

In conclusion I would say that the Government, better than any of its critics, knew the position which was developing; and I still think it has substantially failed to honour the conditions laid down in the motion agreed to by both Houses—that is, to effect economies, to reduce the deficit, to provide adequate facilities for the lines which were affected and to overhaul the losses on the metropolitan system.

Above all, having a knowledge of this developing position, the Government should long ago have brought over an expert skilled in railway matters, preferably with an appreciation of the difficulties, and possible advantages in some directions, of a 3ft. 6in. gauge, to overhaul our system and to give us advice.

Question put and a division taken with the following result:—

Ayes	15
Noes	11

Majority for 4

Ayes.

Hon. N. E. Baxter	Hon. J. Murray
Hon. J. Cunningham	Hon. H. L. Roche
Hon. L. C. Diver	Hon. C. H. Simpson
Hon. A. R. Jones	Hon. J. M. Thomson
Hon. Sir Chas. Latham	Hon. H. K. Watson
Hon. L. A. Logan	Hon. P. D. Willmott
Hon. G. MacKinnon	Hon. A. F. Griffith
Hon. R. C. Mattiske	(Teller.)

Noes.

Hon. G. Fraser	Hon. H. C. Strickland
Hon. J. J. Garrigan	Hon. J. D. Teahan
Hon. W. R. Hall	Hon. W. F. Willesee
Hon. E. M. Heenan	Hon. P. J. S. Wise
Hon. R. F. Hutchison	Hon. F. R. H. Lavery
Hon. G. E. Jeffery	(Teller.)

Question thus passed.

House adjourned at 11.59 p.m.

Legislative Assembly

Wednesday, 17th July, 1957.

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

QUESTIONS.

TAXATION REVALUATIONS.

Districts for Future Review.

Hon. D. BRAND asked the Treasurer:

(1) Will he inform the House whether taxation revaluations are proceeding at the present time?

(2) If so, where, and in what districts will revaluations take place in the near future?

The TREASURER replied:

(1) Yes.

(2) The proposed revaluation programme for the year ending the 30th June, 1958, is as follows:—

Metropolitan—

Belmont Road Board.
Canning Road Board.
Darling Range Road Board.
Portion of the Perth Road Board.
South Perth Municipality.
Leederville (including Floreat Park,
Wembley and West Leederville).

Country—

Albany Road Board.
Augusta-Margaret River Road Board.
Collie Road Board.
Corrigin Road Board.
Dalwallinu Road Board.
Esperance Road Board.
Gnowangerup Road Board.
Irwin Road Board.
Manjimup Road Board.
Pingelly Road Board.
Williams Road Board.

It is also proposed to revalue a number of country towns including Esperance, Bruce Rock, Lake Grace, Merredin and Pingelly.

CATTLE.

Stimulation of Trade with Far East.

Hon. D. BRAND asked the Premier:

(1) Is he aware that the trade in cattle between Queensland and countries of the Far East is developing apace?

(2) Will he inform the House what action has been taken by the Government to stimulate trade similarly between Western Australia and countries of the Far East, and what steps have been taken to overcome difficulties such as those encountered in the shipment of fodder on vessels of the State Shipping Service which have hampered the efforts of individual persons to secure for Western Australia a share in this valuable trade?

The PREMIER replied:

(1) Yes.

(2) In the past the export of live cattle to the Philippines and Singapore has been approximately 15,000 per year, mainly from the Eastern States. During the last three years every effort has been made to have Western Australia share in this trade.

Special yards and weighing facilities have been provided at Derby. In order to comply with requirements for importation into the Philippines, cattle are inoculated for pleuro-pneumonia under the supervision of a stock inspector and are sprayed at Derby to destroy cattle tick.

Exporters are collaborating with farmers with a view to obtaining supplies of oaten and meadow hay suitably tied for shipment.

Where the use of wheaten hay is unavoidable, arrangements have been made to have such hay inspected by an officer of the Department of Agriculture prior to shipment.

LEEDERVILLE INFANT HEALTH CENTRE.

Speeding up Construction.

Mr. JOHNSON asked the Minister for Health:

(1) Will he indicate the possibility of speeding up the construction of the proposed Infant Health Centre in Leederville?

(2) How many years is it since his department undertook to join with Perth City Council in sharing the cost of construction?

(3) Has a site been allocated for this building? If so, when was it decided upon?

The MINISTER replied:

(1) The contract for the building of this centre has been let. Its construction is to be carried out for the Perth City Council and is not the responsibility of the Government.

(2) Final agreement with the Perth City Council was reached in February, 1957.

(3) Yes, July, 1956.

HAWTHORN HOSPITAL.

Reasons for Government Lease.

Mr. MARSHALL asked the Minister for Health:

(1) What are the reasons for the Government's decision to lease the Hawthorn Hospital, Mt. Hawthorn?

(2) Does the Government consider the hospital can be run as efficiently and at the same reasonable charges?

(3) If it is found necessary to increase charges in excess of those operating previously, will he give serious consideration to a subsidy to allow this hospital to function satisfactorily?

The MINISTER replied:

(1) When the hospital was first acquired, the intention was to lease it in the same way as has been done with other private hospitals acquired by the Government.

A lease was entered into but was terminated because of nursing staff difficulties due to lack of quarters. These have now

been built and the hospital is suitable to take its place with other similar hospitals on lease from the Government.

(2) Experience shows that leased hospitals can be run efficiently at rates which differ very little from the scale of fees applicable to Government hospitals.

(3) A Government subsidy would not be payable but it is not expected that there will be an unreasonable increase in fees.

ALBANY REGIONAL HOSPITAL.

Commencement of Building Operations.

Mr. HALL asked the Minister for Health:

(1) Can he give an approximate date for the commencement of building operations of Albany regional hospital?

(2) What date has been set for the clearing of the regional hospital site?

The MINISTER replied:

(1) It is hoped that tenders will be called not later than March, 1958.

(2) Because of the soil conditions of the site, it is desirable for the foundations to be laid during dry weather and it is expected that a separate contract for the foundations will be arranged with the expectation that it will be completed by the end of this year.

DRAINAGE.

Departmental Plans for Northern Suburbs.

Mr. TOMS asked the Minister for Water Supplies:

(1) Has the Metropolitan Water Supply, Sewerage and Drainage Department any plans for the drainage of the low-lying areas of—

(a) Morley Park;

(b) Hampton Park;

(c) Beechboro-Bassendean?

(2) If so, to what extent have they been developed?

(3) If the answer to No. (1) is "Yes," is it possible to indicate when the work will be commenced in each of the respective areas?

The MINISTER replied:

(1) (a) Yes.

(b) Yes.

(c) Yes.

(2) It is anticipated that designs will be sufficiently advanced to enable some construction to commence in the latter half of this financial year. Designs have been prepared. Preliminary investigations have been made for the area and plans have been prepared for a portion of it.

(3) (a) This financial year, in respect of Morley Park.

(b) No, in respect of Hampton Park.

(c) No, in respect of Beechboro-Bassendean.

EDUCATION.

(a) Proposed Primary School at Spencer Park, Albany.

Mr. HALL asked the Minister for Education:

(1) Can he give the approximate date for the commencement of building operations for the primary school, Spencer Park, Albany?

(2) What will be the size and number of classrooms?

(3) What distance will the proposed school be from the Albany regional hospital?

The MINISTER replied:

(1) It is not possible to give a date for the commencement of the erection of Spencer Park school owing to lack of essential services in the area at present.

(2) Spencer Park will commence as a four classroomed school.

(3) A green strip approximately a quarter of a mile wide separates the hospital and school sites.

(b) Leederville Technical College, New Buildings.

Mr. JOHNSON asked the Minister for Education:

(1) What further units of building trades instruction are to be transferred to Leederville Technical College this year?

(2) Is any further building required to house these units?

(3) If so, when is a start likely on these buildings?

The MINISTER replied:

(1) It is not known at this stage.

(2) Yes.

(3) This will depend of finance available.

(c) Check on Classrooms and Teachers.

Hon. A. F. WATTS asked the Minister for Education:

(1) As at the date of the last check, how many teachers have—

(a) single classes of 50 children or more, but less than 60;

(b) grouped classes of over 40 children; also number of any such over 50 children?

(2) At what date was the last check made?

(3) What is the number of premises not the property of the department being used as classrooms, and how many children are accommodated therein?

(4) How many children are accommodated in premises belonging to the department but which are not orthodox classrooms, e.g., hat rooms, offices, etc?

(5) How many of the premises as referred to in No. (4) are in use?

(6) What number of additional classrooms is required to accommodate present school population on the basis that no class exceeds 40 in number, and the school-leaving age is not raised?

(7) What additional number of classrooms is it thought (on the same basis) would be required if the school-leaving age were 15?

(8) What was the increase in school population at the commencement of the current year over and above the close of last year?

(9) How many teachers are now employed—

(a) as permanent;

(b) on supply?

(10) Would any, and if so, how many, additional teachers be required if no class exceeded 40 children, and classrooms were available?

(11) How many students are there in teachers' colleges?

(12) How many new teachers became available at the beginning of this year, and by how many did they exceed the loss in the previous year by death, resignation or retirement?

The MINISTER replied:

(1) (a) 374.

(b) 304 over 40. Of these 33 over 50.

(2) May, 1957.

(3) Public halls—26, accommodating approximately 900 children.

(4) Approximately 1,000 children.

(5) Hat rooms 22

Staff rooms 2

Other 10

Total 34

Sixteen of these will be discontinued when rooms at present under construction are completed.

(6) 243.

(7) Over and above the normal increase, an additional 45 rooms would be needed in 1958-59 and 65 in 1959-60.

(8) Estimated 4,950.

(9) (a) 3,722.

(b) 742.

(10) 263.

(11) 980.

(12) 360 became available, a gain of 175.

(d) Subsidy on Pupils' Fares.

Mr. JAMIESON asked the Minister for Education:

What amount was spent by his department on subsidising pupils' fares to and from school from the 1st January, to the 30th June, 1956, and during the same period, 1957?

The MINISTER replied:

(a) From the 1st January to the 30th June, 1956—£42,446.

(b) From the 1st January to the 30th June, 1957—£22,984.

(e) School Bus Contracts, Tabling of Forms.

Hon. A. F. WATTS asked the Minister for Education:

Will he lay upon the Table of the House copies of all forms used in connection with school bus contracts, including copies of those in use prior to the form now being used?

The MINISTER replied:

Yes.

PENSIONERS.

Concession on Traffic Licences.

Mr. BOVELL, asked the Minister for Transport:

(1) Are concessions allowed on road traffic licences to age and invalid pensioners who possess motor-vehicles for their own use?

(2) If so, what are the concessions and what procedure is necessary for pensioners to receive the benefit of them in—

(a) metropolitan area;

(b) country districts?

The MINISTER replied:

(1) Having regard to other transport concessions granted to aged pensioners, the Government resolved, after consideration of the question, that free motor-vehicle licences for such persons could not be approved. In the case of invalid pensioners, concessional licences are granted, and also to incapacitated ex-servicemen.

(2) Where the total income from all sources of the applicant and his wife (if any) does not exceed the male basic wage, a free licence may be approved. If the total income exceeds the basic wage by not more than £3 per week, a concession of 50 per cent. may be approved. This has been in operation for only a week or so, following representations made by the member for West Perth.

In order to obtain a concessional licence the applicant is required to make written application to the Police Traffic Branch or local authority as the case may be. After it is established, upon inquiry, that his circumstances are such as warrant special treatment in the way of a concessional licence, the Minister may grant the same pursuant to Section 11 of the Traffic Act.

RESEARCH STATIONS.

Gradings of Managers.

Mr. NORTON asked the Minister for Agriculture:

What are the respective gradings of the research station managers on the following research stations:—

- (1) Merredin;
- (2) Salmon Gums-Esperance;
- (3) Wongan Hills;
- (4) Avondale;
- (5) Manjimup;
- (6) Wembley;
- (7) Upper Swan;
- (8) Stoneville;
- (9) Wokalup;
- (10) Denmark;
- (11) Gascoyne;
- (12) Abydos;
- (13) Kimberley?

The MINISTER replied:

- (1) Merredin—G-II-3/4; £1,156 to £1,291 p.a.
- (2) Salmon Gums-Esperance—G-II-3/4; £1,156 to £1,291 p.a. (plus district allowance).
- (3) Wongan Hills—G-II-3/4; £1,156 to £1,291 p.a.
- (4) Avondale—G-II-3/4; £1,156 to £1,291 p.a.
- (5) Manjimup—G-II-2/3; £1,081 to £1,201 p.a.
- (6) Wembley—G-II-2/3; £1,087 to £1,207 p.a.
- (7) Upper Swan—G-II-2/3; £1,081 to £1,201 p.a.
- (8) Stoneville—G-II-2/3; £1,081 to £1,201 p.a.
- (9) Wokalup—G-II-3/4; £1,156 to £1,291 p.a.
- (10) Denmark—G-II-3/4; £1,156 to £1,291 p.a.
- (11) Gascoyne—G-II-2/3; £1,081 to p.a. (plus district allowance).
- (12) Abydos—G-II-2/3; £1,081 to £1,201 p.a. (plus district allowance).
- (13) Kimberley—G-II-2/3; £1,081 to £1,201 p.a. (plus district allowance).

WESTERN AUSTRALIA.

Coat-of-Arms.

Mr. ROBERTS asked the Premier:

(1) Is there a committee working on the design of a State coat-of-arms?

(2) If so—

- (a) who are the members of such committee;
- (b) when is it contemplated the design will be completed;
- (c) on completion of the design, is it then to be ratified by Parliament?

The PREMIER replied:

- (1) Yes.

- (2) (a) Mr. R. H. Doig, Under Secretary, Premier's Department; Dr. T. L. Robertson, Director of Education; Mr. F. A. Sharr, State Librarian; Mr. M. J. L. Uren; Mr. I. T. Birtwistle.

(b) A suggested design is now under consideration by Cabinet.

(c) No.

RAILWAYS.

(a) Cost of Institute and Barracks, Bunbury.

Mr. ROBERTS asked the Minister representing the Minister for Railways:

What was the total cost of—

- (a) the Railway Institute;
- (b) the new loco. barracks in Bunbury?

The MINISTER FOR TRANSPORT replied:

(a) £48,534—exclusive of furnishings, etc.

(b) £24,831—exclusive of bed, bedding, lockers, etc.

(b) Acquisition of Land, Margaret River.

