

instituting any judicial proceeding, knowingly gives false testimony touching any matter which is material to any question then depending in that proceeding, or intended to be raised in that proceeding, is guilty of a crime which is called perjury.

Proceedings before a Royal Commission are not judicial proceedings. That aspect should be appreciated. So section 124 does not apply to the provisions in the Bill. My whole argument is that proceedings before a Royal Commission are not regarded as judicial proceedings.

The Hon. A. L. LOTON: I would ask the Minister to report progress in order to clarify the point that has arisen, and in order that he might obtain an explanation from the Crown Law Department.

The Hon. A. F. GRIFFITH: I have no objection to reporting progress; but if the Chairman will adjourn for a short while I can get an explanation from the Attorney-General who is in the building. I point out that I appreciate what Mr. Heenan has submitted, but when he was reading section 124, he stated that it was immaterial whether the testimony was given on oath or under any other sanction authorised by law. I think there is a grave doubt in that argument but I still stick to the point that it is written into subsection (3). However, I do not want to be dogmatic about this. If members would like progress reported in order that we might find out more specifically about this particular section, I do not mind.

### Progress reported.

*House adjourned at 11.17 p.m.*

## Legislative Assembly

Tuesday, the 4th August, 1959

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

### QUESTIONS ON NOTICE

#### ELECTRICITY SUPPLIES

##### Clackline, Baker's Hill, and Koojeddah

1. Mr. CORNELL asked the Minister for Electricity:
  - (1) What is the capital cost (both actual and anticipated) in each case of extending the supply of electricity to the following places:—
    - (a) Clackline;
    - (b) Baker's Hill;
    - (c) Koojeddah?
  - (2) What annual revenue is expected to be earned for the State Electricity Commission by each of these extensions?

Mr. WATTS replied:

- (1) The anticipated capital cost of extending is—
  - (a) from Baker's Hill to Clackline Refractories and township—£4,480.
  - (b) from Koojedda to Baker's Hill—£2,550.
  - (c) from Wundowie to Koojedda—£2,515.

The total capital cost to date is £6,053, but the construction is not yet complete.

- (2) The anticipated annual revenue is—
  - (a) Clackline Refractories and township—£1,285.
  - (b) Baker's Hill—£490.
  - (c) Koojedda—£272.

#### *Meckering*

2. Mr. CORNELL asked the Minister for Electricity:

- (1) What revenue was derived by the State Electricity Commission from consumers at Meckering in each of the years ended the 30th June, 1958 and 1959?
- (2) If the figure for 1957-58 covers less than the full year, what is the period involved?
- (3) What amount was received for electricity supplied to the Water Supply Department's pumping station at North Meckering during the two years referred to?
- (4) What was the capital cost of supplying current to this pumping station?

Mr. WATTS replied:

- (1) Revenue derived was—
 

Year ended the 30th June, 1958 —£1,509.

Year ended the 30th June, 1959 —£1,956.

(2) The 1st August, 1957, to the 30th June, 1958.

(3) Not yet supplied.

(4) The construction of the line from Meckering to the North Meckering pumping station will not be completed until September, 1959. Should the honourable member require any further information, it is suggested that he have a personal discussion with the General Manager, State Electricity Commission.

#### *Cunderdin, Tammin, and Kellerberrin*

3. Mr. CORNELL asked the Minister for Electricity:

- (1) What was the revenue derived by the State Electricity Commission during the year ended the 30th June, 1959, from consumers in the following districts:—
  - (a) Cunderdin;
  - (b) Tammin;
  - (c) Kellerberrin?

- (2) What amount was received for current consumed by—
  - (a) Cunderdin pumping station;
  - (b) Kellerberrin booster pump?

Mr. WATTS replied:

- (1) Revenue derived was—
  - (a) £54,694.
  - (b) £2,034.
  - (c) £22,701.
- (2) Revenue derived was—
  - (a) £47,240.
  - (b) £7,007.

#### *Muresk, Grass Valley, and Spencers Brook*

4. Mr. CORNELL asked the Minister for Electricity:

What income, and, what was the period in each case in respect of which it was derived, was earned by the State Electricity Commission from the following extensions:—

- (a) Muresk;
- (b) Grass Valley;
- (c) Spencers Brook,

during 1958-59?

