held up for years; that is admitted by the Conservator of Forests himself. When I last saw him he said, "If you will only tell me the block numbers, I will get on with it, because I do not like this sort of thing." I have the reference where he quoted the block numbers in his own letter.

The Minister for Forests: No doubt one or two errors could be made, even by the member for Blackwood; but it is not the pattern.

Mr. HEARMAN: I will place a question on the notice paper if that is all the Minister wants, and ask him how many applications have been dealt with expeditiously in the last 12 months.

The Minister for Forests: Practically every one of them.

Mr. HEARMAN: I will ask the Minister the question then, and he can supply me with the information.

The Minister for Forests: You do that!

Mr. HEARMAN: It seems to me that the applications get caught up between the Lands Department and the Forests Department; but the Forests Department says, "We want it," and that's that. As a result, a stalemate is reached. If some of the applicants were told that they had no chance of getting the land and the department had made a firm decision, in some instances they would be better off, because they would not have held out to them the hope that there was a possibility of getting it. In some cases, the correspondence shows that until the marketable timber is removed from the land no further consideration can be given to the application.

The Minister for Forests: That is fair enough, too.

Mr. HEARMAN: It might be; but if the prospect does not appear to be too favourable, why not tell the applicant?

The Minister for Lands: Many have been told, but they will not take no for an answer.

Mr. HEARMAN: Sometimes they are well justified in not taking no for an answer, particularly when it is seen that sometimes the decision has been altered. In many cases, people who are getting on in years, and who have sons growing up, have been known to have purchased additional land to set their sons up on a farm, following which they might want to establish themselves on an orchard to earn additional money for themselves; but they just cannot obtain the land. That is so particularly in the Boyup Brook and Dinninup areas.

The Minister for Forests: I quoted a case the other night where a person was anxious to sell and did sell a small property for £352, following which it was found that £9,000 of millable timber was on it.

Mr. HEARMAN: Does that case prove or demonstrate anything?

The Minister for Forests: No; but I can quote many more if you like.

Mr. HEARMAN: If that is the best the Minister can produce, it is not very good. A property which has £9,000 worth of timber on it and which is sold for £352 quite obviously is not the usual commercial deal that is entered into.

The Minister for Forests: There are plenty more. There was another one which was sold for £162 and from which £399 in royalties were obtained.

Mr. HEARMAN: If the Minister for Forests was aware of these facts, and he had let some of these applicants for land become acquainted with the information, I am sure they would have been very happy.

The Minister for Forests: What has that to do with it?

Mr. HEARMAN: They want to get onto the land.

The Minister for Forests: But these are people who are selling the land, and the Forests Department is buying it and making thousands of pounds on the deal.

Mr. HEARMAN: In my electorate?

The Minister for Forests: I don't know.

Mr. HEARMAN: I would like to know the area in which the department buys a block for £352. In fact, if the Government is doing that sort of thing I wonder whether we should tell Mr. Wallwork about it, because it certainly seems to be an excessive profit.

The Minister for Forests: No-one is suggesting that anyone has made a profit out of it. I am merely suggesting that the farmers have no conception of the value of the timber on their properties.

Mr. HEARMAN: No-one is denying that. Some of them have sold their properties, following which thousands and thousands of pounds worth of timber have been taken from the land. However, I do not see what this has to do with the making available of land to people who have not a great amount of capital and who, in the past, have been encouraged by successive Governments to take up land. Many areas in this State have been developed by that means; so why should there be a sudden closing down on this practice?

The Minister for Lands: There has been no sudden closing down, because there have been cases on the files for 20 years and the answers have always been the same as those that are given today, no matter what Government has been in power.

Mr. HEARMAN: I will concede that to the Minister. But does that mean that the man who wants land can get it any easier? The position is that the applicants who were seeking land 20 years ago are no longer farmers today. That is the point I am bringing out. If the Government is unable to assist them, as past Governments have been able to do through the Rural and Industries Bank, or by some other means, at least it might give some consideration towards making Crown land available—and from the Minister's answer apparently there is land available for such farms.

I cannot see that there is anything contentious in regard to this matter, and I cannot understand why the Minister for Forests should get so upset about it. The Minister has said that there is land which is suitable for production once the timber is removed and which, presumably, is not required for State forests or any other governmental purpose.

The Minister for Forests: A great deal of the forest country would be suitable for agriculture after the timber has been removed, but it would be a tragedy if it was clear-felled.

Mr. HEARMAN: I agree with the Minister on that. But I want the department to remove some of this timber so that the people can obtain the land. There is a great opportunity to do that at the moment because everyone knows that there are sleeper orders available, and a lot of the timber could be used at this moment; whereas the opportunity might not exist in the future. In all the timber areas there are the sleeper mills; and, as the Minister knows, they are all fairly busy at the moment.

If the Minister is really concerned about the conservation of timber and allied matters, this would be an excellent time to grasp the opportunity to use that timber to the best possible advantage. I merely want the Government to investigate this possibility, because it means that when

people visit my electorate and say they would like some land—and there are any number of people who want some—I simply have to reply, "There are some blocks at Tone River; but, at the moment, they are not available." I had a man visiting the House only the other night asking if some land were available in that area.

The Minister for Forests: Tell them to have a look at private properties.

Mr. HEARMAN: They do. Private property deals are going on all the time. In fact, at the moment, I propose to sell 200 acres of my own land for the very reason that the Minister outlined. I am selling the land to somebody who will make better use of it. I am not opposed to that. This person is able to purchase it from me because he is in command of a few bob. Otherwise he could not buy it, and I would probably have to give it to him. The Minister has to be a little realistic concerning this matter. If a person has some land to spare, he cannot be expected to give it away.

The Minister for Forests: And yet, because it is the Queen's estate, and because it is a State forest, there is no reason why you should flch it, then find that the applicants go bankrupt and the land reverts to the Crown again after the destruction of the land.

Mr. HEARMAN: I think the Minister will find few instances of that. In the small number of cases where land has been abandoned there have always been many people who have been willing to take it up. The people in my electorate who have walked off their properties are very few in number, but there will always be some. However, I think I have been successful at last in making my point that no land is available; and that although the Government cannot assist the farmers with finance, it could at least assist them by granting to them new land.

The Minister for Forests: There is not much available in East Perth, either.

Sitting suspended from 6.15 to 7.30 p.m.

Mr. HEARMAN: Before tea, I was dealing with the availability of Government land. There is one matter I would like to clear up arising from the interjection of the Minister for Forests, who implied that the farmers do not know the value of the land and stated the Forests Department bought land for £162 which had £3,000 worth of timber on it. That might create the impression that some person sold for £162 timber to the value of £3,000. That is not so. In that case it was quite evident the timber rights were still owned by the Crown. The owner had no interest in the timber. The only point was that the land was heavily timbered and possibly unsuitable for agriculture. The Minister pointed out that this case was not in

my electorate. I suspect it would be in the karri country in the electorate of Warren or Vasse.

I do not want hon. members to have the idea that some people are holding land with no knowledge of the value of the timber on it. For many years timber rights on land have remained with the Crown. Consequently the owners were not able to exploit the timber. In the olden days, timber rights went with the land, and that was one of the methods of securing the necessary capital to start a farm.

I think I have made the point fairly clear to the House that in my opinion, and in the opinion of many other people, the Government should look into the availability of Crown land for development as farms in heavily timbered country. The present policy is not of much assistance to settlers.

About the Lieut.-Governor's Speech, I do not propose to say much other than to point out that a ridiculous amendment was moved by the Government. Of course that was done to its discredit. It was a matter of trying to be smart. Perhaps the mover did not realise what he was doing. Nevertheless the amendment was moved and it is on record against the Government. It is significant that subsequently, when dealing with the amendment of the Leader of the Opposition, the Government defeated the amendment outright. That is the proper way for the Government to deal with amendments; it should not try to be smart by using the Governor's Speech as an excuse to score politically.

The Hon. D. Brand: It has taken the Government three years to learn that.

Mr. HEARMAN: I hope the Government has learnt a lesson; and that the members responsible for the amendment and those who did nothing to stop this farcical situation arising have given further thought to the matter in private and have realised what they have done. That action has done nothing to help Parliament; indirectly it has helped the people who discredit the parliamentary institution.

There are one or two other points I wish to discuss. Mention has been made of farm costs and super costs which are largely beyond the control of farmers. This is a serious matter, and one to which members here should give some constructive thought. I suggest that broadly there are two ways to approach this problem. A member of Parliament can merely ventilate the difficulties in this House and do nothing else; or he can seek ways and means to alleviate the position where that is possible. I am well aware of the political advantages that might accrue by permitting the high costs to remain; particularly to members in Opposition who

exploit the difficulty with a view to gaining political advantage. That might be good policy in the opinion of some people, but not in mine.

If members are not prepared to go further than what I have outlined, then they are not prepared to go very far in helping the electorate and the farmers who are in difficulties. To this end I have been making some inquiries to see if some of the costs cannot be reduced. I am satisfied there are two charges which can be reduced, one of which is of considerable significance; namely, the cost of superphosphate cartage, about which something can be done.

I have interested myself for some time in efforts to bring about the handling of superphosphate in bulk. Admittedly difficulties arise, but none of them is insurmountable. I want to say at the outset that on this particular matter I have received every courtesy and assistance from the Minister for Railways. This matter first came to my knowledge about January last when a number of farmers in the Boyup Brook area desired to handle superphosphate in bulk but were prevented from doing so by the restrictions on road haulage. As most members know, superphosphate can only be hauled by road for a distance of 40 miles from the works without the need to obtain a permit.

Although initially some permits were granted to cart super for a longer distance from the works, the Transport Board tightened up the restriction about last January. Consequently, farmers who had made arrangements at considerable expense to handle super in bulk during the last season found that they had to revert to handling super in bags. There is on record one farmer in my electorate who took action to handle super in bulk, having been led to believe that he could do so. He ended up by having to empty bags of super on his farm.

In taking this matter up, I asked for the extension of road haulage of super in bulk, which would have suited most farmers in my electorate if permission had been granted. Politically this matter has been kicked around for years. The Government would not agree. In order to obtain a realistic approach, with a view to helping farmers not only in my electorate but in others, and because I knew there was a real demand for super to be supplied in bulk at Boyup Brook, I suggested to the Minister that he agree to a committee being set up to examine the whole problem and to see what could be done towards instituting a system of bulk handling of super by rail.

The Minister for Justice: What would be the saving per ton in bulk as against bags?

Mr. HEARMAN: Super supplied in new bags, as against super in bulk, costs 31s. 6d. more at present. Some portion of that

amount would have to be deducted for the handling of super in bulk from the rail trucks to vehicles. I do not know what that cost is; but would think it could work out in the vicinity of 5s. per ton, although some farmers estimate on a cost of 7s. 6d. per ton. We, the committee, think it is nearer 7s. 6d. Of course the cost depends a great deal on the quantity of super that can be handled in bulk at one siding.

I want to emphasise that the intention is not to set up a system modelled on the bulkhandling of wheat with rather expensive terminals at rail sidings. We considered firstly that the capital cost of such installations was considerable; and, secondly, it would not be suitable, because of the very large number of mixtures of fertilisers now being used by farmers, particularly mixtures with trace elements. Those different types would have to be kept separate. Coupled with the cost of installation is the cost of management and accounting.

The idea was to procure a machine which would be suitable for unloading super from rail truck into road vehicle. The committee—which consists of farmers from the Boyup Brook area, representatives of the Transport Board and Railway Department, a contractor with considerable experience in bulkhandling of lime and super, and me—has been at work for about three months on this project. We are able to say that considerable progress has been made.

Initially much data was gained from both New Zealand and the Eastern States. It might interest some members to know that bulkhandling along those lines is almost general practice in New Zealand and is becoming increasingly popular in some of the Eastern States. However, there is a substantial difference between the set-up in New Zealand and the one we envisage as being most desirable here, because the conditions are slightly different.

Bulkhandling has been used in New Zealand to a greater or lesser degree since 1948. That system was forced on the farmers in New Zealand because the railways were incapable of transporting the amount of fertilisers needed in the autumn when top-dressing was carried out, and consequently, they had to evolve a system of extended haulage of super and fertilisers. From memory, 1,500,000 tons of lime was handled in that way, and 1,000,000 tons of super per year. The railways in that country were incapable of carting that quantity in the three or four months when it was needed. Consequently, stockpiles had to be built up in country centres and the necessary machinery had to be installed.

That is the reason why some of the machinery used in that country is not quite so useful to us, because the machinery they use has to perform a double operation: namely, unloading from rail truck to

stockpile or road vehicle, and from stockpile into road vehicle. This double handling in New Zealand means that their costs are greater than ours. It has been rather encouraging to find there have been certain inquiries for super in bulk from other areas. We find, for instance, that the Chase Syndicate has been giving consideration to the matter; and other people in the Esperance area are interested. We have also received an inquiry from Mt. Barker. These things indicate that the farmers are becoming aware of the possibilities of the system.

Another thing that will help in the acceptance of this scheme of handling super is the fact that the manufacturers (Messrs. Cuming Smith Mt. Lyell) have decided to install the necessary machinery—at their own expense—at various centres in the Great Southern and the Midlands. That company was well aware of what was going on in other countries, but it appears that it is only recently it made a decision to go ahead with the idea in Western Australia.

As a matter of interest, the specifications of the machine were obtained from New Zealand by the committee investigating the question, and as recently as last week, Cuming Smith Mt. Lyell asked the committee to make the specifications available so that it could construct a similar machine. The specifications were made available to the firm, so presumably the machines will be similar to those in New Zealand, especially as far as the elevator type of machine is concerned.

The demonstrations to be given by Cuming Smith—valuable as they will be—will not quite solve some of the more difficult problems that will arise. One problem is to know who is going to pay for the initial cost of installing the machine at a siding; and another is to ascertain the practical tonnage that can go over a single machine. A third problem is to know how many centres one machine can service.

The type of machine we have in mind can be fairly easily transported, over relatively short distances, from one place to another. These things have a serious effect on the economics of the project; and until the economics have been determined, at least with some degree of accuracy, it will be impossible for the committee to make any firm recommendations as to the ultimate method of the operations of these machines. The committee is emphatic that it does not consider the Railway Department should operate them, because it realises that once Government employees start working the machines, all sorts of difficulties in connection with award hours, overtime, etc., can arise. As a result, the cost of operation of the machines would probably be prohibitive. If a farmer came in at ten minutes to eight in the morning, or at quarter past

five in the afternoon, for a load of super, then obviously the person in charge of the machine must be prepared to operate it.

The Minister will know better than anyone else just how impossible it is to have such a condition incorporated in a railway award. Under such an award the employee would want time and a half for the first five minutes of overtime, and he probably could not be paid for less than two hours, even though he worked for only ten minutes.

Judging by the experience in the other States, there is some indication that this method of handling fertilisers will bring with it contractors who will handle super in bulk, at a price per acre, for the farmers. Provided a contractor were in a sufficiently large way—or a pair of them operating from one centre—it might well be that he could be induced to take over the responsibility of operating the machine, and ultimately of paying for it. However, it is well within the realm of conjecture at the moment as to just what the final recommendation will be in the matter.

I merely mention it here to point out that I think that until we have had a run at some centre, for a complete season, we will not really be able to say just what are the economics of the idea, or be able to make firm recommendations as to how it can best be handled. The price of the machine is rather less than we expected it to be. We have a quote for a locally-produced machine in accordance with the specifications that came from New Zealand, and the price is within the vicinity of £1,000. At first we thought it would be more. Provided sufficient tonnage can be put over such a machine, it should be possible to operate it at a cost which would make it attractive to the farmer, and by no means impossible for the operator. We will have to overcome the problem of providing machines at all the bigger centres where super is likely to be handled in bulk.