Mr. BOVELL asked the Minister representing the Minister for Railways:

(1) Has the Railway Department acquired or purchased land and/or buildings in Margaret River?

(2) If so, for what purpose?

The MINISTER FOR TRANSPORT replied:

(1) Acquired by transfer from State Electricity Commission.

(2) For an attended depot for railway road service. This will save the townspeople the need to go to the railway station for their goods, a distance of about three-quarters of a mile each way; shorten the distance and time of transit of goods for other destinations; and save the department the running cost of that distance.

(c) Motor-vehicles Running Parallel to Railway Lines.

Mr. CORNELL asked the Minister for Transport:

(1) Is he aware that the Railway Department carries goods on motor-trucks along roads parallel to existing railway lines and that on many occasions these trucks have been seen running side by side with trains?

(2) If so, what is the reason for this apparent paradox?

(3) Is the Transport Board consulted in the running of these goods vehicles?

(4) If not, does not this tend to defeat the intention of the State Transport Co-ordination Act?

(5) Where goods are conveyed by road along routes running parallel to an existing railway or where such goods could

just as conveniently be carried by train, is the appropriate section of railway line credited with the freight applicable to the goods carried by road?

The MINISTER replied:

(1) and (2) Road motor-trucks are located at certain depots for the purpose of expediting delivery of perishable goods and small consignments, picking up movable equipment such as ropes and tarpaulins, and saving delays to wagons and trains.

(3) Railway road vehicles are subject to licensing by the W.A. Transport Board in the same manner as private carriers' vehicles.

(4) Applications for licences are considered on the basis that the road vehicles operate in conjunction with rail services and not in opposition to them.

(5) The freight on such goods is credited to the railway lines concerned.

(d) *Burakin-Bonnie Rock Line Survey, Papers.*

The MINISTER FOR TRANSPORT: Yesterday the member for Mt. Marshall asked me a question without notice in regard to certain papers affecting the Burakin-Bonnie Rock railway line. I undertook to discuss his request with the Minister for Railways, which I did today. He regrets that it is not possible to make the papers available to be laid on the Table of the House, because they are in action; but they will be available in his office all day tomorrow, if the hon. member cares to call to view them there, or on some other subsequent occasion mutually arranged between himself and the Minister.

(e) *Members and Use of Information from Government Files.*

Mr. ACKLAND (without notice) asked the Minister for Transport:

Following the answer the Minister gave to the question asked by the member for Mt. Marshall, in the event of a member perusing a file in a Government office and finding that the information contained in the file is in direct contradiction to statements made by a Minister in this House, would it be possible for that information to be divulged in this Chamber by the member concerned?

The MINISTER replied:

I am unable to answer the question, firstly, because it is hypothetical and, secondly, because it affects the administration of another Minister. However, I hazard a guess that if the Minister is agreeable to the member for Mt. Marshall perusing the file, he would permit him to use any information that he drew from those papers. I think it is a matter that could easily be resolved between the member for Mt. Marshall and the Minister when the papers are viewed.

(f) *Rail Closures and Unsatisfactory Road Transport.*

Mr. BOVELL (without notice) asked the Premier:

In view of the Speech which His Excellency the Governor delivered to Parliament on Opening Day and his reference to the fact that railway services on some branch lines have been suspended for a trial period of alternative road transport, is it the intention of the Government to reinstate rail services, if road transport is found not to be satisfactory or too costly?

The PREMIER replied:

I wish to thank the member for Vasse for having quoted from this bright, progressive and colourful document, His excellency's Speech—

Mr. Hearman: "Colourful" is right.

The PREMIER: The reply to the question is that the Government would, in the circumstances outlined—if they were to arise in any of the affected areas—give some consideration to doing what has been suggested.

HOUSING.

Lockyer Area, Albany.

Mr. HALL asked the Minister for Housing:

(1) Can he advise if title deeds for houses in Lockyer area, Albany, have been finalised by the Lands Department?

(2) Does the subsidy granted on imported pre-cut houses still apply?

(3) If the answer to No. (2) is "Yes," what is the comparable rent of the imported pre-cut home against the rent of a locally made pre-cut home of equal size?

The MINISTER replied:

(1) Titles for three of the five Lands Department plans are available and titles covered by the remaining two plans should be available within a week or two.

(2) Yes.

(It is assumed that this question refers to rental subsidy granted by State Government and not the Commonwealth subsidy of £300 off the cost of the homes.)

(3) Imported (T.I.U. 1)—average £2 18s. 6d.—after taking subsidy of 10s. into account.

Imported (T.I.U. 2)—average £3—after taking subsidy of 10s. into account.

Imported (Simms Cooke)—average £2 17s. 6d.—after taking subsidy of 5s. into account.

Local pre-cut (approximately same size, but with extra verandah space)—average £3 1s. 6d.

GOVERNMENT CHARGES AND TAXES.*(a) Proposed Increases.*

Hon. D. BRAND asked the Treasurer:

Is he prepared to give an undertaking that measures aimed at increasing Government charges and/or taxes will not be introduced until after the attitude of the Grants Commission is determined with regard to the deficit for the 1956-57 financial year?

The TREASURER replied:

The Government will take such steps as are considered necessary to keep the finances of the State in the best possible order.

(b) Undertaking from Government Sought.

Mr. COURT (without notice) asked the Treasurer:

Am I to take it, from the answer he gave to the Leader of the Opposition, that he is not prepared to give the undertaking requested in respect of the increasing of charges, taxes and so on?

The TREASURER replied:

I do not think any undertaking is called for in the circumstances. The Government is not able to tell with any certainty from day to day or from week to week what measures might have to be taken to obtain additional revenue, and therefore it would be unreasonable for the undertaking sought to be given. I understand that the Commonwealth Grants Commission will probably make a recommendation to the Commonwealth Government in the reasonably near future and I think the Government is not likely to devise any measures for the raising of additional revenue before the Grants Commission makes that recommendation, and not before the Government of this State becomes aware of the nature of that recommendation.

WHOLEMILK INDUSTRY.*(a) Producers on Irrigated Properties.*

Mr. I. W. MANNING asked the Minister for Agriculture:

(1) How many licensed wholemilk producers in Western Australia are on irrigated or part irrigated properties?

(2) What number of producers who have supplied milk below the required solids-not-fat standard are on irrigated properties?

The MINISTER replied:

(1) The number is estimated to be 320.

(2) 56.

(b) Number of Producers, Tests, etc.

Mr. I. W. MANNING asked the Minister for Agriculture:

(1) What is the number of licensed wholemilk producers in Western Australia?

(2) How many of these licensed whole milk suppliers have had their milk tested by the Milk Board during the period from the 1st January, 1957, to the 30th June, 1957?

(3) How many producers have been shown by test to have supplied milk below the required solids-not-fat standard during the period from the 1st January, 1957, to the 30th June, 1957?

(4) What is the policy of the Milk Board towards the producers who supply milk below the required solids-not-fat standard?

(5) Does the Milk Board advise producers on what steps to take to correct the problem of low solids-not-fat occurring in their herds?

(6) If the answer to No. (5) is "Yes," what advice is given, and who gives the advice?

The MINISTER replied:

(1) 639.

(2) 537.

(3) 218.

(4) Towards producers who supply milk below the solids-not-fat standard, the policy of the Milk Board is to endeavour to have the farmer correct the deficiency in the quality of his milk in the interests of consumers.

(5) Yes.

(6) Advice is given by the board's inspectors. Such advice depends on the circumstances of the case but is governed by the broad principles of the desirability of replacing possible faulty cattle, improving husbandry, and better feeding of cows.

WOKALUP RESEARCH STATION.*Research on Dairy Herds and Milk Production.*

Mr. I. W. MANNING asked the Minister for Agriculture:

(1) What research is being undertaken at the Wokalup research station into the problem of low solids-not-fat occurring in dairy herds?

(2) What steps are being taken to ensure that all dairy breed bulls used at the Wokalup artificial breeding centre, are from dams which are guaranteed producers of milk of the required solids-not-fat standard?

The MINISTER replied:

(1) Arrangements are in hand for the routine and continuous testing of the quality of milk produced by the herd at the Wokalup research station as a basis

for further research work into the cause of problems associated with the variations in solids-not-fat in dairy herds.

(2) The selection of bulls is made by a special committee which includes representatives of breeders and farmers on the basis of all information available concerning production of progeny as well as production of maternal and paternal ancestors of the bulls.

Because of the consistent relationship between the contents of fat and solids-not-fat in milk, the method of selection ensures satisfactory standards for solids-not-fat.

BETTING.

Government's Intentions re Legislation.

Mr. EVANS asked the Premier:

Does the Government intend to legislate or amend existing legislation, re the refusal of the W.A. Trotting Association to cater for starting price betting clients, by banning the broadcasting of races, notwithstanding the fact that the association still receives a return of "off-course" betting tax?

The PREMIER replied:

This matter has not yet been considered by the Government.

HARBOURS.

Fish Landing Jetty, Bunbury.

Mr. ROBERTS asked the Minister for Works:

As the expenditure of £2,200 has been approved for converting the pile landing jetty at Bunbury into a professional fisherman's landing jetty—

- (a) When will work commence on this project;
- (b) would he table the plans of the proposed alteration?

The MINISTER replied:

- (a) Commencement of work will depend on supply of requisite materials. It is expected that work will commence within four to six weeks.
- (b) Plans can be seen in the office of the Director of Works.

WATER SUPPLIES.

(a) Minimising Evaporation.

Mr. COURT asked the Minister for Water Supplies:

(1) What means are currently practised in this State to minimise evaporation of water from dams, reservoirs and other concentrations of water—

- (a) State Government and local authority;
- (b) Private schemes?

(2) What are the respective costs of the several methods?

(3) What are the results?

(4) What developments and improvements are planned or projected?

The MINISTER replied:

- (1) (a) (i) Roofing.
(ii) Using cetyl alcohol.
(b) No detailed information is available.

(2) Roofing:

- (a) Of the order of £20 per 100 square feet, but this is naturally influenced by locality.

Cetyl alcohol treatment:

- (b) Cost for floats—from £15 to £35 each.

Cetyl alcohol itself—10s. 6d. to 14s. 6d. per lb.

(3) Roofing: Reduces evaporation by approximately 80 per cent.

Cetyl alcohol: Our experiments are inconclusive, but it is considered that some saving is effected where small areas are involved.

(4) It is proposed to continue the use of commercial cetyl alcohol on a number of small storages and keep close observation of behaviour.

(b) Cunderdin-Minnivale Service.

Mr. CORNELL asked the Minister for Water Supplies:

(1) What is the length of the proposed Cunderdin to Minnivale water main?

(2) What distance has already been laid?

(3) When is it expected that this section will be completed?

(4) When do tenders for the erection and equipping of the pumping station at Minnivale close?

(5) If a tender is accepted, when is it expected this pumping station will be completed?

(6) When the Cunderdin to Minnivale main is completed, will work on the construction of the pipeline in the direction of Kokardine and Koorda follow immediately?

The MINISTER replied:

(1) 36½ miles.

(2) 18½ miles.

(3) In the first half of the 1958-59 financial year.

(4) The 1st October, 1957.

(5) Early in 1959.

(6) Yes.

DAIRYING INDUSTRY.

Dairy Farm Improvement Scheme.

Mr. BOVELL asked the Minister for Agriculture:

(1) Has any progress been made in the dairy farm improvement scheme at Margaret River and Northcliffe?

(2) How many dairy farmers are receiving assistance?

(3) What amount of money has been expended to date?

(4) What are the Government's proposals for the immediate future?

The MINISTER replied:

(1) Yes.

(2) Sixty programmes have been approved; 59 embarked upon.

	£
(3) (a) Amount made available by Government	20,000
(b) Estimated cost of first-year programmes	19,395
(c) Total cost of works completed to date	16,203
(d) Amount drawn by settlers to date to meet (c) above	10,857
(e) Amount Government has agreed to make available—1957-58	25,000

(4) The scheme is in course of being re-examined and will be considered by Cabinet next week.

RAIN-MAKING.

State Experiments.

Mr. COURT asked the Minister for Agriculture:

(1) (a) What experimentation with rain-making has been carried out in Western Australia?

(b) What have been the results of such experimentation?

(2) (a) Is the Government actively co-operating with the Commonwealth Government and C.S.I.R.O. in experiments?

(b) If so, to what extent?

(c) If not, is anything contemplated?

The MINISTER replied:

(1) A C.S.I.R.O. unit has visited Western Australia for the purpose of collecting scientific data connected with the work on rain-making. No actual rain-making experiments have been carried out.

(2) The attention of the Minister in charge of C.S.I.R.O. (Hon. R. G. Casey) was drawn recently to the suitability of the Kimberley Division at certain times of the year for rain-making experiments. In his reply, Mr. Casey pointed out that any expansion of the C.S.I.R.O.'s programme at present was not practicable owing to the limited number of suitable aircraft

and scientific personnel available. The C.S.I.R.O. is at present carrying out experiments over two "test" areas in the Snowy Mountains region and in the Mt. Lofty ranges in South Australia. Mr. Casey said that, subject to the necessary funds and facilities being available, additional test trials will probably be started during the coming year or so, and at that time consideration will be given to locating one of them in Western Australia.

VERMIN CONTROL.

Advances by Rural & Industries Bank.

Mr. CORNELL asked the Minister for Agriculture:

(1) What was the total amount made available to the Rural & Industries Bank to assist farmers to purchase wire netting as an aid to vermin control?

(2) How much of this money has been advanced?

(3) Are loans for these purposes still restricted to certain South-West areas of the State?

(4) If not, may farmers in other areas apply for loans?

The MINISTER replied:

(1) £100,000.

(2) £31,151.

(3) No.

(4) Yes—any farmer in the South-West Division of the State comprising all agricultural areas. But demand has fallen away sharply following the success of myxomatosis and "1080" poison.

ROAD TRANSPORT.

Cartage of Cement to Kellerberrin.

Mr. CORNELL asked the Minister for Transport:

(1) Is he aware that for the construction of a service station and fuel depot recently constructed in Kellerberrin ready-mixed cement was used and carried by road in that condition from Perth?

(2) If so, was a permit to cart this cement issued by the Transport Board?

(3) Can he say what quantity of cement was carted by road and the total number of trips made?

(4) If a permit for the road cartage of ready-mixed cement was issued on this occasion, were there any special reasons therefor?

The MINISTER replied:

(1) There is a record of only one load of ready-mixed concrete having been carried from Perth to Kellerberrin during the last three months.

(2) Yes.

(3) The permit was for one load of five tons only.