Mr. WATTS replied:

- (a) £1,370, the 1st July, 1958, to the 30th June, 1959.
- (b) £383, the 1st July, 1958, to the 30th June, 1959.
- (c) £309, the 21st July, 1958, to the 4th May, 1959.

#### **NANNUP SCHOOL**

##### *Repairs and Renovations*

5. Mr. ROWBERRY asked the Minister for Education:

(1) Is it the Government's intention to proceed with repairs and renovations to the primary school at Nannup?

(2) If so, when?

Mr. WATTS replied:

- (1) Yes.
- (2) September next.

#### **CONDEMNED STOCK**

##### *Losses to Export and Home Markets*

6. Mr. HALL asked the Minister for Agriculture:

- (1) What number of cattle were lost to export through condemnation by meat inspection, for the years 1956, 1957, 1958?
- (2) What number of sheep, lambs and pigs were lost to export through condemnation for the years 1956, 1957, 1958?
- (3) What number of cattle and vealers were lost to the home market through condemnation for the years 1956, 1957, 1958?

- (4) What number of sheep, lambs and pigs were lost to home market through condemnation for the years 1956, 1957, 1958?

Mr. NALDER replied:

(1)	1956	.....	.....	979
	1957	.....	.....	1,718
	1958	.....	.....	2,182
(2)	1956	Sheep	.....	2,004
		Lambs	.....	28
		Pigs	.....	242
	1957	Sheep	.....	2,590
		Lambs	.....	54
		Pigs	.....	314
	1958	Sheep	.....	6,121
		Lambs	.....	64
		Pigs	.....	381
(3)	1956	Cattle	.....	511
		Vealers	.....	Nil
	1957	Cattle	.....	461
		Vealers	.....	Nil
	1958	Cattle	.....	620
		Vealers	.....	446
(4)	1956	Sheep and lambs	.....	1,217
		Pigs	.....	303
	1957	Sheep and lambs	.....	4,227
		Pigs	.....	331
	1958	Sheep and lambs	.....	6,231
		Pigs	.....	582

### UNEXPORTABLE WOOL

#### *Freightage to the Metropolitan Area*

7. Mr. HALL asked the Minister for Agriculture:

- (1) How many bales of wool considered as unexportable have been railed to the metropolitan area for treatment from the Albany wool sales, since their inception?
- (2) What amount of money has been paid by way of rail freight subsidy on wool considered as unexportable from the Albany wool sales?
- (3) How many bales of wool suitable for export have been railed to the metropolitan area?
- (4) Was any subsidy paid on such wool by way of rail freights?

Mr. NALDER replied:

- (1) During the period the 1st July, 1957, to the 30th June, 1959, 16,712 bales of wool were forwarded from the Albany Wool Stores to the metropolitan area for treatment.
- (2) The Government subsidy paid to the Railway Department as reimbursement for concessional freighting was £6,653 for the wool mentioned in No. (1) above.
- (3) 13,219 bales ex Albany Wool Stores.
- (4) In relation to No. (3) above—Nil.

### COMPREHENSIVE WATER SCHEME

#### *Questionnaire*

8. Mr. W. HEGNEY asked the Minister for Water Supplies:

- (1) Has he, or the Premier, yet received from the Commonwealth Government, information on the type of questionnaire it would approve with regard to the proposed submission to all farmers who were not connected to the comprehensive water scheme?
- (2) If not, can he state when such information is likely to be received?
- (3) If the information has been received, what period does he anticipate will be necessary before an approach can be made to the Commonwealth for a new scheme referred to by him?

Mr. WILD replied:

- (1) No. Steps are now being taken to obtain preliminary information from farmers by means of a questionnaire which does not require ratification by the Commonwealth authorities. This will be followed up, in selected instances, by a second questionnaire which will be submitted in a few days to the Department of Primary Industry for approval prior to its distribution.
- (2) It is hoped that details of the second questionnaire will be finalised by the 30th September, 1959.
- (3) It is not possible to give an accurate forecast at this stage. The Government intends to prepare and submit the case to the Commonwealth Government at the earliest possible moment.