I am aware that many of the farmers who are interested in cropping will not be very interested in the bulkhandling of superphosphate, because it is convenient to handle it in bags on the property; although I know that the ingenuity of the farming community, generally, will unquestionably find ways and means of taking the fullest possible advantage of any saving in price that can be brought about by the use of superphosphate in bulk.

The farmers will have to give some thought as to just how they can handle the bulk fertiliser on their farms; and as to what alterations to existing plant, or what new machinery, will be required. That is why I think that in the initial stages it is desirable it should be tried in an area where there is sufficient interest and demand to ensure that a reasonable tonnage

will be handled. Also, it should be tried out in the first place in an area where the farmers will be sufficiently tolerant to overlook any of the teething troubles which are inseparable from the introduction of a new system.

Without really going into the matter at all, but more or less relying on the opinions of people who, I know, would take super in bulk at Boyup Brook, I can say that we will have no difficulty in securing orders in that area for at least 2,000 tons in the coming season. Although based on the State figure of 600,000 tons this may not be a lot, it will be sufficient to give an indication of the economics of the project. When one considers the cost of the machine and the cost of the tonnage that could go over it, the proposition looks rather promising. We will hear more about it in the future. This is a genuine attempt to try to reduce the farmers' costs. If we can reduce their super costs by, say, £1 a ton, we should do so.

The other matter I wanted to touch on concerns another saving in cost. I refer to the cost of spraying materials for orchardists. Some members may not be aware that increasing difficulties are confronting orchardists. The European market is becoming more and more sensitive to the introduction of pests—scale pests in particular—with the result that certain fruits are no longer required for the European market. This state of affairs will probably involve the orchardists in this State in an additional spraying programme and, consequently, an additional consumption of sprays. This will add considerably to their costs.

Anything that we can do here to reduce the orchardists' costs is worth trying. Lime sulphur, the use of which has considerably increased in the last season, has increased in price from £8 odd a drum, in 1953, to about £14 a drum today. Originally one of the cheapest sprays, it is now practically no cheaper than some of the others, such as the white and red coils. I find that drums have increased in cost from 27s. to 67s.; and they are non-returnable. Anything that can be done to reduce the price of the drum, or eliminate it, would assist the position.

During the last two days I have made inquiries both from the firms which distribute oil sprays and those which deal in lime sulphur; and I think that at this stage, although no undertakings can be given, we have interested these concerns in the bulkhandling of their sprays; and this could possibly lead to the elimination of the cost of the drums, and so reduce the cost of the spray by some pounds per drum. If this can be brought about, it must be to the advantage of the fruit-growing industry, particularly in view of the increased use of sprays; and this will be necessary for at least the next couple of years.

This is not a matter which is a certainty in the same way as is the bulkhandling of superphosphate; but there is no doubt that some thought is being given to the question, and the indications are by no means unpromising. I think that by next year we will be able to save the orchardists an appreciable sum in the aggregate. The total gallonage of sprays used in the whole State is relatively small; but still, if a couple of pounds a drum can be saved, it is worth while.

If hon. members really applied themselves to the question of costs and tried to devise ways and means of reducing them, instead of just talking about them, we could possibly achieve more than we have; and we could not be accused of just giving lip service to the matter. This is a question that can be tackled on a non-party basis; and I think it is the responsibility of us all—particularly those representing country electorates—to see what savings can be made rather than merely talk about the difficulties.

A member of Parliament should be something in the nature of a leader in his community or electorate, and he should be able to give a lead in this matter and encourage the people in his area to pool their ideas in order to get co-operation. We can get that co-operation by working with our people rather than by taking political advantage of them; and by this means we might achieve something for the benefit of the farming community.

MR. POTTER (Subiaco) [7.59]: This is the third and last session of the 22nd Parliament, and I feel I should make my contribution to the present debate. In doing so, I reflect somewhat on my maiden speech here. First of all, I would like to reiterate my thanks to the members of the parliamentary staff for the assistance they have given me at various times. I also want to record my thanks to the heads of various Government departments, and their staffs, for the help, co-operation and assistance they have given me when I have gone to them on behalf of my constituents. Then I would like to voice my thanks to Cabinet, and the Ministers, who have made many of the things possible that I spoke of in my maiden speech.

Mr. Roberts: You are lucky! You have been here only a little while, and you have everything fixed up.

Mr. POTTER: I said "many of the things I spoke of in my maiden speech." Later on in the session I hope there will be an opportunity for me to mention those matters which have not as yet been finalised. The Opposition is not too bad, bearing in mind that it has a particular role to play in our Parliament—that is to oppose and criticise. I feel that I have to express these sentiments because I am a firm believer in teamwork at all times, not

only on the sporting field but also in social activities, industry, commerce, marriage, and Government. I sincerely believe that we have been able to achieve so much over the last few years because of the good team we have in the Government of this State.

Hon. members: Hear, hear!

Mr. Hearman: You'll get on.

Mr. POTTER: Those members of the Opposition who have been criticising the Government ought to look around the precincts of this House and calmly take stock of what is going on. First of all, after 50 years of talk, additions are being made to Parliament House.

Mr. Roberts: It just goes to show how much money the Government has.

Mr. Hearman: Never before has the Commonwealth given us so much.

The Minister for Transport: It shows how well the Government is spending its money.

Mr. POTTER: It shows how the Government is spending the money to some advantage.

The Minister for Transport: And not wasting it on diesels, for instance.

Mr. POTTER: Many visitors to this State form their first impressions when they visit this House. The Government has acquired Hale School for Government offices. I say unhesitatingly that this was a worthwhile expenditure. For a number of years I worked in various Government offices, and I know how overcrowded, ill-lit, and uncomfortable they are both in summer and winter. Under such working conditions there must be some loss in efficiency. While there is a dispersion of Government offices all over the city, there must necessarily be an economic loss to the Government.

Within sight of this House we see the Narrows bridge being built—a six-lane bridge linking up with a six-lane highway with underways and overways and the necessary approaches. All these are solid achievements which, for the past hundred years, have been only a matter of talk.

Mr. Bovell: What is the Government doing in the country areas?

Mr. POTTER: I did not hear the interjection, but I think it must have been a worth-while one, coming from where it did. I only mention those things because they are close at hand. But when we look at other parts of the State, we find that the Government is carrying out works everywhere. I would allude to the comprehensive water scheme, which is progressing at miles per week; whereas, when the Liberal Government was in power, it progressed at feet per month.

Mr. Evans: Hear, hear!

Mr. POTTER: The Government is building roads, carrying on with water conservation and reticulation, and the building of schools, hospitals, and many other projects.

Mr. Nalder: And the closure of school bus routes.

Mr. POTTER: Yes, even those. Expenditure on school buses has been increased phenomenally.

Mr. Nalder: In the metropolitan area.

The Minister for Transport: No.

Mr. POTTER: No, not in the metropolitan area. I thought the hon. member was concerned about the country areas; and that is why I was trying to illustrate how this Government has a comprehensive plan for the whole of the State. I feel that I can turn with justifiable pride to my constituents and say to them that these things, which are within sight of their homes, or when they travel to or from the city to work, or on shopping expeditions, are achievements of this Government. I am speaking only of my electorate.

The Hon. D. Brand: The Subiaco flats block out a lot of your views.

Mr. POTTER: I have travelled through many country electorates, and I have seen the work that the Government is doing throughout the State. I have also travelled in the Eastern States and have taken many visitors to the State through our new housing areas. In my opinion the housing problem in Western Australia has been tackled in a way that is the envy of all other States.

Mr. Court: The back-benchers over there are well trained, but their praise is directed to only one Minister.

Mr. POTTER: No, to all Ministers. Hon. members will notice, too, that the support we back-benchers give to the Cabinet is far different from the support given to the Leader of the Opposition the other evening by hon. members on his side of the House.

Mr. Court: We were right behind him.

Mr. POTTER: The housing problem has been solved; and that is the envy of the other States. Today the Minister is tackling the problem of flats for pensioners.

The Hon. D. Brand: Where did the money come from?

Mr. POTTER: That is one section of the community badly in need of housing. There is one other section which could be catered for by private enterprise. I refer to the erection of flats for single people. These flats could be built in blocks; and this would enable many widows, people with means and so on—single units—to be provided with accommodation.

The Hon. D. Brand: Isn't it Government policy to use day labour?

Mr. POTTER: We will come to the question of day labour in a moment. I am glad the hon. member mentioned that point.

The Minister for Housing: The Housing Commission today is using almost as much day labour as the Liberal Party Government was using just before it went out of office.

The Hon. D. Brand: Is that true?

The Minister for Transport: Yes.

The Hon. D. Brand: I do not think so. I will have a look at the Estimates.

Mr. POTTER: The Leader of the Opposition, and one or two speakers following him, made some reference to the unemployment position in this State and the low quota of migrants. I would tell the Opposition that this Government and its supporters are as much concerned about the unemployment position in Western Australia as they are.

The Hon. D. Brand: It is in your power to do something about it.

Mr. POTTER: I would point out, too, that while there may be 7,000 unemployed in this State, there are 60,000 throughout Australia. But that condition does not apply only in Australia: It is in existence in America, Britain, and many of the Western European countries, and it will continue to exist while the money-lenders dominate our monetary affairs. No one Government is entirely to blame. Our greatest threat, and the easiest path to communist domination, or domination by some totalitarian power, is the continuation of the present haphazard treatment of our economic affairs.

The Hon. D. Brand: You can say that again about the State Government.

The Minister for Transport: Menzies has been there for nine years, and look at the mess we are in with unemployment.

Mr. POTTER: If a Labour Government had been continuously in office in the Federal sphere—

The Hon. D. Brand: God help us!

Mr. POTTER:—funds would have been accumulated to cover such an emergency.

The Hon. D. Brand: Where?

Mr. POTTER: We realise that from time to time, because of our present economic set-up, we must have these recessions.

The Hon. D. Brand: We wouldn't have had any money if Dr. Evatt's promises at the last election had been fulfilled.

Mr. POTTER: I am not speaking of Dr. Evatt at the moment. I am talking of the Federal Government as a whole; and it does not matter who would have been in charge of it—Dr. Evatt, Mr. Calwell or anyone else. If a Labour Government had been in power, some plans would have been made. Chifley's Government intended to do that if the occasion arose.

If a Labour Government had been in power we would have found that, instead of this Government having to battle for money, funds would have been poured in to meet the emergency. Money would have been made available to all State Governments and local governing authorities.

Mr. Mann: What a pipe-dream!

Mr. POTTER: That is not pious at all. A fund was in existence when the last Labour Government went out of office in the Federal sphere. But the present Commonwealth Government used the money in that fund, and much of our overseas credit; and, as a result, we have been living in a fool's paradise. They are some of the factors which have contributed to our present position.

The Hon. D. Brand: Were you thinking about bank nationalisation?

Mr. POTTER: I did not mention bank nationalisation.

Mr. Roberts: That was the policy of the defeated Labour Government.

Mr. Jamieson: It was not a bad policy either.

Mr. Court: Then put it forward.

Mr. POTTER: We will have a look at that later on.

Mr. Court: Put it forward!

The Minister for Transport: You people were opposed to the Commonwealth Bank once upon time—and then you woke up.

The Hon. D. Brand: It does not matter. Put your bank nationalisation proposal forward!

Mr. POTTER: I trust that the commonsense of Governments of the world will prevail against a weapon which I consider to be more deadly than guided missiles, or the hydrogen or the atomic bombs. I am referring to the haphazard treatment of our economic affairs and other nations' approaches to these matters. The Governments of the western world must get together to stabilise our monetary values so that there is a better distribution between the nations. I think the present monetary system is a reason for the position in which our primary producers are finding themselves today.

Mr. Court: Would you be prepared to trust the government of Australia to Dr. Evatt?

The Minister for Transport: Why not?

Mr. Court: Would you?

The Minister for Transport: Certainly! He has occupied as many responsible positions as Menzies with credit to himself and his country.

Mr. POTTER: I see no reason why not.

The Minister for Transport: In the High Court of Australia for instance.

Mr. POTTER: And also as President of the United Nations. I think there is a good deal of jealousy between the two; one exceeds the other in status, intellect, and sincerity. I seem to have digressed slightly from my reference to the activities of the Government to relieve the problem of unemployment. Firstly we have the campaign instituted by the Government for the support of local products. The Government can hardly be blamed if the public in general, and perhaps a few retailers in particular, did not advocate the purchase of local products.

The Hon. D. Brand: Are some of those retailers in Subiaco?

Mr. POTTER: Those in Subiaco are not too bad. As a matter of fact the member for Subiaco also does a pretty good job; he has a car that was assembled in Subiaco. He has thrown away his refrigerator, which was also assembled in Subiaco, in order to purchase another that was made in Subiaco. The same applies to his gas stove and other necessities. I do not advocate anything that I am not prepared to follow myself.

It will be seen, therefore, from the leading article of the newspaper the other night that we could overcome our own employment problem if everybody would co-operate and purchase local products. This could also be brought about to encourage the many Eastern States manufacturers to come to this State, because it would be necessary for them to duplicate their plants here. Accordingly I feel that the Government has done a remarkably good job.

Mr. Roberts: You are easily satisfied.

Mr. POTTER: The Government can hardly be blamed so far as local products are concerned. I know this because some 18 months ago I delivered throughout my electorate brochures showing what we could purchase and what was manufactured locally. These brochures were delivered in company with the member for Wembley Beaches. The Government was also giving some support to private enterprise and to new industries to help overcome the unemployment problem.

We all know that the Government has also sent a trade mission overseas to attract new investment and industries to this State. The Opposition has accused the Government of being rather belated in entering this field. But that is not quite correct, because we know there have been other missions sent overseas. The trade mission that is at present overseas comprises representatives from the Chamber of Commerce, the Chamber of Manufactures, and the Government. We all trust that some success may come out of it, and that it will be one means of alleviating unemployment.

Apart from this, there is also the proposal put forward by the Government to export 1,000,000 tons of iron ore with a

view to establishing a charcoal iron industry in the South-West. This is merely another means of endeavouring to overcome the unemployment position.

The Hon. D. Brand: There will be plenty of unemployment by the time you get that.

Mr. POTTER: There would be, because of the attempts made by the Opposition, and the members of their party in the Federal Parliament, to discourage this venture. I do not want to go into that matter in any detail, but I would merely refer members to "The West Australian" of the 29th March. It is to the credit of the Government that it has given encouragement to settlers by the opening of new areas for land settlement. That, together with the amendments to the Mining Act, passed at the last session of this Parliament, to enable companies to undertake and prospect for certain minerals over large areas, is a means towards establishing new industries in this State, as well as an attempt to relieve the unemployment position.

Lastly, there is a diversified scheme of public works that is very carefully financed from all of the funds which are available and which, if it were left to private enterprise, would be cut in half; we would get just about half of what we are getting at the present moment. So carefully are these funds used for public works, that a maximum of employment is being provided. Naturally some criticism has been levelled at the Government for using State enterprises for the supply of materials for various public works. If State enterprises are considered as a subsidiary of one concern, then there can be no harm at all in materials being supplied from that source for public works.

If the Government has sufficient funds available, and if it did not have such a large project, perhaps the Government could channel much more of this work to private enterprise. The reason for its inability to do so is, of course, a lack of funds. Apart from this, if these materials were not purchased from State enterprises, we would not be able to keep in operation the brickyards and timber mills which the Liberal Government started. The Government's guaranteed housing scheme, once it gets started, should contribute towards the easing of unemployment. The position will also be helped by the work done by the war service homes section, and under the Commonwealth-State Housing Agreement, both under State and co-operative schemes.