(4) There is no other transport capable of handling ready-mixed concrete. The Transport Board does not regard itself as being in a position to dictate the nature of goods to be transported, but merely the mode of transport.

RETORTED CHARCOAL.

Transport and Storage.

Mr. HEARMAN asked the Minister for Industrial Development:

(1) Is he in a position to state definitely that the problems associated with the transport and storage of retorted charcoal have been overcome?

(2) Is he aware that there is inconsistency between the statements he made in Donnybrook on the 5th July so far as they affect the transport and storage of retorted charcoal and the information on this point given by Mr. N. Fernie to the South-West ward of the Road Board Association last week?

(3) What work is going on or has been carried out, to ascertain the best way to prevent spontaneous combustion in retorted charcoal in transit or storage?

The MINISTER replied:

(1) Yes.

(2) No.

(3) After 10 years of experience with handling bulk charcoal, Wundowie has the knowledge to provide for any difficulties that may exist, but there is definitely no danger in handling well-conditioned charcoal.

STATE ENGINEERING WORKS.

Private Tenderers for Government Work.

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

(1) Is he aware that private engineering firms have tendered successfully against the State Engineering Works for Government contracts?

(2) Is he aware that they then sublet the contract to another private firm which then sends the job to the State Engineering Works without even asking for a quote?

(3) Would an ordinary margin of profit allow such conditions to prevail?

(4) Will he have inquiries made to see how it is that these conditions do prevail?

The MINISTER replied:

(1) Yes.

(2) The State Engineering Works has, at times, received portion of work for which it has tendered and was not successful.

(3) Possibly.

(4) Government departments have been requested to use the Government workshops where possible.

TRAFFIC.

(a) Stirling Highway Lights.

Mr. ROSS HUTCHINSON asked the Minister for Transport:

(1) Because the evening half-light period in mid-winter constitutes a real danger to people desiring to cross Stirling Highway at that time, will he arrange for an earlier switching on of lights?

(2) What time are the lights switched on in Mosman Park and Cottesloe during the mid-winter period?

(3) Is he aware that on Sunday last, the 14th July, and Monday, the 15th July, the lights were switched on in Mosman Park and Cottesloe at approximately 10 minutes past 6, despite the fact that Sunday was a clear sunny day, whilst Monday evening was dark and heavy with rain?

(4) Is he also aware that on these two evenings, the lights in North Fremantle and Claremont were switched on approximately 25 minutes before those in Mosman Park and Cottesloe?

(5) What is the reason for this delay?

(6) What is the method by which a time is determined for the switching on of lights?

The MINISTER replied:

These questions should have been addressed to the Minister in charge of electricity supplies. However, the answers are—

(1) Street light switching on times are based on civil twilight times determined by the Observatory. When manual switching is possible the lights are switched on earlier when the weather results in dark conditions. In some areas manual switching is not possible and these areas therefore may switch on at a different time but are normally checked each week.

(2) 5.45 p.m.

(3) It has not been possible to arrange manual switching in these areas. The local switch will be checked.

(4), (5) and (6) Answered by No. (1).

(b) Prevention of Jay Walking.

Mr. GAFFY asked the Minister for Transport:

(1) Is it against the law for pedestrians to cross the street in the city block other than by the crosswalk?

(2) If so, will the law be enforced in the future?

(3) If not, will steps be taken to make it illegal to cross the streets in the city block other than by the crosswalks?

The MINISTER replied:

(1) and (2) Regulations provide that a pedestrian shall not cross a roadway except within a pedestrian crossing if one

is marked or defined thereon; but this regulation does not apply to any person crossing a road at any point exceeding 20 feet from the nearest limit of a pedestrian crossing.

(3) No.

(c) Check of Cottesloe and Mosman Park Switch.

Mr. ROSS HUTCHINSON (without notice) asked the Minister for Transport:

In the answer given to question No. 23 on today's notice paper regarding Stirling Highway lights, he said the local switch will be checked. Does he mean that the switch will be checked or that the man who switches it on will be checked? Apart from that, will he endeavour to ensure that the actual time of 5.45 for the switching on of lights in that region is adhered to?

The MINISTER replied:

I am afraid I cannot answer the question. I observed when replying to the earlier question, that it had been misdirected and should have been asked of the Minister for Electricity Supplies, but if the member for Cottesloe places his question on the notice paper and directs it to my colleague, I think the appropriate answers will be supplied to him in due course.

PARLIAMENTARY DRAFTSMAN.

Provision for Substitute in Emergency.

Mr. HEARMAN (without notice) asked the Minister for Justice:

(1) Is he aware that this morning the parliamentary draftsman for private members was not available owing to indisposition?

(2) In the event of similar circumstances arising in the future, will he give consideration to making some other officer available to private members?

The MINISTER replied:

(1) I was aware that the private members' draftsman was indisposed.

(2) I will do exactly the same in future as I did in the case of the hon. member this morning, and make other provision.

ADDRESS-IN-REPLY.

Fourth Day.

Debate resumed from the previous day.

MR. SEWELL (Geraldton) [5.6]: It is usual for members taking part in this debate to speak on a variety of subjects and particularly those pertaining to their own electorates. I intend to do as other members have done in the past and bring to the notice of the House and of the Ministers concerned some of the matters that people in the Geraldton district consider vital to that area.

I wish first of all to associate myself with the remarks of a previous speaker in this debate, in relation to decentralisation. We hear a lot about that subject from members of all parties and especially on the eve of elections, but nothing practical seems to be done about it. I think the member for Albany hit the nail on the head when he referred to the effect of the atomic age and the fact that the day may not be long-distant when Governments will have to subsidise industries in order to get them away from the closely settled areas represented by our big cities, irrespective of what State they might be situated in. I think the suggestion has a lot to commend it and I agree with the member for Albany that present-day Governments should give consideration to the question.

City dwellers do not, I believe, always fully appreciate the value to the community of those who live in the country, and here I refer to producers of all kinds—miners, farmers, woolgrowers, tomato growers and those who go to sea to fish. Those men and their womenfolk are doing the country an immense service, and without them I am afraid we would not be able to live very long. I feel that it is up to any Government that holds office to give full consideration to all the claims made by country people in regard to water supplies, hospitalisation, transport, education and so on, and I think that wherever possible the policy of decentralisation should be given effect in a practical way and that less lip-service should be paid to it.

Naturally, in a port such as Geraldton the facilities provided at the wharf for loading and unloading vessels are very important. The Geraldton wharf, while under the control of the Railway Department, was not served by modern facilities for the work, but now that the Harbour and Light Department has taken control we are looking forward to improvement in that regard.

Mr. Roberts: Has the department taken control yet?

Mr. SEWELL: Yes. As members are aware, last year a cyclone did a great deal of damage at Geraldton and particularly to the concrete wharf. At that time there were people so small-minded that they ran around the country saying that Geraldton would not be able to export anything for at least six months, but they were proved to be wrong by the fact that the officers of the Railway Department, in co-operation with the staff and management of the Geraldton Building Co., and the officers and staff of Co-operative Bulk Handling Ltd., soon worked out a plan for repairs to the concrete wharf and it was not long before wheat ships were again being loaded at the port.

That, of course, gave the lie direct to the Jeremiahs who considered that nothing would be done for the port of Geraldton after that storm had damaged it. Since

then, through the Public Works Department, £50,000 has been expended on a fendering system at the wharf. I would like to thank the Minister for Works for the co-operation and help received from him in making the necessary funds available, and I assure him that what was done was greatly appreciated by the people of Geraldton generally and particularly by those using the wharf. On the information given to me I think that the system used is new as far as this State is concerned, apart from the port of Albany.

I would like to bring to the notice of the Minister the fact that it is considered necessary for the swinging basin inside the harbour at Geraldton to be enlarged. At present we just manage to get the boats in and out, but the modern trend is for vessels to be built bigger and bigger in order to carry greater tonnages and thus reduce freights. If that trend continues, it will not be long before the swinging basin at Geraldton will be too small. Another important point relates to the rock bar at the entrance to the harbour and it is necessary that money should be made available from the Treasury to have that bar removed or reduced in height in order to ensure that all vessels visiting Geraldton will be able to go away fully loaded.

It is understood that the strengthening of the breakwater at Geraldton will be undertaken this year and if that work is done, it will be much appreciated. The fishermen's jetty at Geraldton has been increased in length. It was the wish of the people connected with the fishing industry that they should have their own jetty at the mole, but officers of the department proved that the cost of such a jetty would be excessive and out of all proportion to the revenue that would be received from it. The department therefore increased the length of the existing jetty, thus allowing more boats to tie up at the one time and facilitating the loading and unloading of vessels from the Abrolhos Islands fishing grounds. A new approach to this jetty has been constructed and the users of the fishing jetty are now not hampered by other vessels which use the wharf.

Previously we had the spectacle of tankers tying up and the fishermen being forbidden to use their own jetty because they would have to pass the tankers. That difficulty has now been obviated by the new approach. I would like the Minister to bear in mind the fact that the fishermen's jetty is still not considered large enough for the industry in the light of the progress it has made in the last three years. If it continues to progress to the same extent, the time is not far distant when those concerned will be approaching the Minister asking for further extensions to be made to the jetty or that a jetty of their own should be built for them on the mole away from the other facilities.

The question of providing sufficient water for a town of the size of Geraldton has been a source of worry and annoyance to consumers for a great period of time. But in the last five years there has been a big improvement, especially considering the way the town has grown. However, there is plenty more to be done and I would hate the Minister to think that all was quite well with the water position in Geraldton. That is not so, although there has been an improvement. We all know that in modern times the more water that is provided for a community the more the people use and that is certainly true with Geraldton. Because of the town's rapid expansion, it is necessary that the old rising main be replaced with a larger one. This is vital. The work is proceeding, but I would like the Minister to give it a No. 1 priority so that the main can be enlarged and extended to different streets and areas.

There is also need for an additional holding tank. This would ensure an adequate supply in the event of fires or similar unforeseen emergencies. At present there are two holding tanks, one of which was completed in the last four years. That has certainly been a wonderful asset but it is felt that if another of the same size could be built in the northern portion of the town, it would be of immense benefit. Attention has also been given to the boring programme at the Wicherina basin. That programme could be continued further in a southerly direction in order to test the area between Wicherina and Allanooka.

I would like members to understand that from 75 to 85 per cent. of the water used by the people in our district is bore water. Personally, I consider that we are very fortunate in having such a source of supply because there is not much in the way of a catchment area to enable the ordinary type of reservoirs to be built, as is the case in the southern portion of the State.

Next I would like to discuss the question of a water supply for Northampton. This centre has never had a domestic supply and it is important that a town of its size and importance should have such an amenity. A source of supply has been located in one of the old mining shafts. Surveys and levels have been taken and the residents of Northampton are now asking when the Government will be able to make the money available to commence the scheme. Northampton is one of the best farming districts in Western Australia, and, in addition, there are mineral fields—lead and copper.

Mr. Cornell: Be careful.

Mr. Nalder: You do not want any comment on that?

Mr. SEWELL: Unfortunately, work on the Northampton mineral fields has fallen away over the last few weeks because of

a fall in the price of base metals, particularly lead concentrates. Retrenchments have taken place particularly for workers on mines and at present the mining of lead is having a fit of the doldrums. It is to be hoped that it will not be long before the price of lead on the overseas markets improves and these mines will then be able to employ a full staff.

I would like the Minister for Mines to know that the State battery there is still rendering good service and is helping prospectors and others with small mines. Some of the larger mines are also using the facilities provided by the State battery and this justifies the confidence that has always been placed in the plant. Recently a Federal parliamentary committee, known as the Mining Committee, passed through the district and its members have been given facts and figures concerning the mining industry at Northampton. These figures prove how unfairly the lead-mining industry has been treated, particularly as regards taxation, primage duty and the like. It is to be hoped that the members of that committee recommend some reductions in taxation and that the recommendations will be accepted. I trust that the whole matter will not be treated as a picnic when the committee returns to Canberra, because it is necessary that mineowners on the Northampton field, and also on the fields situated in the Gascoyne and Pilbara electorates should be given some relief from the taxation burdens now placed upon them by the Federal Government.

Housing, too, has played an important part in the growth of Geraldton and, to a lesser extent, of Northampton. The State Housing Commission has continued its programme at Geraldton and is now concentrating on building homes for purchase under the State scheme instead of continuing with the old scheme of Commonwealth-State rental homes. This gives the people the chance of owning their own homes and I am sure that all members will agree that that is the right policy. To my mind, it is most important that all citizens should own their own homes and not have a millstone hanging round their necks by paying rent to landlords.

Wherever the State Housing Commission has had a programme of house building in a country town, the standard of housing has been improved. That applies particularly to towns which have made no effort to carry out town planning. The commission usually builds its houses in blocks which are correctly surveyed. Roads are laid out and built, community centres provided and shopsites arranged for. The commission is to be commended on its efforts in this direction and upon what it has done in laying out some of the centres which have been built since the last war. It is to be hoped that the commission will continue with its house building programme in Geraldton because the

list of those who want to own their own homes is a fairly long one. It is only through this policy of the Government that the majority of workers will be given an opportunity of financing and thus owning their own dwellings.

I think I would be correct in saying that although the electorate of Geraldton is looked upon as a rural one, the industries carried on there are quite different from those in most other parts of the State. We have our cereal growing, the production of wool, fat lambs and stud sheep—I refer particularly to merinoes—the fishing industry which has brought hundreds of thousands of pounds into the State and to Geraldton through the export of crayfish to America, the production of tomatoes and so on. Our tomatoes have brought a lot of revenue from the Eastern States and from Singapore as well.

At this stage I would like to bring to the notice of all members some facts and figures regarding the Geraldton harbour. This will give members a better picture of what is going on at Geraldton and its place in the scheme of things so far as Western Australia is concerned. In last week's issue of "The Geraldton Guardian" the local harbourmaster said—

Ninety-four overseas vessels had come to the port and the tally of ships was 119, which figure did not take account of seven calls by warships and lighthouse tenders.

Exports from Geraldton during the 12 months mentioned totalled 390,207 tons, as against imports of 65,665 tons. Compared with the 138,742 tons of wheat exported in 1955-56, the shipments of wheat from Geraldton during the last yearly period was 311,850 tons which was taken on 36 vessels.

I think we are pulling our weight there.

Mr. O'Brien: Too right, you are.

Mr. SEWELL: This statement goes on—

This vast quantity kept the local bulkhandling facilities busy and in addition shipments of barley and oats from Geraldton amounted to 12,901 tons.