### ELECTRICITY SUPPLIES

#### *Bickley Extension*

9. Mr. OWEN asked the Minister for Electricity:

- (1) What was the cost of the electricity extension for Glenisla Road, Bickley, eastward along Walnut Road to settlers at the extremity of that road?
- (2) How many properties have been supplied from this extension?
- (3) What was the cost of this extension including transformers, cable and poles, and erection of same?
- (4) What is the estimated revenue return expected?

Mr. WATTS replied:

- (1) £1,540.
- (2) Three.
- (3) See answer to No. (1).
- (4) £300 per annum.

## RAILWAY FARES

### Premier's Election Statement

10. Mr. HAWKE asked the Premier:

- (1) In relation to the proposal of the Government to increase railway fares, did he make the following election promises in connection with the railways:—

We will secure additional patronage through improved, cheaper service and a virile publicity campaign.

- (2) Will he explain what was meant by the term "cheaper service."

Mr. BRAND replied:

- (1) and (2) The full context of my policy speech sets out some of the means by which I proposed that the Government should secure a reduction in the cost of services provided by the Railway Department. Subsequent wage increases must, of course, have their effect on railway costs.

## BETTING ROYAL COMMISSION

### Cost, Reason for Appointment, and Duration

11. Mr. BICKERTON asked the Premier:

- (1) What does he estimate the Royal Commission on betting will cost the Government?
- (2) If a total cost cannot be estimated at this stage, will he indicate the weekly or monthly cost that will be incurred during the sittings?
- (3) What is the estimated time the Commission will take to complete its inquiries?
- (4) What was the reason for the Government setting up the Commission?

Mr. BRAND replied:

- (1) An estimate of cost cannot be made until the duration of the Commission is clearer.
- (2) The Commissioner receives 36 guineas per day, which includes expenses. The only additional Government expenditure so far incurred is for travelling, a typist, and incidentals.
- (3) It is not possible at this stage to estimate the duration.
- (4) To give effect to an undertaking in my policy speech at the recent State elections that the Government would set up a top-level inquiry into betting.

## SOUTH PERTH FORESHORE

### Land Resumptions and Reclamation Work

12. Mr. GRAYDEN asked the Minister for Works:

- (1) When was land first resumed along the South Perth foreshore between the Causeway and the Narrows by—

(a) the South Perth local authority;

(b) the State Government; for the purpose of reserving the area for general beautification, playing fields, etc?

- (2) In what year did Government reclamation work on the foreshore cease and what was the reason for same?

- (3) What is the estimated cost of the reclamation work required?

- (4) Approximately how long would such work entail?

- (5) In arriving at a decision as to whether such work will be included in the 1959-60 Estimates, will he take into consideration:

(a) the general impetus to development in the South Perth district which would result from the completion of such work;

(b) the need for foreshore beautification in keeping with the increased measure of development which will automatically follow the opening of the Narrows Bridge;

(c) the fact that the reclamation required has been under consideration by successive Governments in Western Australia since 1933?

Mr. WILLIAMS replied:

- (1) (a) June 1934.  
(b) March 1940.
- (2) Reclamation ceased on the 28th February 1941, owing to loan funds not being available, and the dredge was closed down for the remainder of the war years.
- (3) £50,000.
- (4) Seven months, on the basis of working the dredge "Stirling" single shift.
- (5) Yes.

## BANANAS

### Ban on Sale in Eastern States

13. Mr. NORTON asked the Minister for Agriculture:

Has he ascertained in which districts in the Eastern States a ban was placed on the sale of bananas and the reason for same, as promised in answer to a question on the 2nd July?

Mr. NALDER replied:

The information requested is contained in a letter to the honourable member dated the 30th July.

14. *This question was postponed.*

## CANNINGTON POLICE STATION

### *Date of Erection*

15. Mr. JAMIESON asked the Minister for Police:

When is it intended to erect a police station on the site reserved for same at Cannington?

Mr. PERKINS replied:

Plans are being prepared and the building has been listed for consideration in the 1959-60 Estimates. Commencement of building operations will depend on the availability of loan funds.