I have endeavoured to cover a few of the steps the Government is taking to overcome unemployment in this State. Let us have a look at the intake of migrants to which the Leader of the Opposition made some reference. With the unemployment problem we have today, who would seriously suggest that this State should take a larger quota? That would hardly

be human or Christian, particularly if it meant inviting these people over here and permitting them to become jobless and homeless.

Mr. Mann: We are now getting a sermon.

Mr. POTTER: I believe that in the not-too-far-distant future we could be reasonably confident of building up the intake of migrants; because when we review the years during which this State has been in existence, we find that migration flows to us in waves. And because of the measures which the Government is undertaking, I feel that we are on the eve of a great occasion.

What has the Opposition done in regard to some of these things? Is the Opposition doing much with reference to trade promotion in the State? I do not think so. The members of the Opposition have a couple of pegs upon which to hang their hats, one of which is the unfair trading legislation; and the other, socialism. The former means little to the man in the street, and still less to the average fair-minded investor or businessman who seeks to invest his capital in this State.

As my colleague, the member for Leederville, pointed out last evening, similar legislation exists in other States of Australia and in many parts of the world. There is no need for me to reiterate the long list he gave us last evening. I am sure there are many aspects that would attract the would-be investor to this State. Those, however, are outside our jurisdiction—I refer to taxation, customs duty, excise duty and the like.

The Hon. D. Brand: What about the 40 per cent. increase as a result of the increased land values for water supply?

The Minister for Transport: We did not increase the railway freights as you people did.

The Hon. D. Brand: You increased them by 33½ per cent. as soon as you got there.

The Minister for Transport: Yours was more than that.

The Hon. D. Brand: Oh no, it wasn't!

Mr. POTTER: With reference to socialism, I would point out that the Australian Labour Party is perhaps the oldest democratic socialist party in the world. For long periods there have been Labour Governments in power both in the States and in the Commonwealth.

The Hon. D. Brand: What is democratic socialism?

Mr. POTTER: It is evolutionary, not revolutionary.

The Hon. D. Brand: That is very clear.

Mr. POTTER: I thought the hon. member understood what democracy meant.

The Minister for Transport: He only pays lip service to it; that is all.

The Hon. D. Brand: You talk about socialism; heads will roll all right.

Mr. POTTER: It will probably be the hon. member's head! There is no use advancing theories; we are in practice as a Government, dealing with things as they are from day to day. I would, however, point out to hon. members of the Opposition that this socialism to which they refer exists in many countries. For instance, Roosevelt's New Deal was a socialistic scheme, as is the present Soil Bank in America. There are many other facets which I could mention in the Western European countries, but I do not wish to leave our State for the moment. I will, however, draw the attention of members opposite to "The Countryman" of the 3rd April, 1958, in which we find the following:—

Our First Socialist Premier?

Few people would regard Sir John Forrest, later Baron of Bunbury, as a socialist. Yet he foreshadowed the British nationalisation of railways by a full 50 years.

The difference was that Sir John was applauded for his action while the British socialists found themselves up against strong opposition and eventual defeat because of their policies.

Sir John's brave Act occurred in October, 1896, when he moved in the Legislative Assembly to buy the Great Southern Railway for £1,100,000.

The principal reason for the socialisation of the line was the tardiness of the Western Australian Land Company in settling its grants.

That equally applies today in relation to our iron ore and quite a number of other things. When private enterprise cannot do it, it is the duty of the Government to step in. I have said repeatedly to hon. members I met in the Eastern States that the development of this State is a Commonwealth matter—not only the North-West, but the whole of the State.

Mr. Roberts: Nonsense!

Mr. POTTER: The State Government is charged with the development of the State in quite a number of ways.

The Hon. D. Brand: What ways?

Mr. POTTER: However, it is impossible for the State Government to carry out the development it desires with the funds that are available. Last evening my colleague, the member for Gascoyne, mentioned the figures relating to the finance received by other States per square mile of territory, and how little was received by this State. The figures which he produced should be enough to convince the Opposition how deplorably short we are of funds, particularly when we only receive

£15,000,000 by way of tax reimbursements from a total collection of somewhere in the vicinity of £600,000,000.

These are facts that will have to be faced up to. A State Government—whether Liberal or Labour—cannot advance with the necessary works required in this State unless there is some reorientation in the distribution of money as between the States and the Commonwealth. The hon. members of the Opposition should stop plugging us and try to understand the difficult job the State Government is up against in relation to the development of the State.

I feel that "The West Australian" realises these difficulties, and also realises how sincere the Government is in this respect. So much so that we never thought, on this side of the House, that we would live to hear a Liberal member castigating "The West Australian" as we did this evening. Unfortunately the hon. member is not in his seat at the moment.

Mr. May: He has probably been sent for.

Mr. POTTER: We hear much carping criticism as to what the Government is not doing in relation to the problem of unemployment.

The Hon. D. Brand: How are your transport problems at Subiaco?

Mr. POTTER: They are doing exceedingly well, and everybody is happy. I have purposely travelled in and out by bus to find out what the position is. There was a little feeling early in the piece, but it is now ironed out, and the people are very satisfied with the service. They are pleased with this remarkably new innovation. At least the Government is keeping up with the times.

Mr. Roberts: With the timetable?

Mr. POTTER: The square wheels of the trams made so much noise that no-one could hear on the telephone; and when a trader was asked for something, he had to put a trumpet in his ear. That noise has now been eliminated, thanks to the Hawke Labour Government and the Minister for Transport.

The Hon. D. Brand: The Minister for Transport will be upset about that.

Mr. POTTER: I rose in order to reply to some of the criticism that has been made, from time to time, against this Government in relation to unemployment, and also in relation to the immigration quota. I feel that the Government has, irrespective of its faults—and there may be many, for we are only human—

Mr. Roberts: There are.

Mr. POTTER: —been sincere in its endeavours in tackling the problems before it.

MR. I. W. MANNING (Harvey) [8.35]: I would like to take this opportunity of bringing a few matters to the notice of the Government. The first is in relation to war service homes finance. The Minister for Housing may tell us that this is, to some extent, outside of his jurisdiction, but I feel that in this particular instance he will be able to give some help.

The Minister for Housing: Just the bloke!

Mr. I. W. MANNING: The point I refer to is in regard to the discharging of private mortgages. Some years ago the War Service Homes Department permitted private mortgages to be discharged with war service home finance.

The Minister for Housing: I can put your mind at rest. I will be prepared to do it tomorrow if you will prevail on the Commonwealth to allow it to be done.

Mr. I. W. MANNING: I am prepared to do all I can with the Commonwealth; and the reason I raised this matter was to seek the Minister's help in order that he might, when opportunity presented itself, bring it to the notice of the Commonwealth authorities, as there are many ex-servicemen who raised the matter with me and, I have no doubt, with the State Housing Commission.

It appears that quite a large percentage of ex-servicemen in this State in helping themselves with their accommodation have been denied the beneficial provisions of the War Service Homes Act; whereas those who sat back and waited, now enjoy those beneficial provisions. The main provision would be that which gives the right to the wife that she will not be evicted from the home in the event of her ex-serviceman husband dying. There are also one or two other very beneficial clauses, and some ex-servicemen are denied their application because they either sought their own accommodation or built for themselves.

I would say that in Western Australia the position in regard to war service homes is better than anywhere else in the Commonwealth. The two main factors would be the manner in which the State Housing Commission has dealt with the problem and the great number of ex-servicemen who set out to help themselves and did not wait for war service homes assistance. I hope the Minister will do all he can to impress the Commonwealth authorities to make finance available for the discharge of private mortgages.

The Minister for Housing: In this matter, as in many others, the Commonwealth is holding Western Australia back.

Mr. I. W. MANNING: I can agree with the Minister that Western Australia is suffering in this regard, because the enlistment rate from Western Australia in relation to its population was the best in the Commonwealth. There are one

or two other factors in which Western Australia was well and truly to the fore, and we should all prevail upon the Commonwealth Government to set some money aside to assist those people who set out to assist themselves. Another matter about which I wish to speak is the installation of septic systems in country schools.

The Hon. D. Brand: This is an interesting subject. Where is the Minister?

The Minister for Transport: Absent on public business.

Mr. I. W. MANNING: The parents and citizens' associations and particularly parents, are gravely concerned because latrine facilities at some schools are too close to the school buildings, a circumstance brought about by additions to the schools, and to the assembly areas. Today, I asked the Minister a question regarding the school at Yarloop. He indicated in answer to a question asked of him earlier in the session that septic systems would be installed at all schools where the water supply was sufficient to operate the system in a satisfactory manner. When I asked the Minister whether the water supply at the Yarloop school was considered to be satisfactory for the installation of a septic system, he said, "Yes." I then asked a question as to when, if the water supply was satisfactory, the septic system would be installed at the school, and the answer was, "As soon as the requisite loan funds are available."

That is gloriously vague, because it does not in any way alleviate the concern of the parents of that particular district. They are concerned about the health of their children, in regard to the latrines being too close to the school and to the assembly area. It is the policy of the Government to do nothing about septic systems. I think I can be excused for saying that, because so little has been done. There is a degree of urgency, and the Government should change its policy and set aside some funds each year to progressively change from the existing latrine facilities to septic systems at all of these country schools.

I would now like to speak on a matter which comes within the scope of the Minister for Works, and has to do with Main Roads Department. I learned from the Lieut.-Governor's Speech that the sum of approximately £7,250,000 is being made available for roads in Western Australia during the current financial year. I have always closely watched main road gangs in action; and I feel from my visits to the Eastern States and from discussions with people, particularly in Victoria, that they consider a very large sum of money comes to Western Australia in proportion to our contribution. As a result of these discussions I came to the conclusion that people

in the Eastern States are particularly jealous of the large sum of money which comes to Western Australia for our roads.

My point in raising this matter was to impress on the Minister and his department that they should push on with these roads while the money is available; and, as I have already said, my impression from watching some main road gangs in action is that they exhibit no desire to push on. I leave home at various times from 7 a.m. to perhaps 9 a.m. in order to come to Perth, and on very many occasions I have failed to see the gang working. I presume that they are having their morning tea break, which apparently must last most of the morning.

The Minister for Mines: They must work at night, then, because they do a lot of work.

Mr. I. W. MANNING: I admit that the quality of their work is excellent.

Mr. May: Then they must work sometimes.

Mr. I. W. MANNING: They are very slow. I think we should make the best possible use of this £7,250,000 which is coming into the State, and push on with the extension of these roads. I believe the motorist does not receive sufficient value for his contributions under the petrol tax; and unless we can indicate to him that he is getting his money's worth, we will be doing him a disservice if we fail to keep a close watch on that particular angle.

I wish also to mention the policy of the Government—I was going to say the policy of the Transport Board, but it might be nearer the mark to call it the policy of the Government—to direct all possible traffic to the railways, as it is causing hardship in some cases. My first example is that of a man who was carting an engine for his milking machine to his property about 30 miles along the South-West highway. He was taking the engine to his farm but was stopped by the inspectors and was fined. The next case, which I have already brought to the notice of the Minister, is that of a man carting bulk super from Albany to Broomehill, where he broadcasts it on the paddocks, having in this way established a nice little business for himself and having also provided a service welcomed by the farmers.

Mr. May: And if his truck breaks down he then wants to use the railways.

Mr. I. W. MANNING: No; he would get his truck going and be on his way again. Through his enterprise, this man has acquired two trucks and the equipment necessary for broadcasting super. He has a big truck in which he carries some 15 tons of bulk super from Albany. At the destination, he transfers it to a smaller truck by means of an auger and then broadcasts it on the paddocks. This has proved an economic proposition to the farmers and a

good business for the carrier; but the Transport Board in its peculiar wisdom has cancelled his permit to operate. That has put him out of business and he has suffered substantial losses, being left with the two trucks and the equipment which he had procured especially for this type of work.

The Minister for Transport: Why can't he cart his super by rail?

Mr. I. W. MANNING: The railways cannot handle bulk super satisfactorily.

The Minister for Transport: In other areas farmers are complaining at having to cart stuff by road, and want the railways back.

Mr. I. W. MANNING: I may be wrong in saying that super cannot be carted satisfactorily by rail, but road transport is more satisfactory in certain instances. On being transported for some distance by either road or rail the bulk super sets hard, and it must be handled again to loosen it up.

The Minister for Transport: The distance from Albany to Broomehill would not equal that from Bunbury to Newdegate.

Mr. I. W. MANNING: I think it should be carted by rail over that distance.

The Minister for Transport: But you are talking about the distance of transport doing damage to the super.

Mr. I. W. MANNING: The bulk super sets hard, and transferring it to the other truck breaks it up so that it runs freely through the broadcaster.

The Minister for Transport: Why can't it be transported in bags?

The Hon. D. Brand: To begin with, it is more costly.

Mr. I. W. MANNING: Road transport in bulk means a saving of £2 per ton on the bags.

The Minister for Transport: You want the railways to have no business, but you want them still to operate.

The Hon. D. Brand: I was simply giving the reason why this man wants to cart the super by road, in bulk.

Mr. I. W. MANNING: The Transport Board, by its policy, has ruined this man.

The Minister for Transport: But it is keeping the railways in business, and we have heard a song and dance about this matter in the last few weeks.

Mr. I. W. MANNING: On the South-West highway there are two abattoirs—one at Harvey and a new one at Waroona—and the success of those businesses depends on road transport, inasmuch as they have refrigerated vans to cart carcase meat and meat smallgoods, which they deliver to the butcher shops in the various towns between Harvey and Perth. The man to whom I now refer delivers the carcase meat and smallgoods to shops on the way to Perth,

where he picks up the types of meat which that abattoir does not handle and he then delivers that to the shops on the way back.

I understand the Railway Department intends to put into service refrigerated vans to cater for this traffic, and that this man's permit has been cancelled and that he is operating now only on a temporary permit. I think it would be economic for the Railway Department to leave this trade alone, as it will cost a good deal to install the refrigerated vans. Would it not be better to let the people who already have their special vans on the road operate this business, because they have the added advantage of the manoeuvrability of road transport?

The Hon. D. Brand: And the railways have not that business now.

Mr. I. W. MANNING: That is so. Yet the department proposes to go to great expense in putting these vans into operation and then force people to use them. I see no virtue in that policy. Those instances show that the policy of the Transport Board is not going to achieve much success, and that it could well revise the policy of forcing everything on to the railways in order to keep them going. I think that the instances I have given show that the Transport Board is indulging in a lot of pinpricking, and I feel that the men I have mentioned should be allowed to continue their operations.

Mr. May: Are you advocating the closing of the railway from Bunbury to Perth?

Mr. I. W. MANNING: No. I do not understand how the hon. member could form that impression from what I have said.

Mr. May: What are the railways to do if you send all the good traffic by road?

Mr. I. W. MANNING: This is traffic which is more satisfactorily handled by road than by rail.

Mr. May: But the railways did all this before these men started.

Mr. I. W. MANNING: Are you sure?

Mr. May: Yes; I know it.

Mr. I. W. MANNING: Like the member for Blackwood, I wish to refer to timber reserves, because our assistance is sought repeatedly to get extra land made available to various people and particularly those whose properties border Forests Department lands. People adjoining State forests are looking all the time with envious eyes at the rich gullies which run away from their properties and which are carrying no marketable timber. I have previously told the Minister for Forests that it is all very well to preserve State Forests where the land carries timber; but in this strip of rich gully land there is no jarrah or other marketable timber, and I feel that the Forests Department could well give further consideration to

the applications it receives. In many instances this land would make all the difference to the economics of the adjoining properties, yet it is lying idle at present.