Under the heading of "manganese" the statement proceeds—

During the year under review there was a considerable increase in the manganese ore shipped from Geraldton. This amounted to 54,577 tons, which is conspicuously in excess of the 37,673 tons exported in 1955-56. Lead concentrates also showed a rise during the 12 months mentioned—5,642 tons as against the 4,746 tons sent away in 1955-56.

However, there was a dropping off in the amounts of flour, bran and offal, wool and tomatoes exported from Geraldton, the figures for the 12 months

from 30th June, 1956, to 30th June, 1957, and the earlier year being:—Flour, bran and offal, 3,848 tons and 5,185 tons; tomatoes, 21,074 cases and 25,723 cases; wool, 1,558 bales and 3,373 bales. A total of 312 tons of scrap iron was also exported during the period under review.

Under the heading of "imports" he said—

Phosphate rock amounting to 25,889 tons was the chief import during the 12 months ended on 30th June last, while numerous tankers discharged 18,516 tons of petrol, 11,054 tons of dieselene and 3,691 tons of kerosene. Sulphur imported during the same period totalled 6,297 tons. Sheep exported comprised 11,071, while 3,045 were brought into Geraldton. Cattle shipped from here numbered only twenty-one, 321 being imported.

Those figures show that any money spent on the port facilities of Geraldton would be money well spent. At present I understand that negotiations are taking place between the State and Federal Governments regarding an export licence for 1,000,000 tons of ore. We think it is the duty of the Government, if that permit is granted, to allocate a portion of that figure to Geraldton. There is a deposit at Talling, out from Mullewa, and it is estimated that the field has several million tons of ore. It is within a short distance of the port of Geraldton and we think that we should not be overlooked if the export licence is granted by the Commonwealth Government.

In the extract I quoted, manganese was mentioned and that is brought by rail from Peak Hill and offloaded at Geraldton. The roads in the district have received the attention of the Main Roads Department and even though the Minister is in his seat, I will say that it is fortunate that most of our main roads are in quite a good condition. I understand that the Murchison River-rd. is to have £1,000 spent on it to keep it in reasonable order. That will be of benefit to tourist traffic which, after all, is most important.

There are other roads that need attention, and need it immediately. I refer particularly to the road from Geraldton to Northampton which, because of the closure of the railway line in that area, is now handling a lot of traffic. This road was built in what are known as the depression days. In those times not the same trouble was taken with the building of roads because not the same amount of money was available as is the case today. It is a winding road which is becoming very undulating and rough in parts. It badly needs reconstructing, although, I appreciate, portions of the road were reconstructed last year. The people in the district would certainly like to see the entire road from Geraldton to Northampton thoroughly gone over, placed on new

alignments and widened. I might mention in passing that the road to Northampton and to the other side of the Murchison river is, in my view, one of the best country roads in Western Australia, if not in the whole of the Commonwealth.

Next I will draw attention to the road from Northampton to Port Gregory. This was originally an old bullock track, but a few years ago the Main Roads Department did something to put it into trafficable condition. The road is used by farmers; it is, however, mainly used by fishermen who regard Port Gregory as an unloading place for fish—particularly for crayfish. The other road in the district that needs attention is one about which something has already been said. I bring the matter up again, however, because of the cessation of rail traffic in that area. I refer to the road between Naraling and Wheelara. This is badly in need of a bitumen surface. This road follows the Wokarina-Yuna line that has recently been closed.

Mention has been made about hospitalisation, and concern has also been expressed about regional hospitals. I would point out, however, that Geraldton has been on the list for a regional hospital for a number of years. If I remember rightly, a committee was set up just before the war to look into the matter. There is no doubt that the district requires a regional hospital, because its population is continuing to expand and some attention will have to be given to making funds available for the building there of an adequate institution. I think it was last year that the Premier said that a programme for regional hospitals placed Albany first and Geraldton second, and that both would be commenced within a three-year period. I only hope that loan funds will permit that to take place, and that the statement made by the Premier at Geraldton on the occasion to which I have referred, can be honoured.

At present Geraldton is served by the old Victoria District Hospital which has fulfilled a longfelt want. Since the present Minister for Health has been in office that hospital has been renovated, and except for the fact that it is old-fashioned and not suitable to deal with specialised cases, it is a reasonable sort of hospital. Apart from this, it is a training centre for nurses. We have an excellent staff in that hospital. Indeed, we have been most fortunate in our staff which has helped to train these nurses. Any nurses who have trained there have done very well indeed. A regional hospital, however, would, of course, give people not only in the Geraldton district but those further north and north-east, the opportunity to have specialised treatment without having to go to the metropolitan area. It would also do a great deal towards decentralisation, about which I spoke earlier.

Mr. O'Brien: Hear, hear!

Mr. SEWELL: I would now like to touch on the matter of education. The Minister for Education and his department have, I consider, done a very good job. I think I would be right in saying that the majority of electors in that district would agree with me in this statement. Last year we had a new school at Beechland; that is the area built on by the Housing Commission at a cost of £20,000. A modern school has been established and it certainly serves the purpose for which it was built. We also appreciate the fact that the primary school has been renovated and a new tiled roof installed. It is a big school and a great number of children attend it. I would say that the standard of education in that school is second to none in the State. The same would apply to the high school.

While I have already brought this matter to the notice of the Minister, and I think he has it under consideration, it will bear repeating, namely, that the high school is badly in need of a domestic science room, and a change-room for pupils taking part in sport. There is no suitable change-room or domestic science room. The change-room is required particularly by the girls. In mentioning the Allandale school, I would point out that extensions are necessary and this, again, speaks for the growth of the district. The Allandale school was built when the member for Stirling was Minister for Education. At the time it was suggested that the school was too small. It has been extended since, and it will now have to be extended further to cope with the pupils attending it.

Northampton has quite a good school. There are a number of smaller schools that have been closed down in that area. Unfortunately, however, the school grounds are in very poor condition. The school was built on a high and rocky hill and, at this stage, there does not seem to be anything that can be done to help secure a new sports ground for that school. I am sure the department has the matter in mind, and we hope that in the very near future something will be done about providing a sports ground for the Northampton school.

Recently the Minister announced that a one-roomed school would be built at Binnu. This was the only place in the district where pupils were being taught in anything but a schoolroom; the children there were receiving their tuition in the Binnu hall which was loaned for the purpose by courtesy of the local progress association. It is understood, however, that the department has called tenders, and I believe the very early construction of the Binnu school may be expected. I can assure the Minister that that will be gratefully received by the people in that area.

Before concluding my remarks, I would like to mention how much Geraldton has grown from the tourist angle. The tourist facilities provided by Geraldton will help the State a great deal; it certainly has helped Geraldton. Visitors are continually arriving at Geraldton and the Minister in charge of the tourist bureaux must be commended for having increased the vote for the Geraldton office. This bureau does a very good job and I would suggest that members desiring to go off for a bit of fishing or shooting should get in touch with the Geraldton Tourist Bureau, because I am sure they will receive excellent service.

I understand there is a possibility of the Abrolhos Islands being opened up as a fishermen's camp. As we all know, the place was closed down because of transport and other difficulties. Now, however, I understand that people are interested in the project, and there is every possibility that it will be opened up again. As members will appreciate, if that happens it will certainly be beneficial to Geraldton and no doubt to the rest of the State. We will probably have visitors from the Eastern States coming over for a spot of fishing, etc. The Murchison and Greenough Rivers, to say nothing of Port Gregory, are also interesting a number of people who desire to have a holiday. This is particularly so of the Murchison River ever since the road was put in some sort of order. It is now possible for people to go there and enjoy a nice, quiet fishing holiday. I would recommend it to the Minister for Fisheries, and hope that he will be able to spend a holiday in that district. He will certainly get some good fishing.

The Minister for Transport: Why do not they advertise that place in Perth?

MR. WILD (Dale) [5.40]: I want to join this evening with my leader in suggesting to the Government that something be done to give this State a shot in the arm in regard to secondary industry. In my view, we depend completely, or very nearly so, on sheep and wheat. It was only the inauguration of the oil refinery at Kwinana four or five years ago that really showed us what could be done in this State with respect to secondary industries, particularly when big capital was brought to Western Australia. In the years I have been here, I can never before remember having seen such activity in and around the various workshops in the metropolitan area and suburbs such as I witnessed in the three or four years that the refinery was being built.

Since its completion we have had, unfortunately, what one might say was a minor recession, in that work was not available to keep those factories going; with the result that last year and the

year before we had a small degree of unemployment. We know that the Minister for Mines took a trip to America and, we are told that as a result of his representations, the Chase Syndicate has come to Western Australia. I will not debate that subject except to say that it must be a long-term project and, whilst it is one of those things we desire, and while it is bringing capital to the State, it occurs to me that it will be some considerable time before any great benefit is felt.

Further, it will not give to the State what it requires in relation to secondary industries. In recent weeks we have also heard that the Government is talking about starting a charcoal iron industry somewhere in the South-West. When I was Minister for Forests, and during my many trips to the South-West, I always thought that one of these days surely we could do something with all the waste timber that is going up in smoke; the timber lying outside the mill, impossible to handle in so far as the bringing of it to the metropolitan area is concerned. Yet it is allowed to go to waste!

While I agree entirely in principle that we must endeavour to do something about this waste timber, I am not at all happy with the suggestion that it is to be used by the State enterprise. I would suggest to the Government that it would do a much more worth-while job for this State in that regard if it were to say to private capital, "Here we have an opportunity to set up a charcoal iron industry in the South-West. Are you prepared to put your money into it to make it a private show?" If we did that, I am sure we would be much more certain as to whether or not this would be a success. When one considers some of the State enterprises in this State in the past 10 to 12 years, it does not give one very much heart nor does it make one believe that the Government should charge into another State enterprise at this stage of the game.

I want briefly to mention the Kent River mill, which was an absolute debacle. We had virtually to walk off at the finish. Other failures were Seafoods in Albany and the Chamberlain tractor industry. There is also Wundowie which we are now told is improving. I hope it is. So at least those four do not present a very pretty picture in relation to the activities of State enterprise. Whilst I do not like to be a copy-cat and say that because somebody else has done it, let us do it. I think the initiative and enterprise of the Victorian Government last year in sending a mission of businessmen as far as America was worth while. If we are to attract capital to this State—American capital or British capital—I can think of no better way.

Before passing on to a very live subject with the Minister for Works, I just want to say, Sir, that I very much deplore the

criticism that has been ventilated in the Press in recent weeks regarding the Agent General's office in London. I have no doubt, Sir, that when you were there last year you had the opportunity of visiting that office on a number of occasions and I think you will agree with me that the service one gets from the officers there is of the very best. We know they have their difficulties and that the office is located in not much of a building but, at least, it is centrally situated in The Strand, from where one radiates to any part of the city.

I found the staff to be, possibly, the best it was my pleasure to meet anywhere whilst in England and certainly, at least while in London. They went out of their way to be helpful to the many Western Australians who came there. I may mention the name of a man who, although he has never been to Australia, knows more about Western Australia than many of us who have lived here for years and years. His name is Mr. Cave. I have been at the counter on two or three occasions and listened to him talking to people who came in; talking about Western Australia.

It was amazing the knowledge this man had, a knowledge, without doubt, he had picked up from his thousands of conversations with Western Australians who were continually calling at the office. I am taking this opportunity today to say that I deprecate the slur that has been cast on some of the officers in Savoy House, London. From memory, I think somebody said in the Press that when they compared Savoy House with the other Agent General's offices, it was absolutely a disgrace. I want to disassociate myself from that statement because I think they give us, within the ambit of their policy, finance and size of staff, a very excellent service.

I want now to touch on a question which I have raised in this House on a number of occasions, but which is just as far from finality as it was some months ago when I spoke on the Estimates. I refer to the resumption of land in the Kenwick district under the Public Works Act. Prior to the House going into recess last December, I went to some length to explain a resumption that was taking place on the property of a man named Charles in Royal-st., Kenwick, and, by interjection, the Minister inferred that it would not be long before satisfaction would be given to this man and his wife.

However, nearly eight months have rolled by since then and, I repeat, unfortunately the finality to that resumption appears to be just as far away as ever. Therefore, I want to briefly state what has happened since that time. I spoke on this matter on the 19th December last year and I had written to the Minister just two or three days prior to the House rising, asking what was going to be done in regard to the resumption of Charles' property in Royal-st., Kenwick.

I want to read to the House what the Minister had to say in his letter to me in reply on the 18th January this year. The letter reads as follows:—

Replying to your letter of the 7th January, 1957, regarding the resumption of land from Mr. and Mrs. N. V. Charles at Royal-st., Kenwick, I desire to state that negotiations must be held in abeyance for the time being, as formal objections to the resumption have been made by the owners of other lands affected, and the route of the proposed roadway is being reviewed.

Arrangements have been made for reports on this aspect to be submitted for my consideration, and I expect to be able to clarify the position in about one week's time.

I would like the House to note that, "in about one week's time." Continuing—

Negotiations with Mr. Charles were undertaken in anticipation of resumption as a result of representations by him or on his behalf prior to amendment of the Public Works Act giving land owners the right of objection.

Mr. Charles did not lodge any formal objection on publication of the notice of intention, although he maintains that the resumption would disrupt his property and livelihood.

In the present circumstances, I see no reason why Mr. Charles should not proceed with the sinking of the well, the site of which I understand is not within the land proposed to be resumed.

The penultimate paragraph was because I had raised a question in my communication to the Minister about it being necessary for Charles to put down a well in order to have sufficient water in the summer for his poultry farm. A week went by; a fortnight went by; a month went by and then two months went by and, after this, Mr. Charles and his wife were becoming very agitated, because they could not move ahead. He had a number of conversations with the various officers in the department to no avail. If ever I saw a game of shuttlecock where they passed something from one to another, this was it. These 'phone conversations took place mostly during the months of March, April and May, and I was advised on the 13th March by Mr. Jarvis—I am sorry, Mr. Speaker, I want to go back a little.

The Minister mentioned in his letter of the 18th January that an alternative road had been proposed. It had been, and I want to say in that regard, having lived in that area within a thousand yards of that spot for three years before moving to my present home and having walked past the land nearly every day where it was suggested the alternative road be put, that no man with any commonsense would contemplate putting a road there. It absolutely

staggered me, because where they were going to put the alternative road one would have needed a causeway to get across it. During the three years I lived there—and I have seen it many times since—it has been under water in the winter during possibly one year out of two, and it would need a causeway to get over that very low-lying land.