## WHOLEMILK

### *Minimum Fixed Standard*

16. Mr. W. HEGNEY asked the Minister for Agriculture:

- (1) In view of the fact there is evidence of a seasonal falling-off in the quality of wholemilk, can he assure consumers that they are supplied with milk of a minimum fixed standard throughout the year?
- (2) If so, will he explain how this is achieved?
- (3) At what stages between dairy and household is the milk examined or tested?
- (4) How often are tests made?

Mr. NALDER replied:

- (1) Every effort is made to ensure that consumers are supplied with a quality milk of a minimum fixed standard throughout the year.
- (2) By bulking of supplies at treatment depots and regular testing.
- (3) On delivery by farmers to treatment plants, during treatment, and after bottling.
- (4) Samples of bottled milk are taken each week from treatment plants by the Milk Board. Other tests are made at various times by the Board, treatment plants, and local authorities.

## BETTING ROYAL COMMISSION

### *Remuneration and Allowances of Sir George Ligertwood*

17. Mr. W. HEGNEY asked the Premier: What are the conditions, including remuneration and allowances (stated separately) under which

the Government engaged Sir George Ligertwood as Royal Commissioner to inquire into matters relating to betting and races in Western Australia?

Mr. BRAND replied:

Retainer—26 guineas per day.  
Expenses—10 guineas per day.

## WHEAT STORAGE

### *Position in Australia*

18. Mr. W. HEGNEY asked the Minister for Agriculture:

- (1) Did the recent meeting of the Australian Agricultural Council arrive at any decision regarding the bulk storage of wheat?
- (2) What is the nature of such decision?
- (3) Is the Commonwealth Government to be approached for financial assistance in connection with temporary storage of wheat?
- (4) Has he any comment to offer regarding a recent report that experiments to store bulk wheat underground may soon be made in New South Wales?

Mr. NALDER replied:

- (1) and (2) No.
- (3) Yes.
- (4) It is understood that the airtight storage of wheat which is the basis of the method in use in the Argentine has already been tested in C.S.I.R.O. laboratories.

Funds have been provided from Commonwealth contributions to wheat research to enable the C.S.I.R.O. to experiment on a commercial scale in New South Wales during the coming year. It is not possible to comment concerning application of the method to Australian conditions until the proposed trials have been completed.

## SOIL CONSERVATION

### *Action on Advisory Committee's Report*

19. Mr. W. HEGNEY asked the Minister for Agriculture:

What action, if any, does he propose to take in connection with the report of the Soil Conservation Committee recently submitted to him?

Mr. NALDER replied:

The report of the Soil Conservation Advisory Committee has shown that the survey work required to undertake measures for the control of soil erosion is far beyond the resources of the Soil Conservation Service. A

campaign has therefore been commenced to encourage and advise farmers to undertake a much greater proportion of their own surveys for locating contour lines for earth banks and contour working. Advisory assistance will continue to be provided by technical officers.

The magnitude of the task is being emphasised to farmers' organisations, local governing authorities, and business and financial interests associated with agriculture and stock in order to enlist their support for intensified action to control soil erosion.

### WHOLEMILK

#### *Investigation into Seasonal Decline*

20. Mr. W. HEGNEY asked the Minister for Agriculture:

How long does he expect the proposed investigation into the seasonal falling-off in the quantity of wholemilk to take?

Mr. NALDER replied:

Difficulties experienced by farmers because of low solids-not-fat percentage are greatest in the late summer and autumn period of each year. Preliminary results of the investigation into the influence of various factors could not be available before the end of that period of 1960.

### COLLIE HIGH SCHOOL

#### *Modernising of Home Science Facilities*

21. Mr. MAY asked the Minister for Education:

- (1) Is he aware of the condition of the home science building and the facilities provided therein at the Collie High School, as it is felt that the students are considerably handicapped by having to use facilities which would do justice to an antique collection?
- (2) Will he be good enough to have these facilities investigated at an early date; and if—as claimed—he considers they are antiquated, will he see that such steps as are necessary are taken immediately to have them modernised?

Mr. WATTS replied:

- (1) and (2) At present home science is conducted in a room planned for the subject and in one room hired to handle dressmaking. Plans to replace the existing room and to provide a further centre have been made. These are part of the overall arrangements to provide an adequate home science centre at Collie.