I wish now to bring to the notice of the Minister for Agriculture a matter relating to the inspection of potatoes. I believe that during the month of June 87 lots of potatoes were rejected and had to be picked over, with the result that about 14 per cent. was a complete loss. I mention this in order to advocate again to the Minister the view that there should be country inspection of potatoes. It may be said that that is too costly, but the Department of Agriculture charges an inspection fee of 1s. 6d. per ton for inspection in the Perth railway yards. I do not agree that country inspection would be too costly, because a big sum is paid by the Potato Marketing Board to the Department of Agriculture for inspections, and that money comes out of the returns of the growers.

It would be better to charge more as an inspection fee, and do the inspections in the country; because under the present system too many potatoes are coming to Perth which would never leave the country, if inspected in the areas of origin. If inspected at the point of origin there would be a great saving in the cost of railage to Perth. In the case which I mentioned to the Minister, the man concerned had sent forward 20 bags of potatoes, and his net return was £1 4s. 4d. He was depending on the return from those potatoes to keep himself and his family in bread and butter.

Whilst that is one particular instance of rejected truck lots there are 87 others for June and 72 for July of this year. So I believe that a conclusive case has been made for the inspection of potatoes to be carried out in the country before they are forwarded to Perth. The growers could be told then and there if their potatoes were not satisfactory.

I have noticed that most of the potatoes have been rejected on account of their being undersized, which raises another important point; namely, that in bad seasons many of the potatoes dug fail to meet the required size for No. 1 grade which is the only saleable potato. All other potatoes are a complete loss to the grower. Therefore, it is understandable that the grower is anxious to market as many of these undersized potatoes as possible. As a result, he places them in the bag because he considers he might be able to get away with it.

In a six-ton truck lot there are only about three bags opened and inspected and if the inspector finds that the potatoes in those three bags do not come up to the required standard, the whole truck lot is rejected. The inspector apparently considers that three bags is a pretty good average in a six-ton truck lot.

The Minister for Lands: Is there any regrading of the consignment?

Mr. I. W. MANNING: Yes, the consignment is regraded under the direction of the board. That is how we arrive at what potatoes are acceptable and what are to be rejected. Out of the 87 lots that were rejected in June of this year, 14 per cent. of them turned out to be waste.

Mr. May: Would not the grower himself decide what to send away? Surely the potato grower knows what size potato would be accepted.

Mr. I. W. MANNING: That is so, but it would not be true to say that he would know that they were undersized. There are borderline cases. A potato must weigh 3 oz. or more. The grower might think it is of standard weight, but the inspector could disagree, and if there are too many potatoes under size the whole truck lot is rejected. If a grower digs a good crop he has plenty of potatoes to put in the bags, but if the crop is poor he tries to sneak the small potatoes in.

The Minister for Lands: It is a poor living for him if he knows that they are likely to be rejected and they are, in fact, rejected.

Mr. I. W. MANNING: It is a poor living for him, and that is what causes so many problems in the potato industry. The man who gets a good return is a satisfied grower, but if a man has a poor crop and on forwarding the bags to Perth they are rejected, naturally he is not very satisfied.

The Minister for Lands: Would he not be able to cull out the unpayable ones?

Mr. I. W. MANNING: That would not be a satisfactory policy.

The Minister for Lands: That is done by those engaged in most industries. For instance, crayfishermen know that if they put in undersized crayfish they will lose the whole of their catch, and so they do not put any undersized crayfish on to the market.

Mr. I. W. MANNING: The growing of potatoes is quite a gamble. There are many seasonal hazards. For instance, last season because of the shortage of irrigation water many growers who had planted and had their crops up were refused water to irrigate them. Consequently, the potatoes had to take their chance as it were. When a man has gone to considerable expense to plant a crop of potatoes it is only natural that he should look for some return from them.

There is another point. If we could find a market for these small potatoes it would raise the standard of the No. 1 grade immediately; because as it is the desire of the growers to make a living by the sale of his product, he is tempted to mix the small potatoes among the No. 1 grade. If we could find additional markets for the smaller potato—there is a market already in Singapore and Mauritius—the grower would have no need to

place the smaller potatoes into the bag along with the No. 1 grade. If this were done it would prove to be of great satisfaction to the grower because he would then be assured of some return from a crop of small potatoes. If he cannot dispose of these undersized potatoes he suffers a complete loss.

This indicates to me that a great deal more assistance could be granted to growers if the potatoes were inspected at the main country centres. Albany is the address of many of the growers whose potatoes are, in many instances, rejected. From Albany to Perth is a long way to forward potatoes, especially when one eventually learns that the consignment has been rejected. I can see no reason why potatoes cannot be inspected at Albany. I know that in that centre there resides a farmer who was, at one time, a potato inspector, and he is a highly qualified man. He could be appointed as a part-time inspector at Albany to inspect potatoes before they are forwarded to Perth.

The Minister for Lands: Is he on the list of those that send forward undersized potatoes?

Mr. I. W. MANNING: Those are some aspects that I feel the Government might well consider. At this stage I would like to say that the growers have not a great deal of confidence in the business ability of the board. I noticed, with some concern, that the Minister did not take the opportunity to change the chairman of the board, but reappointed the present occupant of the office, completely disregarding all the problems of the industry over the past several seasons.

I feel certain that if the board had some business ability these problems would never have arisen. It has been the lack of business ability and enterprise on the part of the board that has got us into so many troubles during recent seasons. I think that any change would have been desirable and, to my mind, one most acceptable change would have been the appointment of a new chairman.

The Minister for Lands: You are not voicing the opinion of all those in the industry, because there is plenty of evidence to show that the existing chairman is acceptable to many potato growers.

Mr. I. W. MANNING: I suppose that, so far as personality is concerned, a man often finds opposition from some sections. Nevertheless, in my own opinion, and in the opinion of many growers who have discussed this matter with me, it would have been a good thing for the potato industry if the Minister had taken the opportunity to make a change in the chairmanship of the board.

The Minister for Lands: No; there would have been just as many, if not more, against the change. You cannot please everybody.

Mr. I. W. MANNING: Even if that had been the case, bearing in mind all the problems encountered by the industry in past seasons, I still think a change would have been desirable. It would have given the industry some fillip merely by reason of the fact that the growers would have known that there was new blood on the board because it would have indicated to them that the Minister felt that the board could have done better.

The Minister for Lands: Apart from the position you have outlined in regard to the appointment of inspectors at country centres, you have not made one suggestion yet to show why a new manager should have been appointed.

Mr. I. W. MANNING: Let us say that I have made two. I have suggested to the Minister that he should take up with the Potato Marketing Board the question of finding additional markets for small potatoes. That would get the growers out of a great deal of trouble because it would provide markets for those small potatoes which, although they are not up to the standard of No. 1 grade, are still good potatoes.

The Minister for Lands: There have been many attempts made in that direction.

Mr. I. W. MANNING: Then again I think the inspecting of potatoes in the country would often prevent the forwarding of many potatoes on their long journey to the metropolitan area.

Mr. May: How would the grower get on then? He would not be able to send them to Perth if the inspector found that they were small potatoes.

Mr. I. W. MANNING: Yes, but he would be saved all the subsequent expense of sending them to Perth only to find that they had been rejected.

Mr. May: Don't you think that his commonsense should prevail by his not placing the undersized potatoes in the bag?

Mr. I. W. MANNING: There are all sorts of charges the grower has to meet such as cartage, reinspection fee, reconditioning, stamp duty, the cost of the telegram advising that the potatoes have been rejected, etc.

The Minister for Lands: Perhaps you would rather be without a board in the industry?

Mr. I. W. MANNING: I am not advocating that the Minister should sack the board, but I honestly believe that as it is constituted at present it does not display much business ability.

The Minister for Lands: As the growers' representative, you are going the right way about having the board disbanded.

Mr. I. W. MANNING: Cannot we criticise and offer suggestions without it being said that we want to throw out the existing system? Years ago, the Potato Marketing Board enjoyed the confidence of the growers and built up quite a good deal of goodwill, but during recent seasons that goodwill has not been evident in the main. There is a tremendous lot of antagonism against the board. Growers often criticise the board on its decisions and activities. Apparently its public relations with the growers have deteriorated considerably.

The Minister for Lands: You want to have a look at some of the files in the department and note some of the approbation as well as the criticism that you are mentioning.

Mr. I. W. MANNING: Anything the Minister could do to restore goodwill between the growers and the board would build up the confidence of the growers and would preserve the existing marketing set-up. Whilst the growers are in financial difficulties and are being "wiped off" by the board, it all tends to bitterness among them. I hope the Minister concerned will take a little notice of my remarks because I have offered them in good faith. I hope the advice will be accepted in the spirit in which it is given.

MR. HEAL (West Perth) [9.16]: I want to touch on a few matters this evening. In recent weeks we have seen a complete change in parking facilities in the city. By that I mean the installation of parking meters. There has been no harsh criticism or opposition towards their installation, nor has much controversy appeared in the Press in connection therewith. This change affects the people living in the metropolitan area to a great extent and the country visitors to a lesser extent.

Mr. Bovell: We have to give the new scheme a fair trial.

Mr. HEAL: I agree with that remark. This new system has been in operation for approximately one month. In my view it has proved to be a great success, especially in the centre of the city where people make brief shopping visits. Before the installation of meters they had to spend some time driving around the city block, maybe two or three times, in search of a parking spot. As the Minister said when introducing the measure, there will be a greater turnover of cars entering the city block.

Mr. Wild: Has the scheme had any effect on businesses in the city block?

Mr. HEAL: That is another aspect which will take time to determine. The main city block falls within my electorate, as well as a small portion of East Perth. Approaches by small businessmen have been made to me concerning this matter.

In the first week or two after the installation of the meters their businesses might have been affected because when anything new is introduced the people are scared off for a while, but after some little time they accept the changed conditions and they again do their shopping in the city block.

Most of the big trading concerns, including Boans, are spreading out. Boans is building a new store in Cannington; Coles and Woolworths are decentralising and building new shops in the outer suburbs. This process of decentralisation may have some effect on businesses in the city area.

In the districts outside of the main shopping area I find that the parking meters are not being used as they could be used. Let us examine the position in Milligan-st. Driving along it we find on many occasions only five or six cars parked alongside the meters. It may be that with the installation of new traffic lights in that street a freer flow of traffic has resulted. In this and similar localities some effect might be felt by the business people. I would ask the Perth City Council to look into the aspect of increasing the parking time from half an hour to one hour for the same charge of sixpence in the Milligan street area.

The new method of parking has created complications for people on the north of the railway line. Firstly there are now free parking sites past James-st. and around Parliament House; also further west. People with businesses around that area find that most motorists arrive early in the morning, park their vehicles outside the shops or houses and do not return until 4.30 p.m. or 5 p.m., and then drive their vehicles away. In the past, those businesses relied for patronage on passing traffic; there was always a spot or two for cars to pull in. Those people are now suffering because of cars being parked all day long in the streets. I would ask the Minister to examine that phase and to extend the time permitted for parking north of the line, so as to make it one hour instead of half an hour.

The Minister for Transport: In any discussion of these matters I must again say that action was taken last week to commence a research.

Mr. HEAL: I am pleased to hear that. I sincerely hope that something will be done in the manner I have suggested. Some businesses, including Rumbles—which deal in medical supplies—have been affected by the change in parking procedure. People doing business with them may have to park hurriedly outside and obtain supplies for sick folk.

With the installation of parking meters, many policemen formerly engaged on traffic duties in the city block are now carrying out duty along James and William-sts. Whereas previously police officers were engaged on traffic duties on

one or two days of the week in that locality, now that the locality has been gazetted as a half-hour parking area, the police are constantly busy in that area checking on parking. The business people in that area, especially the restaurants, find their business adversely affected because of the rigid police action on half-hour parking. I ask the Minister to look into that matter to see if any steps can be taken to increase the parking time from half an hour to one hour. That would give people ample time to go into warehouses to do business.

The Hon. D. Brand: If there was one-hour parking for sixpence at Milligan-st., should there not be the same in all areas which are relatively the same distance from the city block?

Mr. HEAL: I agree; but not right in the centre of the city. Along Milligan-st. and the top of St. George's Terrace are found many doctors' surgeries and big warehouses where people buy more than one or two articles. Pensioners attend those surgeries; many of them cannot use public transport because of age or infirmity, and have to take a taxi in and out. If the time is extended to one hour for parking in the localities I mention the drop in revenue will not be too great. In fact, there may be some advantage.

The Minister for Transport: It should be appreciated by you and other hon. members that these meters are now very largely in the hands of the Perth City Council and not the Minister.

Mr. HEAL: We appreciate that. The Minister will realise that any suggestion made in this House can be passed on, because the Act comes more or less under his jurisdiction.

The Hon. D. Brand: The Minister cannot take all the credit and none of the blame.

Mr. HEAL: I realise that the Perth City Council is prepared to listen to suggestions. We have now seen the last of the trams in the city. We should live for the future and accept modern transport in the form of trolleys and diesel buses. After the introduction of these new forms of transport, the residents of Subiaco and West Perth were quite dissatisfied with an alteration to their route where the buses travelled up and down St. George's Terrace. Representations were made to me and to the member for Subiaco—no doubt also to many Opposition members—to endeavour to alter the route as it was before. The Minister looked into the matter and saw no serious objection to returning the service to its previous route—that is, down Hay St. and return via Murray St.

The Hon. A. F. Watts: There are not nearly enough buses on that run.

Mr. HEAL: The Tramway Department is going into the matter of timetables. With through routing from Victoria Park, we should realise that in peak periods the buses could be delayed for some time, especially over the Causeway. I have noticed that along Hay St. often two or three buses travel in the same direction with perhaps a break of a quarter of an hour before the next bus. I know that the Tramway Department is looking into this aspect also.

An effort should be made to remove the tramlines as soon as possible, especially in view of their danger to traffic. I realise that this work would entail the expenditure of some funds. Recently the lines over the Horseshoe Bridge were lifted and the surface was bituminised. Prior to that being done, bicycles and motor-cycles travelling over the bridge were faced with a real hazard because the rails stuck out of the road surface to a height of three inches in some places.

Turning to housing, I notice that in the past 12 months the State Housing Commission has made a drive to satisfy the needs of two-unit families. That is a step in the right direction. As all members are aware, there are many people with applications on the files of the State Housing Commission dating back to 1948-1949 who require two-unit accommodation. In the last 12 to 18 months there has been a step-up in the provision of such units and it is very pleasing to see people in that category being accommodated.

I asked the Minister for Housing a question the other day regarding the new block of flats being erected in my electorate. He estimated that it will be completed by December next. There will in all be 45 flats for two-unit pensioner couples and 25 flats for other people. I hope the commission will make a drive to provide accommodation at a greater tempo.

As the member for Subiaco mentioned, there are many single persons faced with housing problems. I refer mainly to widows. In my electorate are found many flats and boarding houses providing accommodation for such people. Many of them have asked me if the housing commission will do something for them. My answer has always been this: At present the State Housing Commission is providing accommodation for large families and recently concentrated on accommodation for two-unit families; that when this lag has been overcome no doubt it will look into the possibility of providing flats or hostels for the accommodation of single people.

Mr. Bovell: The Housing Commission should give consideration to single aged pensioners who are invalids. Many have only their pension and cannot earn anything more. The Minister should give serious consideration to establishing one-unit accommodation.

Mr. HEAL: That is a good suggestion; and I have experienced one or two of such cases. I would point out that the Mt. Henry Home has always been good enough to take in needy cases. That is a need which will be fulfilled in the future. We cannot get all these things at once.

The present system of selling homes on a freehold basis is much to be commended. I believe that this year the funds made available for this purpose have been reduced considerably. This is one of the important aspects of housing, whether houses are provided through the State Housing Commission, private builders, or building societies. These are the channels which people seeking homes should approach in the main. They can get homes on very low deposits. In the metropolitan area there are many building firms offering to build houses for clients possessing their own land, on no deposit and terms at bank interest.