The Minister for Works: Plenty of roads have been built through water.

Mr. WILD: Yes, but in this case it involves the question of a man's compensation. If they had paid this man £10,000 in full—which he was asking—as against the £2,150 offered by the department, I still say that the £10,000 would have been less than the cost of this causeway over the low-lying land suggested for this alternative road. Of course, the obvious thing happened.

On the 13th March Mr. Jarvis told me on the telephone that they had decided on the original road and that the file had gone back to the Main Roads Department. That is the resumption in regard to Charles. But in regard to Yovich, another man further up the road, notice of intention to resume land on the original road was again published in the "Government Gazette" of the 18th April. On the 5th April, Mr. Jarvis told Mr. Charles over the telephone—Mr. Charles rang, not me—that he anticipated the resumption would be completed in about a month's time.

May went by and nothing happened, so Mr. Charles again came to me and on the 9th May, when I got in touch with the office, I was told that resumption would take place by the Main Roads Department approximately 30 days after the resumption of Yovich's. Time again went on and then on the 17th May, when we again made contact, we were told that for some reason or other somebody else was going to do the resumption—it was going to be done by the Lands Department. I am not in any way inferring that Mr. Jarvis was giving Mr. Charles or myself wrong information; I have had too much to do with this officer over the years.

However, I say there has been some procrastination somewhere because now I find, in an official message from Mr. Jarvis, it will take three months. We have the Minister, back in December, saying to me by way of interjection—and it is in Hansard—that we would have finality soon. In a letter to me in January, he told me he was expecting to be in a position to give a decision in a week's time. Now he says it is somebody else's business and has nothing to do with him, and he anticipates it will take three months.

This individual is a young married man with three children. When I originally took up the cudgels, he only had two children and he was living in temporary accommodation which, according to the application to the local authority when he went there four years ago, was finally to be the

garage or the egg room. He has this garage subdivided into two rooms. At one end we have the man and his wife and their three children. The eldest is a boy of eight or nine years, and the second is about five, while the new baby is a few months old.

They are living in one end of the shed and, in the other end, Mrs. Charles has to provide for all her cooking and eating arrangements. They cannot move and do not know what to do because the department will not give them any finality. They have been to the bank on several occasions to ascertain the prospects of obtaining finance to build a house, even if only on the small piece of land, but the bank gives the obvious answer, "The land is subject to resumption."

The result is that he is now in a cleft stick. He has the Gosnells Road Board saying they gave him a permit for 18 months' temporary accommodation, but this 18 months has dragged out to nearly four years and still nothing is being done about it. I want to ask the Minister when finality is going to be reached on this matter. This man is endeavouring to make a living on a poultry farm. The resumed road, even though only marked on the map in pencil, goes through the centre of the block so that instead of having four acres of land he will have about 2½ acres on one side of the road and a piece on the other side.

The Minister for Works: If he has 2½ acres on one side he will have 2½ acres on the other side because you said the road goes through the middle of the block, so he will have five acres.

Mr. WILD: The road does go through the centre of the block. I do not expect the Minister to know anything about it, but I would like him to ask his officers in the Department of Agriculture how a man can run a poultry farm with an access road going through the centre. Quite apart from the fact of having two acres of his property on one side and two on the other, I, as a practical poultry farmer, say it is impossible to farm successfully on a property adjacent to a road where the birds are frightened all the time by the traffic.

Mr. Nalder: They might have a crosswalk for the chooks.

Mr. WILD: They might need one. Back in December the Minister told me that we would have finality in this matter, and I know he did look into it. But there has been so much procrastination since that, in the interests of this man, it is now up to the Minister to do something about it. He should either say, "Let us settle this," and give the man fair compensation"; or alternatively, "We are not going on with the resumption and you can carry on." The man is in a cleft stick not only in regard to his house but in regard to his business. He cannot move. The matter cannot just drag on like this.

Hon. D. Brand: The department should resume the whole property.

Mr. WILD: Yes; that is my view. The officers of the Department of Agriculture have said it is impossible for this man to carry on with reasonable success as a poultry farmer on the piece of land that will be left to him. Once again I appeal to the Minister to bring the matter to a head, and having done so, I ask him to give this man fair compensation.

I wish now to touch on a couple of other subjects affecting my electorate. I want to deal with the question of police protection in the Gosnells district. Some two or three months ago we had a deputation from the Gosnells Road Board to the Minister when we were able to place before him the necessity, as we considered it, to have a police station at Gosnells. I do not wish to imply that we think this is a wicked district so that we must have police protection there, but the population of Gosnells has doubled in the last eight years, and when we see no less than three banks starting to be built in a town, we take it as a fair indication that the banks consider there will be increased prosperity in the area.

The Minister for Transport: There is money in eggs.

Mr. WILD: I do not know.

The Minister for Transport: I think you do.

Mr. WILD: There are not many poultry farmers in Gosnells. I think that in the main, citrus is the principal revenue-producing industry there. In the town there are three banks. One is already established and two others are to be built and, I understand, they will open some time this year. This indicates that the banks recognise that the district must be going ahead.

The set up in regard to police protection there is most peculiar. We have an officer stationed at Armadale—one man on his own. He is responsible to Midland Junction which, as members know, is a long way from Armadale—not as the crow flies, but by road. Like some of the electorates in Queensland which run into a long isthmus, this officer's district goes out to Canning Vale on the west side of the road. So we have the peculiar position that if anything goes wrong at Canning Vale, which is only a couple of miles from Cannington, the officer at Armadale has to come all the way down the main road to Cannington and turn west to find out what the complaint is. Then his territory goes out to the Travellers' Arms.

There is also a station at Kelmscott with two officers. Without a doubt this station was necessary in the days gone by when the police officers rode horses. In fact, I understand, it is only four or five years ago that the horses were dispensed with.

In the olden days these officers were employed on all kinds of duties such as issuing licences. A person could go to Kelm-scott and get practically any licence that can now be obtained at the Victoria Park station. In the main these two officers today, are confined to their office and are not able to move about. The only police protection that we have had in the last few years has been a motorcycle patrol from Victoria Park. This officer goes up as far as Armadale and then returns. I do not know how often he does this, but every now and again we see him on the road.

The people of Gosnells, unfortunately, in the last 12 months or so have had visits from a few undesirable people who have come from somewhere else. Shops in the town have been broken into and if the people there want to get hold of a police officer, they have to appeal to Victoria Park. Yet, as I said earlier, the officer at Armadale has to travel along that road to get to part of his district. He has to go through Gosnells and then turn west along Nicholson-rd.

I ask the Minister to have another look at the position. The situation is a difficult one but, as I said earlier, with the increase of population at Gosnells I think that even though the department may not see its way clear to establish a station there at the moment, it could, with beneficial results, look around for a block of land because I feel sure that in the not too distant future, it will be seeking to have a station at Gosnells.

Hon. D. Brand: You are not suggesting that the department resume the land?

Mr. WILD: No. I understand there is a good block adjacent to the post office at Gosnells, and I suggest that the Minister ask his officers to have a look at it.

The final point I want to make is in connection with the suggested high school somewhere between Armadale and Victoria Park. I am sorry the Minister for Education is not in his seat, but I mentioned this matter in December when I spoke on the Estimates. Since then representations have been made by the Southern Suburbs Parents and Citizens' Association to have a school erected somewhere between Armadale and the Kent-st. High School in Victoria Park.

The Armadale High School is now reaching the stage where it is not far off overflowing even though the area from which the children may travel has recently been restricted. I understand there was some mention of purchasing a block of land somewhere along Nicholson-rd. If I may say so, having lived in the district for some years, I think the best site for a high school in that district is at Maddington. If one looks at the new access roads under the Stephenson plan, one will find that Maddington is going to be largely

the centre of the district to which the children in the north, south, east and west, will be able to travel.

The Government owns a large block of land at Maddington—the old Canning Park race course—but I understand it is in charge of the Department of Industrial Development. However, there seems to be no move by that department and I suggest it would be well worth the while of the Government to look into the possibility of making arrangements with this department so that it could at least take over the land with a view to having a site for a high school as and when the necessity arises to build one in the district.

I hope the Minister for Education will take the opportunity of having a look at what I have had to say on this point because I know the people in the district feel that if there is to be a high school, it should be somewhere in the Maddington area. Having lived there for many years, I agree that Maddington would, without doubt, be the ideal centre for a future high school for the district.

MR. MARSHALL (Wembley Beaches) [6.11]: At the present time Parliament appears to be bogged down with the question of railways, but I am not prepared to discuss that subject because I think members have already given quite a fair amount of time to it. It is a pity that the question has been debated as what has been said is more or less a reiteration of what we heard on the subject last session. It would appear that at present the Government will not be able to get on with the legislation and the programme outlined in His Excellency's Speech.

I have been making some investigations into a matter that I desire to speak on at some length—I refer to cancer research. As a result of my investigations, I propose to outline certain points that I feel the responsible people have not taken into due consideration. In my opinion, a considerable amount of research work and investigation should have taken place.

As members will have seen, there were two questions asked yesterday, and they appear in the Votes and Proceedings. These two questions would not appear to be related in any way, but I hope later to illustrate that they are very much related.

Sitting suspended from 6.15 to 7.30 p.m.

Mr. MARSHALL: Before the tea suspension I was outlining my reasons for raising this subject and was indicating that yesterday I had asked two questions and that I intended to deal tonight with the answers that were given. My first question was addressed to the Minister for Health, in which I endeavoured to ascertain how much money had been granted by the Lotteries Commission to

assist in cancer research. In his reply, the Minister said that so far no money had been obtained from the Lotteries Commission but that the first application of any such money obtained would be for funds to go towards the cost of a linear accelerator.

For some time now, in association with one or two other people, I have endeavoured to make some investigation into what was being done in Western Australia in regard to cancer research. During this investigation I had occasion to speak with the chairman of the Lotteries Commission who, I think most members will agree, is a very honourable gentleman and whose word can be relied on. He informed me early in March that the Lotteries Commission had approved of £30,000 to be paid at the rate of £10,000 a year, to aid cancer research in this State. As far as I know, that gentleman has never indicated to me since that that proposal was in any way related to the recent announcement that, by way of public subscription or by any other means, it was proposed to raise £100,000 to assist in cancer research.

It is interesting to recall that in "The West Australian" on Monday, the 8th April of this year, there appeared a report on a visit of a very well-known American professor by the name of Dr. Merrill Sosman. This gentleman is regarded as being one of the world's leading radiologists and the main purpose of his visit to Western Australia was to inspect the type of equipment used for diagnostic radiology in Australian hospitals. During the course of his visit to this State he made quite a few suggestions to improve, possibly, the knowledge of persons who are studying that particular work in Western Australia. In the course of his remarks, he indicated that, more or less, Western Australian hospitals lacked modern equipment for the treatment of cancer.

Subsequently, during the course of my inquiries, I found that a question had been asked by Mr. Whitlam, the member for Werriwa of the Commonwealth Minister for Health, Dr. Donald Cameron, in the House of Representatives and that question which appeared on page 445 of the Commonwealth Parliamentary Debates, and dated the 3rd April, 1957, is as follows:—

Can the Minister give me any information about the treatment of leukemia and cancer by chemical means? In particular, has he any information about the statements recently made in Sydney by Dr. Merrill Sosman?

The Minister's reply to that question reads—

Dr. Sosman is a distinguished American professor who is now visiting this country on behalf of the Australian Post-graduate Committee in

Medicine. He is reported to have spoken in Sydney about the chemical treatment of cancer and leukemia. He was referring to the use of substances which are known as anti-folic and anti-purine substances and which have the property of inhibiting the growth of living cells. This property is being examined in Australia. Quite a lot of work is being done at the Australian National University into the chemical nature of these substances, and, in both Sydney and Melbourne, into their therapeutic use.

And so his reply continued.

Subsequent to the discussion that I had with the chairman of the Lotteries Commission and in view of the fact that he had told me that his commission was prepared to allocate this money for cancer research, I asked him if he had any idea of how the money was to be spent. He said, "As a matter of fact, I don't, but I would be very interested to know." I therefore thought I would follow up my inquiries and I contacted Professor Saint who, I understand, is in charge of clinical research at the Royal Perth Hospital. I explained to him the reasons why I was interested in cancer research and associated matters. I told him that I had some information in relation to cancer research which possibly could be investigated.

Of course, members know what doctors are. They are usually sceptical about the average bonehead who comes along and possibly they often think, "This fellow is not all there." Professor Saint at least listened to what I had to say and he considered that there might be something in my suggestions. What he told me, however, was very significant, namely, that there are no facilities in Western Australia or in any other part of the Commonwealth that could deal with the particular subject that I had outlined to him. He suggested, therefore, that if I had good reason for desiring some analysis or something of the nature that I had in mind, he would be prepared to ensure that the particular substance was despatched to the Chelsea Cancer Research Hospital in London and that if I supplied the particulars and material to him he would promise to convey to me any information that was gleaned as a result of correspondence with the Chelsea Cancer Research Hospital.

As a result of this discussion, I gathered the required material. Before proceeding with that, however, I think I should refer members to the other question which I addressed to the Minister for Industrial Development. I asked that Minister if there was in existence a drug panel conducting experiments with and investigations of indigenous drug-bearing plants, and that, if so, were there any reports

of such investigations available. I had some knowledge of the information that was contained in the answer given by the Minister which was to the effect that in 1943 a drug panel was formed in Western Australia to investigate the pharmaceutical value of plants indigenous to Western Australia.

The Minister further indicated in his reply to my question that, after laboratory investigations had been financed and carried out at the university, the result of this work proved to be negative. I was particularly curious, of course, as to why these investigations had proved to be negative both here and overseas, and I was anxious to find out what steps the committee had taken to prove that the type of drugs or plants that it had handled had been sent overseas and what the results were, but, as I have said, the panel indicated that they were negative.

In the answer given by the Minister, reference was made to the fact that the committee had exhaustively examined an alleged cancer cure. I was very interested to obtain some information on that subject, too, because in 1946, a report had been given that a native had been officially declared, as a result of a doctor's evidence, to have contracted cancer of the tongue. The native was sent to a hospital. It was assumed that the tongue would have to be removed.

The aborigines may possibly have more understanding of these matters than we have, because instead of going to the hospital he took off to the bush. A couple of years later he was picked up and brought in by a police constable. Everyone was surprised to learn that he was still alive. Although his tongue was badly scarred he still retained 99 per cent. of his faculty of speech, and to all external appearances he was quite well. From the reports given at the time, it could be assumed that that native had access to plants used for relieving his particular disease, in this case cancer.