That is of great assistance towards solving the housing situation in this State, and the State Housing Commission is relieved of some responsibility in having to build so many homes. On many occasions I have heard the Minister for Housing say that the commission does not want to be the main home provider in the State and that he would welcome private enterprise in this field.

Mr. Bovell: That is what the Minister says. In the past we have suggested that he should provide homes for pensioners.

Mr. HEAL: The Minister has already mentioned these facts. I support the remarks made by the member for Vasse during the Address-in-reply pressing for the development of the newly-found caves in the Augusta district. In recent weeks I went down there for a brief visit and was taken over the caves. I believe some 20 to 30 people have visited them. The approach is pretty rough. I can assure the Minister and members that it is one of the most beautiful sights I have seen.

I have visited caves in other parts of Australia but I have no hesitation in saying that if the Government stepped in and provided the finance for development of the new-found caves—such as installing a lighting system, building a kiosk or other accommodation, and providing a better entrance into the existing caves—the tourist traffic in Western Australia would flock to Augusta.

Once the tourists saw this cave they would give that part of the South-West a great boost. One lighting plant could light the two caves. The Augusta cave is only about 25 or 30 yards from the entrance to the new-found cave. The Minister in charge of the tourist section was working on the right lines when he set up a committee to go into the matter of developing these caves. I believe the members of the

committee were in Augusta last week to investigate the position with a view to making recommendations to him.

It was interesting to read in the paper, in recent months, that the Government is setting up new tourist offices in the different States of Australia in an effort to boost our tourist trade. Since I have been a member of Parliament, I have been fortunate enough to have made trips to Queensland and South Australia, and I feel that our tourist attractions can be made as good as, or better than, the tourist attractions in those States.

In the "Sunday Times" of the 17th August last, an article headed, "Food Imports Boost W.A. Deficit," states—

Western Australia's interstate trade position was more than £4,000,000 worse in the last financial year than in 1956-57. The excess of imports over exports was £57,268,068.

This is a subject that we can well look into in relation to relieving the unemployment position in Western Australia. I believe that the Trade Promotion Committee, which has been set up in recent months, could go into this question more fully with a view to encouraging our people to buy more locally made goods. I would say that in my area at least 50 per cent. of the people are new Australians. Every day they come to me to see whether I can help them find employment.

The member for Cottesloe, and other hon. members of the Opposition, have blamed the present State Government for the unemployment position in Western Australia. In my district, the main unemployment is to be found among the new Australians. Hon. members, especially the hon. members of the Opposition, should have a look at the Commonwealth set-up for bringing migrants to Western Australia, because it would be well worth their while. They should also go into the question of the Commonwealth Government providing more employment for them. Here I refer to the commencement of more Commonwealth works in Perth. It is expected that the new A.B.C. building will be commenced in the near future. The Commonwealth Government could also make money available for the Ord River project. I am sure that in many country areas there are projects which could be more fully developed.

If the Commonwealth Government could see its way clear to giving permission to this Government to export 1,000,000 tons of iron ore to Japan, it would help the unemployment position in no uncertain manner. I believe that if an iron ore industry were set up in the South-West—whether it should be in the district of the member for Collie or of the member for Bunbury, I do not know; and we read that Mr. Freeth, the Federal member for the South-West, does not want any part of it—it would help the unemployment position here to a great extent.

I want now to deal with a touchy and ticklish subject. I refer to an item in the "Weekend Mail" of Saturday, the 9th August. This item has the name of the Leader of the Opposition linked with it. On top of this page of the newspaper there is a little sketch showing where, in Roe-st., there is an ice cream factory, a cabinet maker, a junk yard, etc. In the statement underneath we find this—

State Opposition Leader David Brand this week told the "Weekend Mail" that he will ask in the Legislative Assembly next Tuesday for the file on the closure of Roe-st. brothels to be tabled.

"The public is entitled to know who made the decision and what is the Government policy in regard to it," said Brand.

"Any action of the Opposition will be towards discovering this and not on whether the street should be closed.

If Police Minister Brady refuses my request, I'll make it a motion."

The Hon. D. Brand: I did not say anything of the kind, of course.

Mr. HEAL: This appears under the name of the hon. member.

The Hon. D. Brand: I know.

Mr. HEAL: I have been waiting most interestedly all this week for the Leader of the Opposition to make his move; because, as these houses are in my area, I am interested in the subject. I was approached by certain of the people who own the houses. I am still waiting to see what action the Leader of the Opposition is going to take.

The Hon. D. Brand: If you are interested, why don't you ask?

Mr. HEAL: I am only interested to know whether the Leader of the Opposition is going to carry out what he is reported to have said to the "Weekend Mail."

The Hon. D. Brand: I will do it in my own good time, and when I feel it is pertinent. But if you want to know, you ask.

Mr. HEAL: I have made approaches to the right authorities, without going to a newspaper, or the paper approaching me, to try to get some publicity which might affect the present Government.

I would like to have a word on one other subject, and this comes within the jurisdiction of the Minister for Police. It concerns the Betting Control Board. Quite a few people have come to me in relation to country race meetings. In recent months we have read in the newspaper that at some country race meetings people have invested 5s. in a ticket on the totalisator, only to find that when the horse has run first, second or third, they have received a dividend as low as 3s. 6d., 4s., or 4s. 6d.

We have made s.p. shops legal, and gambling is legal on racecourses. Therefore, there should be a law to say that even though the punter cannot win, he should not be able to lose. On country racecourses, dividends are paid on the first, second and third horses when there is a field of six. In the Eastern States, and at headquarters in Perth, a dividend is paid on the first, second and third horses only when there are seven or more starters. Whether by increasing the number of starters from six to seven we can overcome the position, I do not know; but I would like the Minister for Police to have a word with the Betting Control Board to see whether he could have inquiries made with a view to having the matter rectified.

Mr. Roberts: Would the attendances have an effect?

Mr. HEAL: I do not think so. This position mainly arises where there is a field of six. If the attendance were larger, there would be a tendency for a greater volume of money to be on the one horse. If a person pays his entrance money to a racecourse, and purchases a 5s. tote ticket, and the horse wins, or runs second or third, it is not fair that he should receive a dividend of only 3s. 6d. As I said before, if he cannot win, he should not be able to lose.

In conclusion, I would like to have my name coupled with those of the previous speakers who expressed their condolences on the passing of Mr. Rodoreda and Mr. Ackland, two colourful personalities whom we shall miss. I wish the two new hon. members well, and I know they will be here for many years to come. I support the motion.

MR. JAMIESON (Beeloo) [9.40]: In making my contribution to the debate on the Address-in-reply, I desire to touch on a few subjects directly affecting the Beeloo electorate, as well as some of a more general nature. Last evening we heard a good deal from the member for Bunbury with regard to a sewage treatment works for the Bunbury area, and he gave his ideas on the disposal of waste water from such a treatment plant.

It will be recalled that several days ago I asked the Acting Minister for Works a question relating to a scheme, for the area south of the river, which would deal with the sewerage requirements of that area. The Minister's reply indicated that, while there had been some planning in regard to this matter, no finality had been reached on a comprehensive scheme for that area. The reply to my question indicated that the department concerned had apparently decided that eventually the effluent would be emptied into the sea, probably somewhere in the vicinity of Woodman's Point.

But I would point out that the metropolitan area is favourably situated as far as the disposal of waste liquid from sewage is concerned, because the establishment of sewage farms would be comparatively simple, as we have untold areas of sandy wasteland which could be used for that purpose without polluting any streams, water supplies or beaches used by the public. The natural filtration of the sandy soil would no doubt purify any effluent which had not been effectively dealt with by the aeration system and various other methods that are used to remove the solids from sewage.

The problem should not be hard to solve. In view of the experience of much larger cities elsewhere, which have had to deal with similar problems over a considerable number of years. It is possible that, on his return from overseas, the Minister for Works may have gained a comprehensive knowledge of the subject and be possessed of information as to how many cities larger than Perth, with less easy means of sewage disposal than are available here, have dealt with the problem.

The member for Bunbury mentioned the Werribee sewage farm, which deals with much of the effluent from the City of Melbourne. Members who have travelled by train to South Australia will recall passing a similar farm some miles out of Adelaide. The soil there is not as suitable as ours for the disposal of effluent, but the system used seems to work effectively, although sometimes trouble is caused by the odour. In the Perth metropolitan area, and particularly south of the river—I have in mind perhaps an area south of Bibra Lake—there are large tracts of land which I think could be put to valuable use in the form of sewage farms.

I have spoken regularly in this House on the need to secure markets for the products of this State. While we have Ministers overseas on various occasions endeavouring to encourage industries to come to this State, I feel that we are failing to some extent in not endeavouring to find better markets for our products. We have heard some Country Party members suggest that it is desirable to produce far more from the land, and I agree that that is so, but increased agricultural production is of no use unless we can secure markets to absorb the produce, because there is no point in stockpiling it here.

Our neighbours in the Near North still apparently require huge quantities of agricultural produce of all kinds and I suggest that before long we must make an earnest attempt to secure markets in the South-East Asia area and, in fact, in all countries bordering the Indian Ocean. The problem of payment for goods sold to such countries would have to be solved; but I do not think it would be an insurmountable one, as no doubt some means of credit could be arranged.

I understand that our timber industry is becoming overloaded with timber that has to be stockpiled, yet I believe that proper representation in the right quarters could easily secure markets for our timber. Unfortunately, timber merchants in the Eastern States can at present import oregon from California more cheaply than they can secure jarrah from Western Australia, and something must be done to remedy the position. If necessary, I think the Commonwealth Government should take a hand and make sure that our industries are given tariff protection.

The Commonwealth already gives substantial tariff protection to certain secondary industries and the motor industry comes readily to mind, because General Motors Holdens have been given considerable tariff protection against opposition from overseas. If such protection can be afforded to one industry surely it can be given to others!

Members will recall that during last session Parliament amended the Electoral Act in relation to the provisions for postal voting. I have no doubt that during the biennial Legislative Council election many faults could probably have been found with the new system. But all-in-all my colleagues and I were of the opinion, and still are of the opinion that it is a far better system than that which operated previously. However, after referring to the Electoral Department's files, I have found that in certain areas practices which could almost be regarded as snide have been indulged in by representatives of one particular party.

It is true that none of these offences was subject to court action although, after perusing the files, I found that the cases were not proceeded with only because a technical point was involved. It appears that upon instructions from the Liberal Party headquarters certain actions were taken by paid canvassers.

Mr. I. W. Manning: What was the man's name? Williams?

Mr. JAMIESON: No, this man's name was MacMillan. I should like to read a part of the report made by Detective Sergeant O'Sullivan, and this report is to be found on the C.I.B. file. It will show members the sort of practice that was indulged in by people representing the Liberal Party. In my opinion the Liberal Party made a bad assessment of the result of the election and panicked to such an extent that it determined to get votes at all costs.

I have always held the view, and always will hold it, that the ballot box should be sacrosanct, and any malpractices associated with it should be subjected to the closest scrutiny. All complaints listed on the Electoral Department files are concerned with the activities of only one party—the Liberal Party. There is no suggestion that any other party was involved.

Mr. Roberts: Are you sure that they were the only complaints made during the biennial elections?

Mr. JAMIESON: They are the only complaints. I asked for all files in connection with the election to be tabled and I have the files here.

The Hon. D. Brand: If you had known that it was not the only file you would not have asked for it.

Mr. JAMIESON: No, I wanted to see what was going on.

Mr. Roberts: I wonder if the department has any other files in regard to other elections.

Mr. JAMIESON: It may have; it should have. I should like to read an extract from Detective Sergeant O'Sullivan's report.

Mr. Roberts: No, read the lot because it has been on the Table for a week.

Mr. JAMIESON: Therefore the hon. member has had an opportunity of reading it.

The Hon. D. Brand: No, read it all.

Mr. JAMIESON: I will read just portions of it because those who are interested in it can have a further look at it tomorrow. The matter of which I complain is in respect to the Liberal Party only, and it is obviously true because two organisers and canvassers, paid by the Liberal Party, adopted the same practice.

Mr. Heal: And since sacked.

Mr. Roberts: Did they both adopt the same practice?

Mr. JAMIESON: What happened indicates that they were not correctly informed as to the requirements of the Act. I have been associated with too many electoral campaigns and I know that paid canvassers are not allowed to go into the field without knowing the fundamental requirements of the Act. I shall quote the section of the Act that applies to these cases.

The Hon. D. Brand: Who was the campaign director for the Labour Party at the election for the Suburban Province?

Mr. JAMIESON: He would be standing not far from where I am standing at the moment. Section 90 of the Electoral Act, which was amended last year, now reads as follows:—

(2) The application—

- (a) shall be in the form prescribed by the regulations and shall contain a statement of the grounds on which it is based, which statement shall be verified by solemn declaration made by the elector;
- (b) shall be signed by the elector in his own handwriting in the presence of another elector or if the elector is temporarily

absent from the State and is within Australia, in the presence of an authorised witness specified in Section 94 of this Act; and

- (c) shall be signed and attested by the witness who shall add a statement of his full name, address and occupation.

It is clear that there is only one person who can sign an application for a postal vote and that is the elector himself. It does not take a genius to work that out, and surely no responsible authority would send a paid organiser into the field if he was not aware of that particular section of the Act.

Mr. Roberts: Are you going to let us know what the Crown Law Department had to say about the elector?

Mr. JAMIESON: Yes. The Crown Law Department had this to say—

Mr. Roberts: Read it later on.

Mr. JAMIESON: No, I will tell the hon. member because I have the Crown Law Department file, too. The department was of the opinion that it was very doubtful that a conviction could be obtained because of a weakness that existed in the Act; it was drafted rather badly. The department said that as the person who made the false declaration was not an elector for the Suburban Province he was outside the requirements of the Act and no action could be taken. That does not detract from the merits or demerits of this particular case. An endeavour was made to get people to make declarations which they should not have made.

Mr. Roberts: I bet the Crown Law Department's interpretation is better than the one you have just given.

The Hon. D. Brand: It must have been; otherwise they would have gone on with the prosecution.

Mr. JAMIESON: The other section in the Act refers to the fact that an elector shall not induce another elector make a false statement in an application for a ballot paper. On both occasions the Liberal Party canvasser informed the woman concerned that she was quite entitled to sign an application on behalf of her husband. This was the case with Mrs. Pallister when MacMillan informed her that she was quite entitled to sign the paper.

Detective Sergeant O'Sullivan said that he was of the opinion that MacMillan did this without the knowledge of the Hon. A. F. Griffith, M.L.C. He went on to say that there was no doubt in his mind that MacMillan, who is 70 years of age, was acting in good faith when he induced Mrs. Pallister to sign the ballot paper for her husband, whose address was given as Woomera, South Australia, so that a ballot paper could be posted to him, and was unaware of the offence he had committed by doing so.

The Hon. D. Brand: Obviously it was done in good faith.

Mr. JAMIESON: Of course the detective was not aware that another offence of a similar kind was being committed in another district by organisers from the same party. The person was graciously treated when it was brought to the notice of the Liberal Party. They immediately contacted the organiser and Mr. MacMillan was suspended from further duties.

The Hon. D. Brand: What was wrong with that?

Mr. JAMIESON: The fault must have been with the Liberal Party organisation in the first place for not having instructed its canvassers and for having deliberately attempted to obtain votes because they were afraid of the results of the election. In that they made a bad assessment.

The Hon. D. Brand: They made a very bad assessment!

Mr. JAMIESON: They did, and I am glad the hon. member admits it.

The Hon. D. Brand: They knew you were the campaign director.

Mr. Roberts: I suggest you read what the Crown Solicitor said about the whole case on that particular file.

Mr. JAMIESON: On that particular file? The hon. member might read it himself.

Mr. Roberts: I have read it.

Mr. JAMIESON: I have told the hon. member what the Crown Law solicitor has said. Let us have a look at another one relating to a postal vote made by W. C. Grantham. A statement was made by Violet Alice Grantham in regard to a canvasser named Mr. Grigg. Evidently he was working in the Carlisle district. I know Mr. Grantham; and whilst he is an invalid to a certain degree, he is quite capable of getting around the district at all times. The statement reads this way—

My husband was absent receiving medical treatment and I told Mr. Grigg that.

Mr. Grigg then produced the form of application for a postal ballot paper and asked me to sign it for my husband.

He said it would be all right for me to do so.

There again, that is a bad statement to be made by a canvasser. Continuing—

He did not ask if my husband could attend a polling place to vote.

I did not read the form but signed it in the way he told me to do so.

He explained that the form was for a postal vote.

The point I make is that when a party sets out to defeat the provisions of an Act of Parliament, it is not being honest with the people. The Liberal Party set out to do that.

Mr. Roberts: It did nothing of the sort!

Mr. JAMIESON: Of course it did!

Mr. Roberts: Nothing of the sort! If it did, there would have been a charge.

Mr. JAMIESON: Of course it did! What happened in the case of Mr. Grigg was that the Liberal Party deported him. He was sent a telegram which read as follows:—

Please call at State Electoral Office urgent. Chief Electoral Officer.

This was after they had gone out to see Mr. Grigg, whom they could not locate. Then there is a note by the Chief Electoral Officer on the file, which reads as follows:—

Message received from L.C.L. that Mr. Grigg left for Eastern States by plane ex Perth on Sunday, 27th April, and that he would be away for an indefinite period.

His address was unknown.

Mr. Wild: What about telling the House what you did to Williams in the pre-selection ballot? What about telling the House about him?

Mr. JAMIESON: I think the member for Dale should read the "Tribune" instead of the "News Weekly" and he might have his mind better informed.

Mr. Wild: You read both of them, and that is why you have such a murky mind.

Mr. JAMIESON: I would have to be in deep murkiness to be in the same street as the member for Dale.

Mr. Wild: That is what Mr. Williams thinks of you after you got him the sack when he had the temerity to oppose you.

Point of Order.

Mr. Jamieson: I would like a withdrawal from the member for Dale, Mr. Speaker, because that remark is untrue.

The Speaker: What remark?

Mr. Jamieson: The remark that I had a Mr. Williams sacked from the railways.

The Speaker: The member for Beeloo objects to the statement made by the member for Dale because he considers it to be untrue, and therefore I ask him to withdraw the statement.

Mr. Wild: Mr. Speaker—

The Speaker: I must ask the member for Dale to withdraw the statement. The member for Beeloo objects to the statement as being untrue.

Mr. Wild: He cannot prove it is untrue; so why should I withdraw it?

The Speaker: The member in his place objects to the statement as being untrue and therefore the obligation is on the member who made the statement to withdraw it.

Mr. Wild: Very well, Mr. Speaker, in deference to you I will withdraw the remark. But the action that he took ill befits the hon. member; we all know that.

Debate Resumed.

Mr. JAMIESON: After that little interlude created by the murky muddler from Dale, I will deal with the—

Mr. Wild interjected.

Mr. JAMIESON: The hon. member had better not delve too deeply into personalities or we might want to know why certain regulations were withdrawn to make a housing area an optional area.

The Minister for Housing: Even the cocks are crowing it.

Mr. Wild: It is a pity that you were not prepared to have another go. You are like a lot of your mates; you have nothing and you want everyone to share it with you. That is your trouble.

Mr. JAMIESON: In answering the hon. member—

Mr. Roberts: Before you get on to that—

The SPEAKER: Order, please! I must ask the member for Bunbury not to interject. There are too many interjections.

Mr. JAMIESON: In answering a question put by the member for Canning earlier this evening, the Minister for Health indicated that although a site had been selected for a hospital south of the river, there would be no move made to provide this hospital in the near future. The Commonwealth Government refused to permit the use of Edward Millen Home and there was not much that could be done about that. But I suggest that the department should review its attitude in regard to how soon it will be able to provide hospital accommodation for people south of the river.

I understand a move is to be made for district or regional hospitals to be established in other metropolitan areas, and probably plans have already been drawn up for them. I am not attempting to deny the rights of the people residing in those districts to have provided adequate hospital accommodation; but I would like to point out to the Minister that, with the exception of the South Perth Community Centre Hospital and St. John of God Hospital at Belmont, there is practically no hospital accommodation for one-sixth of the State's population which resides between the Helena River, the Swan River, the Canning River, and the foothills at Armadale.

I do not know how long this state of affairs can continue without the department paying more attention to the problem. Other districts have some access to the larger hospitals in the city; and therefore, to some degree, are fairly well served. However, the provision of a hospital for

the people in the district I refer to is very urgent; and, in my opinion, it warrants early consideration.

Mr. Nalder: If they would contribute a third of the cost they would get their hospital very soon.

Mr. JAMIESON: I do not know whether they could contribute one-third of the cost of a hospital of the size that would have to be built there. A colossal amount would need to be raised. The people in the district are already doing a wonderful job raising funds to establish an ambulance centre which is to work in conjunction with the hospital to be built in that area.

The Hon. D. Brand: Even if you want an ambulance centre in the country you have to provide one-third of the cost of its establishment.

The Minister for Health: It is not compulsory.

Mr. JAMIESON: The people south of the river are finding a great deal of money for this purpose and are doing a wonderful job towards helping themselves. So it now behoves the Government to grant some assistance and consideration to them. I hope there will be no delay, as would seem apparent from the reply given by the Minister to the member for Canning tonight. I think it is very necessary that the department should reconsider this matter.

I would like to touch briefly on the requirements of primary and high schools for the district of Beeloo. It is true that in the main this matter has been given consideration, although I must say that the requirements are far short of the demand in some areas. One of the problems seems to be a difference between the treatment given to the high schools, when erected, and the treatment meted out to some of the old established primary schools; as this refers to the provision of extra amenities.

When I say extra amenities I refer to reticulation of the grounds and provision of playing fields generally. The parents and citizens' associations in the primary schools are always struggling to provide enough finance; although in the high schools most of this work is done in the initial stage of the project, and this of course engenders a lot of ill-feeling among those in charge of primary schools since they have to raise the funds necessary; whereas the headmasters and staffs of the secondary schools seem to be receiving preferential treatment.

I also know that the schoolteachers in the primary schools are required to teach far larger classes than those in the high schools, and I feel that conditions all in all are much better in the high schools. Accordingly some extra consideration must surely be given to the primary schools by way of assisting the parents and citizens' associations in the provision of amenities.

A problem that has been somewhat overcome, though not entirely, in the Beeloo area, is the resumptions in connection with the marshalling yards and the connecting link railway line. The people affected by these resumptions are, in the main, quite happy with the idea now that this work is to be proceeded with; they have made preparation to quit their properties. However, the Government has not been able, as yet, to finalise all the resumptions, and, as a consequence, some of these people find themselves in bad circumstances in trying to meet their obligations. They are afraid of being loaded with land they cannot readily quit. It is hoped, therefore, that the Government will, without much delay, be able to proceed to clear all these matters up so that before long the link line and the marshalling yards will all be owned by the Railway Department and become railway property.

Another matter which has caused concern in the district over the past few years has been the drainage of the various areas, particularly the Kewdale district. It is true that the Public Works Department has started what is known as the South Belmont drainage scheme this year. It went as far as it was able to before the winter rains caused some tapering off in its activities. However, unfortunately for the people in this area, the Water Supply Department was responsible for putting a 42-inch main across the main Kewdale drain. This caused a considerable amount of flooding during the latter part of July, and no doubt it would have involved many people in a great deal of loss, particularly those with poultry farms in the immediate vicinity.

I suggest that the Government make a full study of the problem, as it affects these people, with a view to compensating them somewhat for the disadvantages and inconvenience they suffered by the failure of the engineers from one department to appreciate the problems of the engineers from another department.

While touching on this South Belmont drainage scheme, I would point out that there has again been strife with respect to the surveying of the drainage route, in that the surveyors seemed to possess far too glib a tongue. The people were informed wrongly as to what was to take place in that district; and, before one knew where one was, there was a hostile elector telling one something that one knew was wrong, but of the truth of which he was convinced. I suggest the Public Works Department might advise their surveyors when doing this survey work that they should inform the people only that it is being done in connection with some particular project, and add that all the details associated with it can be obtained from the department itself.

I had the recent experience of one particular person who was certain the drain would go right through his property, and

cut it in half. This, of course, would have made it useless to him. When I visited the department and saw the drainage engineer, Mr. O'Hara, he was amazed that this information should have been known. In any case, it was quite incorrect for this person to say that the drain was going through this particular area at all; and on tracing it back the person informed me that the surveyor had told him that the drain was to go through the property at the spot he had indicated. Eventually the drain went along the boundary fence which, of course, was ideal.

I suggest, therefore, that the Minister in charge of the department might advise his officers that such conduct on the part of civil servants in misinforming the public at large when doing survey work is causing untold damage to the reputation of the department, and to the stable and even running of its activities.

Might I now dwell a little on the problem that has been mentioned in the Press of recent times; namely, the falling off in attendances at race and trotting meetings. I would like to touch mainly on the attendances at race meetings. It would appear that everybody has an answer for this. It would seem that most people blame the licensed off-course bookmaker for the problems associated with this fall-off in attendances. The figures supplied to me tonight would indicate that this is not entirely correct, particularly as it relates to trotting, in respect of which we see that as late as last Sunday morning there was an article by Mr. Stratton on how to arrest the losses and bring back the vast crowds to trotting.

I would like to draw a comparison between the meetings held the previous year, from the 1st January, 1957, to the end of the season, and those held this year for the same period. Of the 24 meetings held at Gloucester Park in that time, the attendances at 14 were greater this year than in the previous year. We must bear in mind that in the previous year there were practically no s.p. operations on the trots because of a blanket being placed on the broadcast of trots except for the last event. The only meetings last year, when the blanket was imposed, which had a greater attendance than comparable meetings this year, were those held during the inter-Dominion carnival.

It would appear that trotting is progressing fairly well. Everyone realises that the attendance figures at Richmond Park increased tremendously due to the accumulation of the jackpot tote last season. The attendances at Richmond Park cannot compare with the attendances at Gloucester Park. The trotting association apparently has nothing to complain about in the patronage it receives from the public. On each night there has been an increase in attendance amounting to several hundred on the average. On that score the trotting association should be quite happy.

Turning to racing, the attendances appear to be decreasing. In the seven meetings with larger attendances held this year up to the end of June, when climatic conditions could have affected attendances, the figures generally decreased as compared with those of last year. I suggest the Turf Club should find means of increasing patronage. I am given to understand that it has carried out some improvements in the past year but it still permits the caterers to charge premium prices for refreshments. While that goes on patronage will decrease because people will not be able to attend races as often as they would like. There is not the amount of free-spending money available these days, and what is available has to go further. If the Turf Club permits the premium prices for refreshments to be maintained it must expect a decrease in attendance.

The sport of racing is in a different position to the trots; the former has to compete with all types of Saturday afternoon sports. I for one would not induce people participating in Saturday afternoon sport to attend race meetings. In my view the Saturday afternoon sports should claim preference, particularly from the youthful members of the community. If people desire a little flutter on the races it would be better if they do not go to the racecourse. The financial position of the Turf Club is in a rather precarious position, but that has resulted from its own doing.

It has always appeared to me to be somewhat of a luxury to maintain racecourses on which are held a few meetings each year. In 1957, between the 1st January and the 30th June, two race meetings were held at Helena Vale, and over the same period of this year it was used three times. The upkeep of a course on which so few meetings are held must be considerable. In this respect the Turf Club should cut its cloth to suit the occasion. Its finances appear to be insufficient to enable it to maintain the cost of upkeep of what amounts to a luxury.

On a close examination, the figures relating to the racing club indicate that its difficulty has not been caused by the lack of public patronage but by the economic situation in general which seems to have deteriorated. We cannot do very much about that. There is little doubt that when free-spending money is more readily available this luxury sport will gain more patronage. The racing fraternity has termed it the sport of kings. In Western Australia where we are devoid of kings of all kinds the sport receives the support of the princes in the game, but they have not the money which is needed to keep the club going.

I was somewhat amazed at the statement of the Minister for Transport regarding the take-over of bus services at the end of this month. He announced that the Beam, Metro and Carlisle bus

companies were being taken over. In the Eastern suburbs that leaves only one company of any size to be taken over. It would be in the best interests of all concerned if the Kalamunda bus service were included in the initial take-over because, in many cases, its services run parallel to the Beam and Carlisle bus routes. To integrate the Kalamunda bus routes at a later stage would be more difficult than to include them with the initial take-over when all the routes could be reshuffled at one time. I suggest that it is not too late even now to include the Kalamunda bus service in the initial take-over at the end of this month.

Those are all the remarks I wish to make on the Address-in-reply, except to associate myself with the expressions of condolence to the relatives of two former members and colleagues, namely, Mr. Ackland, representing Moore; and Mr. Rodoreda, representing Pilbara, both of whom possessed individual qualities to which we had become accustomed. Each year as we commence a new session of Parliament it is difficult to realise that some members are no longer with us. However, that is the lot of each and every one of us in the future, and we have to face up to that fact. I add my condolences to the wives and relatives of the deceased members. I support the motion.

MR. NALDER (Katanning) [10.29]: In prefacing my remarks on the Address-in-reply I want to pay a tribute to the late Mr. Rodoreda and the late Mr. Ackland, both of whom added much to the life and interest of the debates in this House. They will be remembered especially for the interest they took in advancing not only the welfare of this State but also, as elected members of their respective districts, the interests of their particular electors. This House will be much the poorer because of their absence, and I pass on my sympathy to their relatives.

As is usual, the Address-in-reply has brought forward a number of points that have arisen since the last session of Parliament; and it has been interesting to hear what various hon. members have had to contribute. There are several matters to which I would like to refer.

I asked some questions of the Minister for Transport and hoped that I would have had a reply, because I believe that the fact that so many pedestrians have been fatally injured in the metropolitan area over the last few years has become a real urgent problem. Therefore, I hope that all the authorities, as well as the Minister for Police and the Minister for Transport, will exercise every effort to see that the causes of these fatal injuries are, if at all possible, remedied, and the accidents cut to a minimum. I do not suppose that any hon. member would have the complete answer. Many problems are involved, and I feel we

should tackle them—particularly the one I referred to tonight—with all the earnestness we have at our disposal.

I am going to suggest one or two remedies. I do not know whether they are practical or not, but I hope they will be given some consideration. We cannot afford to lose so many of our population in this way. Carelessness is not the main factor; the problem is caused by a number of circumstances. If we were able to educate the people, we would not have so many involved in these fatal accidents; and the more we can bring it home to them the more aware they will become of the hazards that present themselves, especially when crossing the main thoroughfares of our city.

It was extremely interesting to me to find out how many people had been injured on our highways—especially Stirling Highway. I feel that quite a number of the accidents that have occurred on our main highways may be the result of the width of the highways. If people wish to cross a main highway it takes them a number of seconds to do so; and at night they are unable to gauge the speed of oncoming traffic as accurately as in the daytime. Traffic proceeding in both directions, neon signs flashing off and on, and the different types of lighting to be found on our highways add up to a very big hazard. Therefore, I hope the Minister for Transport will give every consideration to this matter and will experiment as much as possible in order to alleviate the hazard which confronts, not only the driving public, but also pedestrians.

I suggest that it might be possible on the wide highways to widen the white centre-line to a width of at least 18 inches, and make it a neutral zone, so that it would be an offence for any oncoming traffic, whichever direction it was travelling, to even touch that white line. This would give people an opportunity, when crossing a highway, to look around when they reached the centre to survey the oncoming traffic.