A police officer was seconded by the department to the Department of Industrial Development for approximately four months to enable investigations to be made. This officer had a wide and general knowledge of the North-West and of the aboriginal inhabitants. For a number of years he had made himself conversant with all types of ailment found among the natives. He tried to find out what steps they took to cure their diseases. Arising out of this investigation, supported by the Government Botanist and the Agricultural Department, various types of indigenous plants were made available to the drug panel. I am now given to understand that a certain amount of investigation was financed and carried on at the university.

Following on the report made to the Chelsea Cancer Research Hospital in London concerning the investigations made in

Western Australia regarding the drug bearing plants, I made inquiries at that hospital. From the information received and from evidence contained in the files of that hospital, I found that the type of plant which proved to be beneficial to the native in this case, who, on medical examination, was certified to be suffering from cancer and who would have taken the extracts from the plant to overcome the condition of his tongue, had not been sent.

I do not assert for one moment that that plant is a cure for cancer. There is nothing on the file to indicate it is. What I do know is that the drug panel did not send the right plant to London. That is confirmed by the contents in the file and by the letters I received from the Chelsea Cancer Hospital. If the panel sent the wrong plant, it is conceivable that the persons making the experiment in the university here also dealt with the wrong plant. The plant I am referring to had not been sent to London before I sent a sample in April.

Getting back to Professor Saint, I am not doubting that that gentleman is highly qualified in his own profession, but I do say that in this particular instance, and in one case I am going to quote, he should have given more consideration to the proposals I wanted to put forward. As I said, I had supplied him with samples of the plant and also the extract from it. I have heard nothing from him since, nor have I heard from London as to whether Professor Saint had sent on those things. I have a communication from Professor Hadlow of the Chelsea Cancer Hospital acknowledging receipt of what I had sent and thanking me for my efforts.

I do not assert that this plant is a cure for cancer, but I am satisfied from the evidence on the file that the extract is at least a palliative. A recent case concerning a police sergeant named Dawes comes to mind. On the 10th December last he was discharged from hospital, and, in the opinion of Dr. Pearson, he would die within a month. His condition was diagnosed to be cancer of the liver and stomach. Some time after Christmas the gentleman who assisted me in this work contacted Dawes who asked to be supplied with the extract from this plant. It meant a 900-mile trip up the Murchison to get the plant. He made the trip and got six bags. He did this not to cure Dawes but to prove that the plant had some qualities as a palliative. Some time in January Dawes began taking this extract and immediately his condition improved. His pain disappeared and within a couple of weeks he went for a two months visit to Mandurah. To all outwards appearances he was fit and well. Of course, we did not expect him to keep alive for as long as he did.

Mr. Lapham: Was he able to eat?

Mr. MARSHALL: He was able to eat and drink, but before taking the extract he was in great pain when eating and drinking. He had been discharged from hospital because nothing more could be done for him. His condition deteriorated so much that they had given him two or three weeks to live.

Mr. Perkins: Nevertheless he died.

Mr. MARSHALL: That is so. But for six months we kept Sergeant Dawes alive with this extract. A fortnight before he died, he developed a condition of having too much fluid in his body. Accepting the advice of Dr. Pearson who attended him, we discontinued supplying Dawes with this liquid. Within a fortnight the condition of Dawes deteriorated so much that he collapsed and died. I repeat again that this extract is not a cure for cancer; 99 per cent. of it might be quite useless, but at least 1 per cent. must be of some benefit. I think that the matter should be investigated fully.

I draw attention to a question asked in the Commonwealth Parliament by Mr. Whitlam who was over here recently as a member of the Federal Constitutional Committee. I met him and was curious to find out why he asked the question. He appeared to be very much interested because of the incidence of cancer in this country. He felt that insufficient research was being made into this disease. I told him what we were doing over here. We were only laymen and we could not get beyond the medical profession. He suggested that I give him the file. He undertook to do something on a Federal level about the matter. I supplied him with all the details and the method of extracting the fluid from the plant, and I am very pleased to say that he has been able to interest the Federal Minister for Health, Dr. Cameron, very much. I would like to quote a letter sent by the Federal Minister for Health to Mr. Whitlam, dated the 11th July, 1957. It says—

Dear Mr. Whitlam,

Thank you for your letter of 3rd July and the sample of wood of *Scaevola spinescens* supplied by Sergeant Monck for study as a palliative in cancer.

The apparent therapeutic effect described in the cases cited by Sergeant Monck could be attributable to an antibiotic or bacteriostatic quality in the extract and not necessarily due to an anticarcinogenic attribute.

In any event, further study is well warranted and I shall have your sample referred to an appropriate laboratory for investigation.

Mr. Hearman: What does all that mean?

Mr. Jamieson: You would not know if he told you!

Mr. MARSHALL: The police officer I referred to has put it on record, and this has been verified by the Government Botanist, that such drug-bearing plants do exist. It is the duty of the Government to continue the work of the panel to endeavour to develop a means of alleviating the dreadful scourge of cancer. Some people would imagine that a search for this means of cure is something new. Surely we all know that some of the most renowned cures today in medicine come from various types of plants found in different parts of the world, such as cocaine, heroin, morphine. They all come from plants, as does strychnine, and even one of the greatest lifesaving drugs, penicillin, comes from the mould of some rotten vegetation.

So surely we should not lag behind, but see that research is undertaken, particularly in view of the evidence that has been supplied and the work that has been done by this police officer in the interests of health. I make that appeal to the Government, and I hope that something will be done about this matter in addition to the spending of £100,000 on radiological work. It is no good burning cancer out of people once they have it. We need to find something to prevent its occurrence. I will now turn to another subject, because I think I have dealt with that one long enough.

The Premier: It is very interesting.

Mr. MARSHALL: There has been quite an amount of criticism of the Government's intention to increase production at Wundowie and to establish a charcoal iron industry in this State. The Opposition, of course, always contends that industries can be better conducted and more satisfactorily expanded by private interests. On the other hand, members of the Opposition criticise the introduction of anti-profiteering legislation, contending that such legislation prevents business people from bringing capital to this State. It is interesting to note that one of our secondary industries—Chamberlain Industries—would now appear to have very considerably improved its financial position.

If some of the friends of members opposite that are in the Federal Parliament gave us a little more support, it is quite possible that we could attract more enterprises to this State or develop the country to a greater extent ourselves. I was interested to read some of the debate which took place in the Federal House in connection with the dollar loan Bill. I do not suppose anybody can quibble about that, because it will be realised that Australia needs certain types of equipment and machinery that could not possibly be manufactured in this country, and therefore we find it necessary from time to time to borrow dollars from a country like America that can supply such machinery and equipment. That is the reason for the introduction of the type of Bill to which I have referred.

It is interesting to observe some of the Labour opposition to that Bill, which was to the effect that a considerable amount of equipment that is being bought by the dollars that are borrowed could be manufactured in this country. At page 468 of the Commonwealth Parliamentary Debates of the 3rd April, 1957, Mr. Calwell gives his reasons for opposing the Bill. Our friend Mr. Hamilton, whom all members know, by way of interjection inquired whether the Opposition opposed the programme for which the money was being borrowed. Mr. Calwell replied that he was giving the reasons for his opposition to the Bill and would deal with the programme afterwards. He said that he thought a fair amount of equipment which was being bought could be manufactured here. He continued—

I think I shall be able to convince the hon. member that much of the material and equipment listed in the schedules to this measure need not be imported from the dollar area, because it could be manufactured in Australia.

Mr. Hamilton interjected—

Will the hon. member tell us where in Australia it could be manufactured?

And Mr. Calwell replied—

I shall certainly do so. For a beginning, I could refer the hon. member to the tractor factory of Chamberlain Industries Ltd. in Western Australia, which could produce a lot of the equipment on which the Government intends to spend dollars.

He was pointing out that some of our Opposition friends in the Federal House could assist Western Australia if they gave a little more thought to their own State instead of adhering all the time to the policy put up by the Menzies-Fadden Government.

Some of our Opposition members contend that we are doing a dreadful thing in Western Australia in introducing anti-profiteering legislation; and, in consequence, are suffering a certain amount of disability by not getting the capital that we need. In this connection it is interesting to note what the president of the Liberal and Country League said at a conference held last March. In "The West Australian" of the 26th March appears the following:—

The president of the Liberal and Country League (Mr. R. B. Goode) yesterday attacked the socialistic plans of the Labour Party—revealed, he said, in a series of Bills introduced since the Government took office last April. He described the legislation as the most vicious attack on private enterprise and the individual ever launched in Western Australia.

No doubt our friends opposite agree with that.

Hon. J. B. Sleeman: Is that the chairman?

Mr. MARSHALL: Goode is his name. I do not know whether he is good by nature. He went on to say—

The legislation was preventing overseas and interstate capital from being invested in Western Australia while the Government handling of State finances had caused a trade recession and unnecessary unemployment.

"The Country Party must carry half of the blame for the conditions existing," Mr. Goode continued, "because it was with its assistance that the legislation became effective."

Referring to the Federal sphere, Mr. Goode said that for some time there had been a feeling that the organisation was not sufficiently brought into consultation with the parliamentary parties on policy matters.

Well, goodness me!

We have had a few debates in this House on railways. I do not propose to say much about that. The only point that arose that was of any consequence in the speech of the Leader of the Opposition was that he thought there should be very serious reductions in the staff. But I was interested to read in "The West Australian" of the 26th March, under the heading, "Brand Urges Caution," the following:—

The Leader of the Opposition (Mr. Brand) yesterday appealed to the State conference of the Liberal and Country League not to formulate a specific policy concerning upkeep and repairs to permanent way and other installations abandoned by the State Government.

"We would be crossing our bridges before we came to them," he said. "The lines may be uneconomical when we come to power. We might find ourselves in a difficult position."

Mr. Potter: No comment!

Mr. MARSHALL: On the debate on the Supply Bill, the Leader of the Opposition concerned himself about the financial difficulty in which the Government found itself, and which he considered was due to a great extent to the Government's support of basic-wage increases. As is known, in 1953 the Federal Arbitration Court banned quarterly adjustments; and not until recently have there been such adjustments. Recently two have been made.

The personnel of the Arbitration Court are supplied by the statistician with figures necessary to enable them to make a decision; and if the figures indicate that a rise in the wage is necessary, it becomes a matter of wages chasing prices. We cannot have it both ways. If prices are rising all the time, and the figures supplied to the court suggest that the wages of workers should be increased to bring them into line with increased prices, I cannot see any justification for opposition to such a move.

It might be argued that it is a vicious circle and a case of a dog chasing its tail. However, it cannot be argued that the workers have control of prices; and it is up to those who do control them to see that their profits are kept at reasonable levels in order to obviate any increase in prices and thus prevent applications to the court for additional wages for workers. It is interesting to recall that when the Federal Court made its decision last year not to continue the quarterly adjustments that had been in operation up to 1953, the evidence submitted to the court was a fair outline of the position.

I was interested in an article in "The West Australian" of the 26th November last year—reprinted from "The Advertiser" of Adelaide, South Australia, where, under the heading of "Aids to Australian Progress," there was a general outline of what had taken place owing to the conference called in London some time ago by His Royal Highness the Duke of Edinburgh, in an effort to ascertain the views of various people concerned in industry and so on. The article stated that it was anticipated that Australia's population would grow rapidly until it reached about 17,000,000 in 1983. The latter part of the article reads—

Emphasis has rightly been placed on the value of enterprise by managements in ensuring that full advantage is taken of Australia's manufacturing and export opportunities. Almost equal stress might well be laid on the importance of achieving the fullest understanding and co-operation between managements and labour. Many thoughtful Australians have been conscious of the tendency to what the South Australian secretary of the Australasian Society of Engineers, Mr. A. B. Thompson, again refers, for the existing arbitration system in this country to divide the parties in industry into rival, contending camps. In the United States, says Mr. Thompson, round-table methods have brought far greater gains in productivity. The hasty abandonment of arbitration here is neither feasible nor desirable, but the search for means of strengthening the links between employer and employee needs to be pursued.

I do not think the Opposition could argue about that. Mr. R. M. Eggleston, Q.C., acting on behalf of the metal trades unions in a case before the Federal court, while advocating that the quarterly cost of living adjustments should be restored, said there was growing resentment and bitterness among workers because their wages had not risen along with rising prices. The report continued—

Mr. R. M. Eggleston, Q. C., said this today before the Federal Conciliation and Arbitration Commission.

Mr. Eggleston was appearing for metal trades unions in their public application for restoration of quarterly cost of living adjustments in the Federal basic wage.

The metal trades unions have applied to the commission to vary the metal trades award by increasing the basic wage to what it would have been if cost of living adjustments had not been stopped in 1953.

The unions have also asked that the award be varied to provide for continuing cost of living quarterly adjustments.

Further, we read—

Mr. Eggleston said today that wages should be adjusted in relation to prices because workers were entitled to the standard of living which the productive capacity of the community made available.

"Price rises have reduced the workers' real standards and the workers should be protected from reduced standards," said Mr. Eggleston.

Mr. Eggleston said that there had been an unjust and unfair decline in the standard of living of wage-earners because of the cessation of cost of living adjustments.

(On May 25, 1956, the former Court of Conciliation and Arbitration refused to restore cost of living quarterly adjustments in the Federal metal trades award.)

Mr. Eggleston said that the workers' real standard of living should be maintained either by quarterly adjustments or periodic surveys unless the commission held that the national capacity to pay had declined.

Mr. Eggleston said that the unions claimed there was a capacity to pay increased wages because of the high level of employment, the high level of investment, the high and increased production and productivity, the satisfactory condition of overseas balance, the high level of company profits, the high level of retail trade and the general and continuing increases in the level of prices.

On Thursday, the 29th November in "The West Australian," under the heading of "Wage Case Q.C. Tells of Profits" we read—

Company profits throughout Australia had increased from £792,000,000 in 1952-53 to £1,070,000,000 in 1955-56, an increase of 35 per cent., Mr. R. H. Eggleston, Q.C., said today.

Mr. Roberts: What about the increase in turnover?

Mr. MARSHALL: To continue—

He was addressing the Federal Conciliation and Arbitration Commission in support of an application by metal

trades unions for restoration of quarterly cost of living adjustments in the Federal basic wage.

The metal trades unions have applied to the commission to vary the metal trades award by increasing the basic wage to what it would have been if cost of living adjustments had not been stopped in 1953.