Last night, the member for Narrogin and I were crossing Hay-st. We looked down Hay-st., and there were a couple of cars approaching, and we allowed them to go past. When we got to about the centre, down came a car from the Subiaco end; and, if we had not sprinted across the road, we would have been hit. What chance would elderly people have of crossing a road in this manner? They would have no opportunity of getting across; and I feel that this is one of the reasons why so many pedestrians are knocked down by motor-vehicles.

Mr. Andrew: Quite a few old people have been knocked down.

Mr. NALDER: Yes. They are unable to move quickly when they misjudge the speed of oncoming traffic. Anything that could be done in this regard to reduce fatal

accidents in the metropolitan area—or anywhere for that matter—would be a step in the right direction, and I hope that every effort will be made.

I am sorry the Minister for Agriculture is not in his place, because the next points on which I would like to speak have to do with his department. First of all, I want to refer to one of the worst plagues that has ever hit the State of Western Australia. I refer to a plague of grubs which we have experienced over the past few months. Never in my knowledge—and it goes back a number of years—have the agricultural areas of this State been subjected to such an onslaught of grubs as they had this year. I know that many country members—and possibly some city members—have seen the devastation caused by the onslaught of these caterpillars.

Mr. Bovell: That is so.

Mr. NALDER: In many of the country districts pastures have disappeared; and there are now vast areas—acres and acres in some paddocks—that have been completely cleared and do not contain a vestige of pasture. The grubs have left nothing but the bare ground. I am hoping that the Minister for Agriculture—through his officers—will do all he can by way of experiments to find out whether there is a remedy. I hope a cheap remedy can be found, and I want to refer to some of the costs involved in handling these pests.

The grubs made their appearance not long after the first rains, when the pasture was growing and their presence was illustrated by the fact that instead of improving with the rains and the warm weather the pasture was destroyed. Many farmers decided that action must be taken to eliminate the menace and they obtained the necessary sprays and chemicals. The result was that before long the State was denuded of every ounce of the required chemical and further supplies were brought here from the Eastern States by air and other means of transport.

The equipment and chemicals became very costly. Even a single nozzle spray of the type attached to the power take-off of a tractor could be procured only at a cost of approximately £50, although it was only a small type of spray. The chemical to be used in the spray cost £21 for a five gallon tin, which was sufficient to cover 160 acres, so members can appreciate the terrific cost to which farmers were put in combating this pest.

The spraying was effective but extremely costly; and after the rains set in in July many farmers were unable to get on to their ground at all; and in order to eliminate the grubs they had to resort to aerial spraying. Spraying from the air proved costly and in every case reported to me the cost was from 9s. 6d. to 10s. 6d. per acre. It does not require any great effort to figure that a farmer with a 2,000 acre

farm was put to great expense in coping with the pest. I mention those facts because I hope every effort will be made by the Department of Agriculture to see, by means of experiment, whether a cheaper method of dealing with these grubs can be discovered.

I desire now to refer to one or two points which may be of interest to the departmental officers in their experiments. Many farmers in my electorate noted that ground which had been broken up and cropped last year was practically free of the grubs, while the land which had remained unbroken for longer periods carried the worst infestation of grubs. I know 20 or 30 farmers who can back up that statement, and from their experience it seems that the longer the ground had remained idle the worse the grub infestation was.

The grubs appeared in such numbers that in different parts of my electorate one would have thought the roads had been sprayed with bitumen, but when one slowed down the surface of the road appeared simply as a moving mass of caterpillars. They could be picked up by handfuls on the sides of the road where apparently they could not climb the slight banks. The pest cost this State in all probability hundreds of thousands of pounds—

Mr. Bovell: Has the Department of Agriculture taken any action in regard to it?

Mr. NALDER: I understand that, in visiting various part of the State, officers of the department discovered nine different types of this grub.

The Hon. D. Brand: Did the grubs destroy the crops?

Mr. NALDER: No, the grubs did not tackle the crops, but ate the Cape weed, geranium and so on. They did not seem to have sufficient nous to eat the wheat and oats, but simply crawled up one side of the stem and down the other. They ate only the pasture which was flat on the ground and they cleaned up the weeds and left the crops. The pest that tackled the crops was the web worm, which is quite different from the caterpillar.

The Minister for Justice: Did the spraying affect the fertility of the soil?

Mr. NALDER: Apparently not; and as a matter of fact, within a day or so of the spraying one could notice the quicker growth of the pasture. There is no doubt that the type of spray used killed the grub, although the farming community were put to great expense which they could ill afford in view of the fall in the prices of farm produce. The member for West Perth seems to think the farming community can easily stand such a burden without worry, but if he were a sheep farmer today he would be most concerned at the fall in wool prices.

I do not know whether many members are aware of the fact, but recently officers of the Department of Agriculture—and I presume police officers as well—have taken a very firm stand in regard to the branding of sheep; and hundreds, or perhaps even thousands, of sheep, have been returned from the Midland Junction Abattoir to the farms without being offered for sale.

At one sale, a few weeks ago, 480 sheep were returned to their owners because the brands—I do not know who were the officers concerned but will ask the Minister for Agriculture some questions in order to enlighten the House in that regard—were said to be illegible. One farmer from Katanning sent his sheep up, considering the brands to be all right, but at Midland the sheep were withdrawn from sale, and when the agent rang the farmer he said, "I will come straight to Midland and bring the brand." He did that, but when he got there he was refused permission to enter the pen and was told that the sheep would be trucked back to his farm and that was done.

Mr. Bovell: At colossal expense.

Mr. NALDER: Yes. I feel that that case was taken a bit too far and that commonsense should be used in such instances. All the sheep have been branded but, according to the reports, in some cases the brands are not readable and therefore the sheep are sent back to the owner. As far as I know, all farmers are continuing to earmark the sheep, and I think that should be sufficient evidence that the sheep are the property of the person concerned. If a farmer is prepared to go to the saleyards and recognise his sheep by the brand—and the officers of the department proved that that was so—surely he should be allowed to offer the sheep for sale!

Mr. I. W. Manning: It seems unbelievable that he was not allowed to brand them in the saleyards.

Mr. NALDER: If publicity were given to this matter—and in my opinion it is the duty of the agents to inform farmers of what has to be done—farmers would be saved much inconvenience and cost. This sort of thing has been going on for weeks. I know another case of a man who broke his leg and, in order to obtain some ready cash to pay for the expenses involved in his accident, he consigned two trucks of sheep to Midland Junction. When they arrived they were condemned because of the brand and were sent back to his property. The transport costs alone in that case amounted to £100.

The Minister for Health: One would think that the earmark would be sufficient.

Mr. NALDER: I think so, too. However, the Minister for Agriculture might be able to produce some evidence which will convince this House that the Act has to be

policed in this way. However, I think it is being overdone and reason should prevail.

Mr. Bovell: If any sheep from the district of the Minister for Health were consigned to Midland Junction, and then had to be sent back again, it would be a terrific expense.

Mr. NALDER: Yes. Several instances have been brought to my notice. In another case a farmer who owns a property near Albany consigned his sheep to Midland Junction and when they arrived they were refused entrance to the saleyards. The sheep were sent back to Katanning, where he has another property; and when they arrived some were dead and others had to be carried from the truck. Those sheep had been five or six days without food, and it is a wonder to me that the R.S.P.C.A. had not done something about it. This sort of thing is going on all the time; probably it happened today—I know it did last week. It has been going on for several months.

If this sort of policing of the Act is achieving something, well and good. It is quite likely that the Farmers' Union is behind this; I do not know. Maybe the Police Department is endeavouring to check sheep-stealing, and that is the reason for policing the Act in this way. However, I think it is going too far; and if publicity could be given to it, and if agents took a little more responsibility in advising owners of stock of the requirements, this problem would not arise.

That brings up another matter. I understand that two years ago a regulation was passed that no branding should be carried out with a tar-based fluid. I believe that the C.S.I.R.O. has a branding fluid which farmers are now compelled to use but it is not nearly as good as the old tar-based fluid. We were told that if a fluid could be found to take the place of the tar-based branding ink, the wool industry in Australia would be saved millions of pounds.

Wool that is affected with tar is wasted because the tar cannot be scoured out. The C.S.I.R.O. has produced this new branding fluid; but in my opinion it is ineffective. Sheep which have been branded offshears with this new branding fluid are found, within three months in some cases and six months in others, to have no legible brand on them. It is almost impossible to read the marking, especially if a sheep is carrying 12 months' wool. Last week I inspected two flocks of sheep and with 97 per cent. of them the brands were unrecognisable.

Although we have been told that tar ruins the wool, I think that with falling prices over the last 12 months, and the fact that farmers are being inconvenienced so much because of not being able to recognise brands, we have reached the stage where

we would rather go back to the old tar-based fluid for branding. At least with that method a farmer can recognise the brand.

In my opinion further research will have to be made into branding fluids so that a much better product than the one farmers are forced to use at the moment can be marketed. I know that the regulation covering branding was promulgated some two years ago and that it is an offence for a farmer to use a tar brand. But the present system is causing farmers such inconvenience when they consign their sheep to Midland Junction to be sold as fat-stock that it would be better to revert to the tar branding. These are statements of fact; there is no exaggeration about them and many cases have been reported to me.

I shall ask the Minister for Agriculture some questions in regard to the matter, and I am sure that the figures will be interesting. I told the Minister for Housing that I would not be very long. However, I should like to make some reference to the curtailment of school bus routes, and I am sure the Minister for Education will be interested to hear what I have to say.

The Minister for Education: Yes, I have listened to you very carefully.

Mr. NALDER: I feel that the action of the Government in curtailing bus routes in country areas is one of the most retrograde steps that it has taken.

The Minister for Education: The select committee did not think so, and there were two Opposition members on it.

Mr. NALDER: I would like to take members of the select committee for a drive tomorrow afternoon.

The Hon. A. F. Watts: You need take only two of them. The others know what it means.

Mr. NALDER: I would like them to inspect some of the routes that have been curtailed in my electorate; and my electorate is not the only one. Country members can vouch for what I am saying. Many school bus routes in the country have been curtailed by the department and many school children will not be receiving the education to which they are entitled. Any Government which is responsible for such a thing as that should be reprimanded, and I would not be doing my duty if I sat in this House and did not voice my objection to the present position.

Only a few weeks ago I travelled over a route that had been curtailed. I had made some approach to the department with the object of having a bus route extended so that a child of eight years of age who had never been inside a school could be picked up. The department considered the approach, which was supported by the road board, and extended the bus route so that this child could be

given the privilege of attending a State school. But it curtailed the school bus route in another area where seven children are affected and three of them have to be driven four miles to meet the bus at the other end.

The Minister for Education: There is some responsibility on the part of parents, you know.

Mr. NALDER: That is a remarkable statement for the Minister to make! It is all the more remarkable when it applies to parents who are in the outback trying to develop the country. I know what the Minister would say if he were 20 or 30 miles from the nearest school and had to get up at 6 a.m. and walk two miles through thick scrub in order to get his children to meet the bus at 7.30 a.m. so that they might be able to attend school. We would not hear the end of it. Standing Orders would have to be suspended for two hours while he spoke on the question.

There is no doubt that this is a serious question because children in the back country should enjoy the privilege of attending school without any undue hardship. I believe it would not cost the State very much if the Government extended the bus routes for a few miles. In most cases the curtailment of these routes affects parents who can ill afford to transport their children three or four miles, both night and morning to ensure that they are able to connect with the school bus. In fact, some parents have to travel up to 20 miles in order that their children can travel on the bus to attend school.

If we are anxious to have the back country developed we should be prepared to stand up to our obligations in regard to the education of country children. Therefore, I hope the Government will reconsider its policy. I quite agree that in those areas which are fairly close to a school it might be advisable to do away with some of the spur lines, especially if those children are able to board the bus at, say, 8.15 a.m. or 8.30 a.m. It is the children who live furthest away from the school who should be given some consideration. It should be arranged that a bus shall run somewhere near their place of residence instead of the parents having to travel long distances to enable their children to get to school.

I appeal to the Government, and to the Minister in particular, to reconsider the present policy of curtailing school bus routes; and, if it does so, I am sure its action will be appreciated not only by the children but also by the parents in outback districts, and they will remember the consideration shown by the Government in years to come.

The people on the Great Southern line, especially those at Wagin and Katanning, are extremely grateful to the Government for completing the comprehensive water

scheme in their areas; and although at the moment, with the bountiful rains we have had, it does not appear that the people in those districts will be short of water in the summer months, I can assure the Government that they are extremely pleased that the pipeline has been extended and that they can turn on the water whenever they desire and use as much as they want.

I hope the pipeline will be extended to other towns that are still greatly in need of an adequate water supply, and I look with great anticipation towards the day when these centres will enjoy the benefit of having ample water. I sincerely hope that this day is not far distant. I am not appealing to the Government for any prior or special consideration.

I believe that the extension of the comprehensive water scheme, as planned in the first instance, must proceed according to plan. I know that there are places in the north and north-east where people are urgently in need of that water, and I feel quite sure that the scheme will be extended to their areas at an early date. Nevertheless, there are other centres in the southern portion of the State that are still awaiting the extension of the comprehensive water scheme, and I hope that they will soon be granted the privilege of enjoying this amenity.

MR. ANDREW (Victoria Park) [11.5]: Last week, several people to whom I spoke expressed amazement because the establishment of the N'gala home in South Perth had not been referred to in the Lieut.-Governor's Speech. I told them that only a few proposed Bills were ever mentioned in that Speech although many Bills were brought down during the session. Those people stated that the Government had done an excellent job in establishing N'gala and that its efforts in this direction should have been given more publicity. This is only one of the many works that the Government has initiated.

For the information of members, I point out that N'gala is actually an extension of the old Alexandra Home. As most hon. members know, that home is situated in Lincoln-st., East Perth; but, unfortunately, many people are under the impression that the home caters only for the welfare of unmarried mothers. That is not so; and the reason why the native name of N'gala was chosen for the new home that is being erected in South Perth was to try to remove some of the stigma that is apparently associated with the Alexandra Home.

N'gala will care for those babies whose mothers require a rest, apart from catering for unmarried mothers. The home will also be a mothercraft training centre to enable double certificated nurses to obtain their third certificate. In the past

these nurses have been proceeding to the Eastern States in order to complete their training for this third certificate; but, unfortunately, after spending their training period in Sydney and Melbourne they are often lost to this State which provided their initial training because, in many cases, they decide to remain in the Eastern States. In future, however, N'gala will meet the needs of those nurses who are desirous of obtaining their third certificate in this State.

The total estimated cost of N'gala is £220,000, of which the Government is finding £120,000; and the Lotteries Commission, £50,000. This means that a further £50,000 will have to be raised so that the home can be complete in regard to furnishings and equipment. A committee, of which I am a member, has been charged with this duty. An appeal to raise the necessary funds will be launched in September and its success will depend on the generosity of the people of this State. However, already a great deal of support has been promised and I feel certain that the appeal will be successful.

The Premier, the Minister for Transport, and others have shown extreme interest in this appeal, and they have lent their backing to it. In fact, the Premier has sent a number of letters to various individuals and business houses. I had sent to me a number of cards representing bricks, and each card is valued at 20s. It would be a generous gesture if each member of Parliament would subscribe 20s. for a card of bricks, because this would give the N'gala appeal an excellent start.

A question that has always intrigued me has been the splitting of the functions of Commonwealth and State departments. I have always considered that there is not enough co-operation between Commonwealth and State departments. What I want to point out is that the Commonwealth Government, for example, is in charge of migration in this country. That is the function of the Commonwealth, not of the State.