Mr. Eggleston said that national company profits were as follows—Incorporated companies: 1952-53, £378,000,000; 1953-54, £478,000,000; 1954-55, £523,000,000; 1955-56, £550,000,000. Unincorporated companies: 1952-53, £414,000,000; 1953-54, £441,000,000; 1954-55, £485,000,000; 1955-56, £520,000,000.

"The continued rise in company profits shows beyond doubt that industry and commerce can pay increased wages to workers," Mr. Eggleston said.

The total investment figures for 1955-56 were £1,123,000,000 compared with £1,114,000,000 in 1954-55, he added. The pattern emerging from these figures showed that the purchasing power of the wage earner did not match the rise in prices.

I think that is the answer to those critics who assume that because the figures supplied to the court indicate that the basic wage should rise by 2s. or more, the rise should not be granted as it would ruin the country.

Next, I refer to a matter relating to the State Arbitration Court. Members may recall that the Deputy Leader of the Opposition was very interested last year in a matter I raised during a speech dealing with industrial conditions at the Kwinana Refinery. Following that, the company concerned was good enough to send me an extract of what I said and they objected strongly to it, but unfortunately for them they could not substantiate what they said in the correspondence, because I knew the conditions down there and the difficulty of getting in and out of the establishment. I knew that the unions concerned would at a later stage endeavour through the court to have granted certain claims. At all events, the question of right of entry was raised and the matter was referred to the court.

Mr. Court: Do you say conditions there are unsatisfactory?

Mr. MARSHALL: If the hon. member will wait a moment, I will tell him what one member of the court said.

Mr. Court: Do you consider the conditions there unsatisfactory?

Mr. MARSHALL: I certainly do.

Mr. Court: I do not think those working there would agree with you.

Mr. MARSHALL: A great many of them would. Many who have left would not go back there.

Mr. Court: I do not think the employees would agree that conditions are not satisfactory except, perhaps, a few disgruntled ones.

Mr. MARSHALL: At that time I was taken to task for something I had said, but it was perfectly true. Subsequently the unions concerned succeeded in having inserted in their awards a clause giving them right of entry into the refinery. On the 5th June an article appeared in "The West Australian" under the heading "Court Member Attacks B.P." It reads—

The policy of the B.P. Kwinana Refinery management has been one of discrediting and undermining the functions and responsibilities required of unions under the Arbitration Act. Employees' representative T. G. Davies said this from the bench yesterday during judgment in the case before the State Arbitration Court.

Mr. Court: Did the president agree with him?

Mr. MARSHALL: No.

Mr. Court: Do you not place any value on the opinion of other members of the court?

Mr. MARSHALL: It is an indictment when a member of the court, after listening to the argument put forward and the evidence, can make that statement. The president of the court was concerned only with the matter before him. I notice that others in the judiciary are prepared to speak their minds and I notice, from to-night's Press, that the judge in another court is not frightened to speak his mind.

Mr. Court: He is entitled to say what he wants to.

Mr. MARSHALL: We have made some progress with industrial conditions at Kwinana refinery and I hope it will not be long before we make further progress.

Mr. Court: What progress did you make there? You only said Mr. Davies objected to certain things?

Mr. MARSHALL: If the hon. member wishes, I will read the rest of the article.

The SPEAKER: The hon. member's time has expired.

On motion by Mr. O'Brien, time extended.

Mr. MARSHALL: The Deputy Leader of the Opposition has asked me a question about what the employees' representative on the bench said.

Mr. Court: No, what the court said and not what one representative said. We want to know what the court said.

Mr. MARSHALL: I will tell the hon. member what he said.—

The union had sought to amend its award to include the preference clause because, it claimed, the employment of non-union labour at Kwinana was causing unrest within the union.

In his dissenting judgment Davies said that there was no legal bar in the Act to prevent the court granting preference.

The only real answer to the problems that had arisen at Kwinana was to set up a refinery award covering the various types of workers employed there, he said.

"It is quite inequitable to deny some workers in the A.W.U. shift work and other penalty rates merely because other workers in the same union are tied to another award," he added.

The majority decision of Judge Neville and employers' representative J. J. Christian granted award amendments, including 5 per cent. increases in penalty rates for afternoon shift and 10 per cent. for night shift, and additional meal breaks for shift workers.

The court also included a clause to allow a union official to visit the refinery once a week, inspect working places and talk with unionists during their meal breaks. This permission was made subject to observance of security and safety regulations at the refinery.

That situation did not exist before. I know, because I had been refused entry myself.

Mr. Court: I told you last session that there was ample provision under the Act to give you a right of entry.

Mr. MARSHALL: I doubt that. The industrial conditions at Kwinana have been considerably improved because of the type of industry it is. These people are not dealing with the natives of Abadan. They are dealing with Australians in Australia.

Mr. Court: Were not these improved conditions granted with the consent and support of the employers' representative?

Mr. MARSHALL: That is what the hon. member thinks.

Mr. Court: You should give credit where credit is due.

Mr. MARSHALL: Does not the hon. member think that the advocates should be given credit for having put up a battle and a good case to influence the court in its judgment.

Mr. Court: What do you think the court is for?

Mr. MARSHALL: It is there to hear the cases that are put up to it. If the case is good enough, the court will grant the request; if it is not, the court refuses it. The decision given in this instance proved the point that the union did put up a good case, because improvements were granted.

Mr. Court: I think you are getting yourself very confused.

Mr. MARSHALL: I do not think so. There is one last item I would like to discuss and it is in relation to my own electorate—I have said nothing about that as yet.

Hon. Sir Ross McLarty: An hour is not nearly long enough.

Mr. MARSHALL: I was perturbed at the announcement that the Government intends to dispose of the Mt. Hawthorn hospital by lease because it is the only hospital in that area, even though it is not within the boundary of my own electorate. Nevertheless, a number of people from my district use that hospital and many local doctors send their patients there because it suits them.

However, the Minister has assured me that it is the policy of the department, after having spent a considerable sum of money in bringing a hospital up to a good standard, to lease it, and I feel sure that it will be run as efficiently in the future as it has been in the past. I also saw where the Government intended to build a new hospital further out in the same area. There is no doubt that because of the increased population in the Scarborough, Innaloo, and Mt. Hawthorn areas, further hospitalisation is warranted.

Then again, I was pleased to hear that the Government had rendered some assistance to the Perth Road Board in the widening and improving of Scarborough-rd. I am certain that it will not be long before this road will become the responsibility of the Main Roads Department and be declared a main road. Because of the considerable volume of traffic that uses the road and the amount of wear and tear, its upkeep is beyond the resources of a local authority. If the road board is to be responsible for it in the future, it will mean an increase in rates for the people in the Perth Road Board district.

I also read in the Governor's Speech that the Government intends to build or extend at least 10 high schools this year. I hope it will not be long before a high school is erected in my electorate because there has been a considerable increase in the population and, in view of the number of children there, we will certainly need much more school accommodation in the future than we have at present. As there are several other members who wish to speak, and as I think I have said enough for one night, I will conclude my speech.

MR. NALDER (Katanning) [8.35]: There are a few comments I would like to make and I am sorry that several of the Ministers to whom I wish to address questions, are not here at the moment.

The Minister for Mines: I will take some notes.

Mr. NALDER: Perhaps the Minister for Mines can pass on my remarks to the Ministers concerned. The first point is

in regard to traffic and only last week, while travelling from Perth into the country, I was amazed at the number of vehicles travelling in the opposite direction to me which did not have proper headlights. Between East Victoria Park and the Riverside Garage, I passed four cars and one truck which had only one headlight each, and those lights were on the off side of the oncoming traffic. This, of course, constituted a real danger to the travelling public.

It is possible that the people concerned did not realise that their vehicles were minus a headlight and I suggest to the Minister for Transport that he gives this matter some attention and that he makes it compulsory for all vehicles to have a small parking light fitted on the right-hand side—that is on the driver's side—so that if one headlight blows out when people are travelling, the parking light will still be a warning to oncoming traffic that it is a motor-vehicle, either a car or a truck, and not a motor-bike. When a person sees only one light on a vehicle he thinks, usually, that it is a motor-bike and it is not until he has almost passed that he realises that it is a car or a truck. If what I have suggested is adopted, it will prove a safety measure to the travelling public.

Trucks carting timber are an even greater hazard if one light blows out. During the winter months, when the days are short, many timber hauliers are forced to travel at some time during the night and on many occasions they have overwidth loads. It amazes me that we have not had more traffic accidents because of this, and so I think it would be a practical proposition to have the small parking lights installed. They would be showing the whole time the car lights were on. I hope the Minister for Transport will give some consideration to the suggestion, because I think it is a practical one.

The Minister for Police: At what time of the night did you see these cars?

Mr. NALDER: I left here at approximately 6 p.m. so that it would be between 7 and 9.30 p.m. I am not blaming the Police Department because it is quite possible that the lights had fused while the people were travelling and they had not realised that both headlights were not on.

The Minister for Police: I asked you that because had it been earlier in the evening, they might not have realised that both lights were not on.

Mr. NALDER: It would probably have been between 9.30 and 10 p.m. Last night I asked the Minister for Agriculture a question about a suggestion that was made at the Agricultural Council regarding conservation of fodder. I realise that conditions this year throughout all States of the Commonwealth have not been average. In Western Australia we had a long dry

autumn and the farming community had to find sufficient fodder to carry their stock over this lean period. But Western Australia was not the only State that had to face up to that position. The rains did not arrive till late in the season in South Australia, Victoria and New South Wales, and I understand from various Press reports that in some parts of New South Wales many sheep died through lack of sufficient feed.

I presume that the Ministers for Agriculture in all States were perturbed and it has been suggested that a programme be drawn up by each State to educate the farmers to save during the years of plenty and store up sufficient fodder to use in cases of emergency. I think that the farming community in Western Australia over the years has been well aware of this position. Some of them have been caught at times but I think I would be safe in saying that in the majority of cases, at least during last year, most farmers had sufficient fodder in reserve to cover the emergency and were able to meet it.

No reports were received in this State that sheep here were dying because of a lack of fodder and I think that is to the credit of the farming community in the West. They realise that it is necessary to store up sufficient fodder to feed their stock and keep them in condition in order to tide them over a long, dry autumn. I think some credit must be given to the Department of Agriculture and probably to the Minister in charge of the department; though I am not too sure about that. But wherever the credit is due, I would like to say that this year a considerable number of tons of oats were stored at Bunbury in case there should be an emergency. Quite a number of people were very pleased that they were able to draw on this reserve. I suggest that that procedure be followed in the years that lie in front of us and that there should be a reserve kept at the ports, sufficient to meet an emergency to enable farmers to draw on that supply to feed their stock when necessary.

I know much has been done with reference to fodder. Many experiments have been made with the various types of grasses and clover, and quite a bit of research has been undertaken with reference to the correct time for the mowing of the various grasses and fodders, and the manner in which they should be stored, so that they could be kept to the best advantage. Accordingly, I would say that we in Western Australia have absorbed a fair amount of knowledge from our experience in the past, and we have not—as has been suggested by the reports that appeared from the Agricultural Council meeting—failed to give sufficient consideration to this aspect. Some credit must be given to the people who are looking after their own interests in this State.

There is another matter to which I wish to refer, because it is rather conflicting so far as the farming community is concerned. Earlier this year, the chairman of the Australian Wheat Board, Sir John Teasdale, suggested to the wheat growers on many occasions that they consider changing over to other forms of agriculture, because the outlook for the world market of wheat did not look very bright. He suggested that if the wheat farmer continued to grow the same quantity of wheat as he had done in the past, we might find ourselves with a huge carryover and be unable to place it on the world market.

On the other hand, we find that last week a statement emerged from the Agricultural Council to the effect that the various Ministers for Agriculture were advising farmers to grow more wheat. To whom is the farming community to listen? Particularly is this important when, on the one hand, they have perhaps the greatest authority in Australia advising them, just prior to seeding time, to reduce their acreage of wheat, and turn their attention to other forms of agriculture; while, on the other, and a few months later—almost too late for anybody to take any advantage of it—the Ministers for Agriculture in each State ask their farmers to grow more wheat. Accordingly, I think there should be more co-operation between the officers of the Government departments in view of these conflicting statements. It can be seen at a glance how confusing this can be to the farming community.

Mr. Bovell: Did the Ministers for Agriculture say why the farmers should grow more wheat?

Mr. NALDER: No, no reason was given, and that is the point I want to make. Possibly it was brought about by the trade agreement that was reached with Japan, and Japan is possibly in a position to take a large quantity of Australian wheat. It is possible that that is the reason; but if it is, or if there are other reasons, why not tell the people what they are, so that they can retain their confidence in the people in authority. Because I consider this matter to be so important. I bring it forward tonight.

I also wish to refer to a particular industry in Western Australia. I do so in the hope that some solution may be found for it in the very near future. I refer to the position of the pig industry. I have mentioned before in this House—and this occurred some four or five years ago—that the industry had been going through a period of profit. Farmers had been able to dispose of their products with no trouble at all. We had an export market, and we had sufficient competition from the curers to keep that market on a very steady plane. This accordingly encouraged more people to produce more pigs.

Not much consideration was given to the quality; it was quantity that mattered. I think I mentioned that it did not matter

what the quality was like. As long as the pig had a tail and a squeal, it was apparently quite sufficient. It was not long, however, before the industry was flooded with undesirable types of animals which were not wanted either by the curers or the public. With these over-fat types of animals, the market eventually went flop. There were cases where pigs were sacrificed for a few shillings per head and, of course, many people went out of the business and many others faced bankruptcy as a result of this state of affairs.

From discussions I had then with the present Minister for Industrial Development, I am sure he appreciates just what happened in that period, because he has some knowledge of this industry. As I have said, many people were forced out of the industry, and there came a time when there was a shortage and prices went up. Now we are almost back to the stage I mentioned earlier—a stage that existed four or five years ago—and at present there is a glut, and prices are being forced down.

This is a matter of great interest to the industry, not only to breeders, but to curers and the agents—I think the latter must also accept some responsibility, because if they encourage people to breed pigs when the prices are high without considering what the results may be in the years to come, it is bound to have a detrimental effect on the industry. If all these people I have mentioned, and the officers of the Department of Agriculture, could get together and discuss the matter, they might be able to find a solution that would help to keep the industry on a level plane. We do not want periods of glut and then periods of shortage.

In a State like Western Australia we surely should be able to allow a steady flow of pig products on to the market, and by so doing help not only the industry—which can, of course, be a great advantage to the State—but also the consumers, by assuring them an even supply of the commodity that is used so extensively in Western Australia.