But when migrants come to Australia it is the responsibility of the State Government to find employment for these people, to educate them and to provide accommodation for them. That is a very heavy burden. I remember asking the Premier a question last session. The Commonwealth Government at that time had said it was going to increase the flow of migration to Australia. I asked the Premier whether the Commonwealth Government had approached him to make any provision at all for these extra migrants, and he said that he had not been approached.

In my opinion that is very wrong. It shows that somebody is lacking in a proper sense of responsibility.

In referring to the matter of housing I would like to quote a statement made by Sir Douglas Copland on the 1st July in which he said—

Home building in Australia was falling off and ought to be increased substantially. Houses completed in 1957 numbered only 67,471, compared with 78,289 in 1955; 79,649 in 1952, while population had increased from 8,740,000 in June 1952 to 9,533,000 in June 1957.

The problem may be put more forcibly if we consider that there are 1,400 marriages in Australia each week but the weekly production of houses and flats in 1957 was only 1,300. In addition immigration is proceeding at the rate of some 1,660 per week. Against this should be set deaths of the order of 1,800 a week. But babies are being born at the rate of 4,000 per week. It requires little imagination to question the adequacy of the current rate of construction. . . . The problem will become more acute . . .

As I have said, there should be closer liaison between the two Governments in dealing with these matters. The Commonwealth Government leaves so much to the States; and the States, under the present set-up, must depend upon the Commonwealth for finance. That leads to many of the problems that exist in the State at the moment. I would like to deal with one of these briefly. I refer to unemployment. The latest figures we have in regard to unemployment show that there are nearly 7,000 unemployed in this State at present. If the Treasurer had plenty of money to spend, and could put works and projects into operation, then of course 7,000 people could be quickly absorbed.

In answer to a question the other night in relation to unemployment the Premier said, in effect, that if we in Western Australia would buy locally made goods then, without any more machinery being added to that in existence at present in the factories of Western Australia, another 10,000 people could be employed. I believe that if we Western Australians bought another £40,000,000 worth of goods which at present we purchase from the Eastern States, we could quite easily employ 20,000 people, and this would create a building boom, which in turn would create further employment.

The Hon. D. Brand: What would be the position if each State strictly adopted that policy?

Mr. ANDREW: This is apparently more the practice in the Eastern States than it is in W.A. We find that the imports for Western Australia, interstate, for 1957-58, totalled £97,000,000; whereas the exports totalled £40,000,000. This shows a deficit of £57,000,000 to the detriment of Western Australia. So it would appear that we are

maintaining in employment people in the Eastern States to the extent of £57,000,000 worth of goods.

Mr. Bovell: That is not quite true. The Eastern States have greater industries and we want to establish more industries here.

Mr. ANDREW: I cannot follow that. If we buy goods made in Western Australia we are providing work for Western Australians.

Mr. Bovell: Admittedly, but we want to establish new industries.

Mr. ANDREW: If there is a demand for goods, new industries will be established. One of the reasons why people will not establish industries in this State is that they feel the market is not adequate. I found that to be so in many cases. In support of this contention I would point out that when I was running a general store and post office at Herne Hill I was a bit keen on selling the locally made goods. As many others have found, I discovered that there was a certain amount of prejudice in Western Australia in regard to our local productions. I will quote a specific instance which is quite true.

I had been trying to sell Western Australian butter. The rage at that time was North Coast butter. When customers placed their orders, half of them might specify North Coast butter and they were supplied with that; but those who merely said they wanted a pound of butter were given the local butter, which was every bit as good. But these people who were themselves primary producers would not buy it. The price was the same; in fact, in order to sell the local butter I was offering it at 1d. less than the other.

Mr. Roberts: Why didn't you stop the North Coast butter?

Mr. ANDREW: Because my customers would have gone elsewhere. My customers who were primary producers were buying the imported article in preference to the locally made article. It was no better than the locally made article. There were others who were producing dried fruits and complaining about this commodity being imported into Western Australia, while at the same time they themselves were not prepared to buy a local product.

One Saturday afternoon a woman sent her daughter for a pound of North Coast butter. I had none at the time and suggested that she buy the local butter. She said that her mother did not want the local butter, but later she came back and took half a pound. A week later I saw the person concerned—incidentally her name was Mrs. Thorne—and she asked me if the butter she had been given was really produced locally. I assured her it was, and she replied that it was as good as the North Coast butter. I said that I had been trying to impress that fact upon them

for some time. Though it has been overcome today in regard to butter there still appears to exist some prejudice in regard to locally produced goods.

In regard to local goods, very often a customer wants a local product but cannot get it. When I wanted a suit made—I mentioned this to the member for Albany—I wanted a locally made cloth. The tailor had samples of Albany cloth which were extremely poor, and I did not want any of them. After my approach to the member for Albany he showed me some samples of local cloth. It was very good in quality but I found that the tailors did not have the samples of the locally made cloth. When people go to tailors to have suits made they are generally shown good samples of Eastern States cloth and poor samples of Albany cloth.

There is another aspect in relation to local products. A number of firms in Perth will not buy locally made goods. In so doing they are merely fouling their own nests. If they were to buy locally made products from the local firm they would create a greater demand all round and retail sales would increase in volume. However, they do not adopt the policy of purchasing locally made goods.

I mention these facts to show that there is a lot yet to be done to popularise locally made goods. We have to overcome existing prejudice and arouse the enthusiasm of people for local goods. If that were done, Western Australia would go further ahead.

Mr. Gaffy: Advertisement would help.

Mr. ANDREW: That would be one factor. Local firms have to compete with Eastern States firms. With capital behind them, the latter are able to undersell the local firms both as regards price and sometimes quality. That is only done in the early stages. When some Western Australian factories have been forced to close down as a result of such competition, the Eastern States firms soon after increased the prices.

Mr. Roberts: What brand of shirt are you wearing?

Mr. Hall: I think Nevada.

Mr. Andrew: I would include myself amongst the people I am referring to. In the early part of my speech which the member for Bunbury should understand, I referred to "we" and not "you."

In previous sessions of Parliament I have spoken about traffic problems. I shall not deal with that subject in general now, because some of the matters mentioned by me have been rectified. I wish only to refer to the rotaries on the Causeway. The Minister for Transport has done a good job and has shown ability and imagination in that office. There is one problem which has not been tackled by him

and officers of his department, and that is to issue a guide or instruction on the use of the rotaries on the Causeway.

We see motorists using the rotaries in all ways. If a motorist wanted to travel in a straight road, he would avoid swinging from right to left and then left to right; but along the rotaries that is often done by motorists, and is quite a common occurrence. I suggested that the lane markings should continue around the rotaries to persuade the motorists to use the whole width of the road and not only the inside portion. Many motorists seem to think that they should hug the island in the centre of the rotaries and also take the shortest route; they fail to recognise that the island is only one side of a roadway.

I have often seen this being done: Going over the Causeway from Albany Highway a motorist may be in the centre lane. Often he will cut right across to the central island and then across to the kerb on the other side. In so doing he has kept as straight a line as possible. I have seen that being done when there was a considerable amount of traffic on the Causeway.

What I saw today on the Causeway often takes place. Coming from Victoria Park to Perth a motorist was on the lane adjoining the double line. At the eastern end he cut across traffic to go along Riverside Drive, cutting across the two lanes on his left. A motorist using the centre lane should not be permitted to do this, and it should be an offence. A person desiring to travel along Riverside Drive should use the outside lane.

I do not know whether the Minister will take much notice of what I have to say. I have had much experience in travelling over the Causeway. I use it several times a day and I have also observed the traffic on a number of occasions. A month or two ago the Minister increased the speed limit to 35 miles an hour. I have no quarrel with that. With a modern car and with careful driving that speed is quite safe. He should in my view reduce the speed limit around the rotaries to 20 miles an hour. In other words, if motorists are all travelling at the same speed around the rotaries it is easier to weave as necessary.

Here I would suggest a revolutionary idea; that on the rotaries, the motor-vehicle ahead should have right of way. At the present a motorist using the rotaries—as I often do—and travelling from Albany Highway to Perth, is often in difficulties. Generally a vehicle going to South Perth around the rotaries will accelerate so as to get in front of the first motorist. If they both travelled at 20 miles an hour both would pass through smoothly.

My suggestion is that the Minister request some of his officers to formulate a guide or instruction to the motorist on

the proper use of the Causeway. I know that is a difficult problem. I know that in some cases no hard-and-fast rule can be put down. Where hard-and-fast rules cannot be laid down, a general principle should apply. That would bring about an improvement in the traffic flow over the Causeway and rotaries.

I have spoken to the Minister for Works regarding rotaries and clover leaf systems. I also asked a question on the opening day of Parliament in that regard. The clover leaf system will be built at each end of the Narrows bridge. That is commendable. It is a vast improvement in the clearing of traffic to and from the approaches to the bridge. Mr. Digby Leach made this statement—

It should go without saying that the approaches to a bridge must be designed for a traffic capacity in keeping with that of the bridge.

That is very true. As far as the Causeway is concerned, the approaches are not in keeping with the traffic capacity. Some years ago I asked the Minister for Works if he were going to build a clover leaf. He seemed to think that none would be built on the Causeway. I also asked further questions in regard to traffic and was informed that the density of traffic is increasing at the rate of 100 per cent. each eight years.

At the present time the Causeway is cluttered up. The Minister stated that a large portion of the present traffic on the Causeway will be taken away when the Narrows bridge is completed. That is true; but it will only be a matter of a few years before the position will be worse than it is now. We must have a clover leaf there in order to achieve a smooth flow of traffic.

Some have said a clover leaf cannot be built on the Causeway. But I would point out that it is possible to do this, because when the plans were drawn for the bridge, provision was made for a clover leaf. However, it was abandoned at that time because of its cost and because the traffic was not as dense as it is today. I would suggest to the Government that it give consideration to this matter. The cost could be taken out of the Main Roads grant, because the purpose of the clover leaf would be for the smooth flow of traffic on a main road.

Quite a bit of controversy occurred when the new routing of buses from Victoria Park to Subiaco took place. I received several letters of complaint in connection with this matter, but some people seemed to think it was quite efficient. In order to make an investigation myself, I went down to Albany Highway one morning at 7.45 a.m. and waited half an hour to see how the buses were running. They were going through quickly—there was one about every two minutes—and there was no delay. The people who came to

the corners were able to be picked up and the buses were not full. I boarded a bus because one of the complaints I received was that they took a long time on the new route.

However, I found that it only took a quarter of an hour from MacMillan-st., which is eight streets up from the Causeway, to the Town Hall. I do not think that was too bad; but from the Town Hall to King-st. the bus took seven minutes, owing to the heavy loading and unloading. I travelled to Thomas-st. where I alighted. I walked over the place where I would catch a bus back to town and met an inspector whom I happened to know. He was checking the loading of buses, as well as the times of buses coming through to Thomas-st. from Perth. He was taking the times of the buses to see how they were running in regard to the timetable, and he was checking the load to see if they could cope with the loading in the streets nearer Perth. When we reached Milligan-st. another inspector was also checking. I hope that as a result of these checks which are being made any difficulties will be ironed out.

There is another point I would like to mention in regard to the re-routing of buses. Victoria Park has a very big shopping centre, but unfortunately the present routes of buses go through to Perth and not to the shopping areas of Victoria Park. We have asked the Minister to bring it to the notice of the trust so that when the re-routing of buses is considered provision can be made for the people in Victoria Park to shop in their own district.

I now wish to speak on a subject which caused quite a controversy last session. I refer to the olympic pool. As everybody knows, we are to have the Empire Games here and the question of a pool in the park arises.

Mr. Jamieson: Which park?

Mr. ANDREW: King's Park. That proposal has been defeated—defeated most decisively on two occasions—and I think it would be a mistake to bring it before this House again as that would serve no purpose. As a matter of fact, I think on a previous occasion it increased the blood pressure of hon. members, and we do not want to see more dropping off.

Mr. Jamieson: Fisticuffs.

Mr. ANDREW: I do not think it came to fisticuffs. However, I think it would be useless to bring the matter forward again, as I do not think hon. members have changed their minds.

Although I do not want to look at this matter in a parochial light, I would point out that Victoria Park comes within the boundaries of the City of Perth, and we consider that we have the best site in the Perth City Council area for a pool. Hon. members may have noticed in "The West Australian" this morning that there was a

resume of the case which was put up. I do not intend to give the whole of the case, but want to quote from one of the articles.

The Empire Games will last for a week, and then we will have an olympic pool and an aquatic centre on our hands which will have to be paid for. On the south side of the river there is a huge population. As the member for Beeloo said, that 20-mile section comprises one-sixth of the population of Western Australia. That is not generally realised by the powers that be.

If an olympic pool were situated there, it would be assured of adequate patronage by the people from that area. However, if a pool were situated west of the city, the people in that area to which I have just referred would go to the sea to swim irrespective of the fact that many of them would have to pass the pool.

We are of the opinion—I think justifiably so—that a pool in that position would eventually be a white elephant. I will not elaborate on that, but wish to support a statement made by the member for Beeloo earlier this evening. I and the member for Beeloo have worked hard to obtain a site for a general hospital south of the river. Some members of the Opposition stated earlier that one-third of the cost of hospitals should be met locally. It may be asked how that cost, of anything from £600,000 to £700,000, would be met, as this would have to be a large hospital costing maybe £2,000,000, to serve such a huge and populous area. I must remind hon. members that there is practically no hospitalisation available to serve the district to which I refer. As the member for Beeloo also said, large hospitals are being constructed in many other districts and we do not quarrel with that. But at least people north of the river have not that barrier, which a river always constitutes, between them and the larger hospitals. I repeat that a river always constitutes somewhat of a barrier as it requires the traffic to converge on available bridges, thus making for congestion.

Many people in Victoria Park, as well as the other districts concerned, together with many organisations, have approached me and have written to the Minister for Health in an endeavour to speed up whatever can be done to establish a hospital such as I have mentioned. The Minister is sympathetic and the only difficulty is that of money, which I hope will soon be overcome.

In conclusion, I must allude to the fact that in Victoria Park we have some very live organisations that are doing an excellent job. One such is the Citizen Rate-payers' Progressive Association, one of the most active bodies to be found anywhere. It is the rallying point for the people of Victoria Park, because we have no civic centre and are simply part of the Perth City Council area. I repeat that that body

serves as the rallying centre for the people of my electorate, as regards both their ambitions and their complaints. It has done a really good job.

Another praiseworthy organisation is the Parents and Citizens' Association, of which there are three branches in Victoria Park, one having been formed about two years ago and another only about a year ago. They have all raised tremendous sums of money and have provided many facilities which the schools of the district would not otherwise have had. I would be remiss if I did not eulogise those organisations before resuming my seat. I support the motion.

On motion by Mr. Owen, debate adjourned.

House adjourned at 11.43 p.m.

Legislative Council

Thursday, 21st August, 1958.

CONTENTS

	Page
Questions on Notice:	
North Midlands hospital, advice to committee re additions	320
Scarborough Police Boys' Club, Government grant	321
Land, areas for selection in South-West Province	321
State Forests, tabling of maps	321
Coast road, section south of Mandurah	321
Parliamentary Superannuation Fund, appointment of trustees	321
Address-in-reply, seventh day	321
Speakers on Address—	
The Hon. E. M. Heenan	321
The Hon. J. Murray	327
Adjournment, special	336

The PRESIDENT took the Chair at 2.30 p.m., and read prayers.

QUESTIONS ON NOTICE.

No. 1. *This Question was Postponed.*

NORTH MIDLANDS HOSPITAL.

Advice to Committee re Additions.

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

Has the committee of the North Midlands Hospital been advised that one-third of the capital cost of the proposed additions to the hospital, costing approximately £14,000 is to be found by the committee?

The MINISTER replied:

The local authorities have offered to find one-third of the cost. A firm estimate is not available for publication.