I would like now to make some mention of land development in this State. I watched with interest the development in the Jerramungup district, eastward of Esperance. As one travels about, one is convinced that there is a large quantity of land still available for agricultural pursuit. Travelling east from Newdegate to Ravensthorpe one notes that there are many thousands of acres which it has already been proved can carry sheep and cattle. I feel every effort should be made to encourage people to develop this type of country. If this could be done it would be of great advantage to the State.

Furthermore, I also watched with interest the development that has been made in the war service land settlement scheme in the Jerramungup area. From a statement made by the Minister for Agriculture, I

understand that he has under crop this year 134,000 acres of land. This is a tremendous acreage to have put under the plough in one year. I feel sure there are hundreds of people in this State who are watching that development with interest because it must, in the very near future, do much to assist the total revenue that this State will derive from the development of that country.

There are still many thousands of acres in Western Australia awaiting development. Apart from that, I think it is possible to increase the production of the land already under cultivation. That is being proved by many farmers today—and I refer to those farmers who are in a position to put money back into their properties by means of experiments with trace elements. That brings to mind a report I have had from a district in the Great Southern of a man who conducted experiments with some trace elements last year.

He had a paddock which was classed as third grade type of land, and from which over the past years he was not able to get much result from the work he put into it. He was advised to use trace elements such as copper and zinc; and he told me that the experiment was a wonderful success. Whereas in previous years he had been getting two and three bags to the acre, last year he got 10 bags to the acre by the application of copper and zinc. He told me that as a result of that experiment he had decided that he would not purchase any more plain super for the time being, but would, over a period of years, put on a dressing of copper and zinc over the whole of his property, because he was convinced that that was the answer to his problem; indeed, the results he achieved in that one year alone he considered to be almost a miracle.

Hon. Sir Ross McLarty: Is it not the practice to use copper and zinc only every five years?

Mr. NALDER: I understand that is so; it is recommended to be used periodically.

Hon. D. Brand: In Dongara they use impregnated super.

Mr. NALDER: This all goes to prove that by the application of various trace elements, one secures wonderful results.

Mr. Bovell: Has the Department of Agriculture any record of this?

Mr. NALDER: I think so. I know that in the Lake Grace area the department has been carrying out experiments with a different type of trace element, and the same result has been achieved by those farmers. So with continued experiments in this direction, I feel sure that the productivity of our land already under cultivation could be increased enormously. I would now like to touch on the question of housing in the electorate I represent. There is still an urgent need for homes to be built.

Hon. D. Brand: You would not agree with the Minister when he says the housing problem has been solved.

Mr. NALDER: Definitely not. I do not know what he means by the housing problem. As far as a number of country districts are concerned, there is still a need for more houses.

Hon. D. Brand: I agree.

Mr. NALDER: In the country districts the Housing Commission is, in the majority of cases, erecting houses for people to purchase. While I agree with that, I think it would be better if people were to pay their rent and have that amount of money deducted from the total cost of the house. In many of the country districts there is a floating population. Some are railway workers and some work on main roads or with various other Government departments. They go into a district for perhaps only a few months to a year, and they want only to rent a home. I appeal to the Minister for Housing to build more rental homes in many of our country towns. I can prove that there is, at the present time, an urgent need in towns in the electorate which I represent for at least a dozen more houses. I hope consideration will be given by the Government to having a percentage of rental homes built in the country districts.

The Minister for Education: Are many built by private enterprise?

Mr. NALDER: Yes, quite a percentage, but they are not for the floating section of the population I mentioned earlier. We want to be able to give these people housing facilities and in doing so we will improve the conditions in the country districts for such persons as road workers and so on. Therefore, I hope consideration will be given to that point.

There is another matter, Mr. Speaker, which I would like to mention and one about which the Minister for Water Supplies knows. That is the need for still further consideration to be given to some of the smaller towns in regard to a water supply. I refer first of all to Kojonup. This town has a supply, but it needs an increased one. Only a section of the town is reticulated and I feel quite sure that a number of arguments could be put up to indicate why towns like Kojonup should be given an adequate supply.

Another town also requiring attention in this respect is Broomehill. I believe there are other towns in the State which have similar water supply problems, and I feel sure that the Government will, at the earliest possible opportunity, give consideration to seeing that the people of those areas have this much-needed amenity. I would like to commend the Minister for Water Supplies on the way he is pushing on with the comprehensive

scheme. We see evidence of this every-time we travel along the Great Southern; we see that the main from Narrogin to Katanning is being pushed along with every speed.

Members: Hear, hear!

Mr. NALDER: I am happy to give credit to the Premier. Some years ago he promised the people of Katanning that their scheme would be put through by June, 1958. I am confident that the promise made then will be carried out and I am hoping that nothing will arise between now and then that will cause the Government to depart—

The Minister for Education: We have that motion!

Mr. NALDER: —from the promise made by the Premier.

The Premier: I hope you will leave us here to do the job.

Mr. NALDER: I would remind the Minister for Education that he promised the Katanning people that the high school buildings there would be started two years ago. He said the start would be made on two much-needed school rooms.

The Minister for Education: I did hope, and still hope.

Hon. D. Brand: Get the Premier to make the promise.

Mr. NALDER: Last year the Minister said he would endeavour to do the same thing, and he is still hoping!

The Minister for Education: Yes, I am still hoping.

Mr. NALDER: The children of Katanning need the two classrooms. Classes are being held one mile away from the school in a parish hall and another is a floating class which has to shift from one room to another, sometimes the shelter sheds or the science room. I am sure the Minister will agree that this is not the best way to give children their education. I do hope that this year the Government will be able to erect the two much-needed classrooms for the Katanning Junior High School.

MR. TOMS (Maylands) [9.6]: The fact that political differences exist in this House should not blind us to the responsibility in paying tribute where tribute should be paid. At the outset, I would like to take this opportunity of adding my congratulations to the member for Greenough upon his elevation to the position of Leader of the Opposition. I would also like to add them to the member for Nedlands on his elevation to the deputy-leadership. I feel it would be remiss of me if I were not to also pay a tribute to the former Leader of the Opposition, Sir Ross McLarty. As I said earlier, the fact that some people have different political ideas to those we have—of course,

we believe they are wrong—should not stop us from paying these tributes. I believe that Sir Ross, during his term as Leader of the Opposition, conscientiously carried out his task, and I trust that in retiring from the position he will enjoy a well-earned rest and that he will continue to enjoy good health.

During last session, I had occasion to ask certain questions of the Minister for Education. From those replies and from information I have received from New South Wales, I feel it is most regrettable that in respect of this important subject of education we are a long way behind in Western Australia—a matter of three years—with the programme necessary to take our children to a proper standard. On a recent visit to the Eastern States, I was struck by the education system in Victoria, particularly as we are told that we enjoy free education here. I am sure that many parents would very much doubt the free part.

During the first three years of a child's schooling, it is not uncommon to find that the parents have to purchase as many as eight or nine readers. In Victoria, during the same period, only three reading books are used by children in their first three years. The first reader is sold at a cost of 6d.; the second costs 1s. 3d., and the third 1s. 6d. My information comes from a very good source, and I have the particular books. I meant to bring them along with me, but inadvertently left them behind. The books are printed by the Government Printing Office of Victoria.

I would throw that out as a suggestion to the Minister, particularly as children of the other States are not likely to remain in the respective States where they are educated, and we must see that the best standard of education is available here. I believe there should be a closer liaison between all States in regard to the methods of education. Surely if there is a proper standard, that standard should be in the schools of Western Australia. We should be learning from other States such as Queensland, New South Wales, Victoria, South Australia and Tasmania.

I believe the cost of books in Western Australia is prohibitive. At one time we had the Temple reader which was passed down to other children from year to year. Today the books change in the schools, and the book being used in one district is not suitable in another. There is something wrong with a system which allows—and I believe it is the case—the headmaster of a school to select the textbooks and readers which they desire. In fairness, it should be stated that the three readers used in the first three years in Victoria are supplemented to a degree by the particular school's library.

Quite a number of schools in Western Australia have libraries, and that is something which could be looked at with a view to decreasing the terrific expense that parents today are incurring in the cost of education. I know the Government is short of money and we have heard requests for help from various members in regard to matters affecting their particular electorates, all of which are necessary, but I feel some attempt should be made to lessen the burden of education on the workers of this State. I feel also that we should get a standard system of education throughout Australia, which would cheapen the cost of education.

On my visit to the Eastern States I was very impressed by a suburb about 30 miles from Melbourne, called Healesville, where I saw the best example of assimilation of the native; a problem which we have in our midst. In that district it was perfectly obvious that the white and the native mix very well. In fact, I feel a tribute was paid during my stay there. One of the half-caste natives was unfortunate enough to be killed by a tractor falling on him. The funeral of that half-caste was said to have been the second biggest seen in Healesville.

In Western Australia we certainly have a problem and I feel that the Native Welfare Department is doing its utmost with the resources available to alleviate the sufferings of these people. However, we have the spectacle where the missions educate these children to a certain standard. Whether through prejudice or otherwise, we in our State and those in other States are not given to absorbing these people into our way of life, so that they find it most difficult, once they reach a certain standard, to get employment and to live as we are living. In fact, the story is told of one highly educated girl who was seen, by the person who had taught her in a mission, to be trudging on a road leading to Kalgoorlie, with a buck and two children. When he stopped her and said, "What are you doing here?" her reply was, "This is just as far as the education I was given could get me." They are turned back to fend for themselves.

Mr. Nalder: In most cases they choose that.

Mr. TOMS: In some cases they do; in most cases they are forced to it. It is no good denying that the missions are doing a terrific work in trying to alleviate the distress experienced among the natives. The native cannot live around the city in poverty and when he reaches the position that there is nowhere else to go, he must return to the state from which he came. This is a shame on us, as whites, because the problem we face today is not of the natives' choosing but has arisen because of the whites. The fullblood is

not a problem to us, but rather the half-caste and the quartercaste. They are the people to whom we must give particular attention and whom we must try to bring more into our community.

I am concerned about the electorate I represent. For many years I have felt that Bayswater and Maylands have been the Cinderella section of a Cinderella State. I say this because they lie on the north side of the river with direct access to and from Perth without the necessity to cross a waterway. Even so, and being within $4\frac{1}{2}$ miles of Perth, there are still places in this area without light and without gas; and within five to six miles of the city, there are some thousands of acres which could have been used for housing. I understand that in the near future they will be used for home-building. Some questions were asked tonight about this area.

As I indicated, I have termed this district the Cinderella section because other places further from Perth and across waterways, where traffic bottlenecks have been created, have been developed. However, I am happy to say that at last something is being attempted in this area. I am also happy to be associated with the Blind Institute at Maylands. No doubt all members are aware of the appeal that is being made for the building fund. I hope it will be as successful as the Blind Council desires. To see these people working at their various jobs at the works is an eye-opener, and their work is a credit to them. These people, although not having sight, are not looking for pity but just the opportunity to fit into society. By permitting them to use their hands—they have become very good at it, too—we are giving them their place in society.

Before resuming my seat, I want to say that I was pleased to have the opportunity of going to the civil defence school at Macedon. There, I think, more than at any other place, the question of decentralisation was brought forcibly to our minds. Tonight, and earlier during the Address-in-reply debate, we heard of the requirements of the various members for their particular electorates, but after learning of the extensive capacity of the various missiles, I feel that the members who accompanied me to Macedon would agree with me when I say that I believe the member in the British Parliament who said there was little defence against this class of warfare, was not very wide of the mark.

Bearing this in mind, I believe this is the time when not only this Parliament but the Federal Parliament and all other parliaments of the world should be prepared to tackle the problem of doing away with this very grave threat. All our plans and hopes of the future are centred on better relationships between nations. We ourselves have the responsibility on behalf

of the people of our country to be prepared to take up that fight and to see that before someone gets trigger-happy, sane reasoning, at least, can be reached in the councils of the world.

I believe that whilst there is a fear that the public themselves may become panic-stricken, we have to know the full possibilities and impact of this type of warfare, and at least some portion of it should be told to the public. If they were brought to a fuller realisation of the matter, they might be able to bring pressure to bear upon their Governments to see that this scourge which has come upon humanity is never permitted to be let loose. I am particularly happy to have had the opportunity of saying these few words. I believe that if we, as a people, are prepared to give away our politics and settle down to a little bit of government, then the things I have said are not beyond our reach.

On motion by Mr. Johnson, debate adjourned.

House adjourned at 9.24 p.m.

Legislative Council

Thursday, 18th July, 1957.

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

QUESTIONS.

TRANSPORT BOARD.

Inspectors and Vehicles.

Hon. N. E. BAXTER asked the Minister for Railways:

(1) How many inspectors are employed by the Transport Board?

(2) How many motor-vehicles are used by the board?

(3) What is the total cost per annum of:—

(a) Salaries paid to inspectors;

(b) the operation and maintenance of motor-vehicles used in connection with their work?

The MINISTER replied:

(1) Seven. In addition, the services of three temporary inspectors and four part-time inspectors are available to the board.

(2) Each inspector operates his own motor-vehicle.

(3) (a) For the seven inspectors listed in No. (1) £7,442 for 1956-57. For the three temporary inspectors, £710 for the period the 8th April to the 30th June, 1957. For the four part-time inspectors, £180 for 1956-57.

(b) For the seven inspectors, £2,373 for 1956-57. For the three temporary inspectors, £415 for the period the 8th April to the 30th June, 1957.

The sum of £180 mentioned in (a) covers both remuneration and car expenses.

RAILWAYS.

(a) Closure of Kalgoorlie-Leonora Line.

Hon. W. R. HALL (without notice) asked the Minister for Railways:

Will he declare whether or not the Government has the Kalgoorlie-Leonora railway line listed for closure?

The MINISTER replied:

The Kalgoorlie-Leonora line is not listed for closure. It is not included among the railway lines that the Government proposes to close. In the report of the departmental committee it was recommended that this line should be closed, but the Government decided to delete it from the recommendations.

(b) Details of Collie Turntable.

Hon. G. C. MacKINNON asked the Minister for Railways:

(1) What major errors in planning or construction have been made in the new W.A.G.R. turntable at Collie?

(2) Have these troubles now been overcome or rectified?

(3) If approaches were completed now and the turntable put into operation, would it be suitable for all types of locomotives used on the Collie line?

The MINISTER replied:

(1) There were no major errors in either planning or construction. A minor alteration to the level of the concrete apron in the pit was necessary.

(2) Yes.

(3) Yes.