### QUESTIONS WITHOUT NOTICE

#### TRANSPORT TO NORTHERN SUBURBS

##### *Publicity on Route Changes*

1. Mr. GRAHAM asked the Minister for Transport:

- (1) Through what media and on what dates was publicity given to the transport changes affecting northern suburbs, in respect of—
  - (a) routes,
  - (b) timetables,
  - (c) commencing date?

- (2) Does he consider the advice to the public was sufficient?
- (3) If not, why was greater publicity not given?
- (4) If so, how does he account for the confusion which resulted?

Mr. PERKINS replied:

- (1) (a) (b) and (c) Details were published in the *Daily News* of the 20th July. There was a three-column heading and 14 inches of single column in the news columns. In *The West Australian* the next morning, the 21st July, there was a three-column heavy black line heading with a double column of 14 inches.

Mr. Graham: Which made no reference at all to the northern transport.

Mr. PERKINS: In addition to which I think it was also broadcast over the A.B.C. on at least one news session; and, further than that, on Thursday and Friday of last week timetables showing the new routes were handed to every passenger in the queues concerned.

(2) Yes.

(3) Answered by No. (2).

(4) Any change inevitably takes some time to become familiar to all and the tramways management also watches any such change closely and makes appropriate modifications as required.

### STATE EMERGENCY SERVICE

#### *Premier's View on Press Article*

2. Mr. HALL asked the Premier:

- (1) Is he aware of the article in the *Sunday Times* of the 2nd August, 1959, headed "W.A. Ready for Disasters. Thousands Organised"?
- (2) If he is aware of the article, does he not think the releasing of such an article premature and misleading to the public, when no trials have been conducted to test the efficiency, or the inefficiency of the civil defence organisation?

Mr. BRAND replied:

I have just received notice of this question. I cannot be responsible for the headlines that appear over any newspaper article. This was a plan envisaged and prepared by the previous Government. A report was received, and I considered it was a worth-while plan to cope with an emergency; and the release of the report did nothing more than give the public an indication of what preparations were being made.

I would not anticipate any overall experiment or trial with such an organisation. But this suggestion can be borne in mind, and no doubt the Commissioner of Police—who is the main person responsible—would also recognise the desirability of ensuring that in the event of a disaster the organisation would function efficiently.

#### NATIVES FROM THE NORTH

##### *Walk to Trans.-line*

3. Mr. GRAYDEN asked the Minister for Native Welfare:

While in Kalgoorlie last weekend, did the Minister have any opportunity of investigating the reports relating to natives who recently walked to the Trans.-line from a spot 250 miles north; and, if so, what did his investigations disclose?

Mr. PERKINS replied:

It was necessary for me to change my plans; and, as a result, I was in Brisbane during that weekend. I had planned to be in Kalgoorlie this coming weekend, but I returned from the Eastern States on Sunday evening so I have not yet been to Kalgoorlie. I intend to investigate what the member for South Perth has mentioned; although the reports available in the department at the moment are to the effect that the natives referred to are not suffering any shortage of food or other disability at the moment.

##### *Reports of Death and Injury*

4. Mr. GRAYDEN asked the Minister for Native Welfare:

- (1) Is he aware that the member for the South-East Province recently stated in Parliament House that he had been to this particular area and a party of natives had been asked to walk 250 miles to the Trans.-line, because obviously they needed medical attention?

After their trip two of the children died and it was also found, after they had completed the 250 miles that the feet of the children were cut to ribbons.

- (2) Is the Minister also aware that a second expedition went out, and natives were again asked to make the trek of 250 miles across the limestone of the Nullarbor to Naretha, and after this second trek other native children died?
- (3) Is he further aware that one of the natives who was brought in in that fashion had a badly broken leg; that the bone had set at an angle to the leg; and that a number of the male natives had the second and third joints missing from their fingers?
- (4) Will he investigate that complaint with a view to ascertaining whether radioactivity was responsible for the disintegration of the bone structure of the hands of those natives?

Mr. PERKINS replied:

- (1) to (4) The member representing the South-East Province, referred to by the member for South Perth, has not made any representations to me of what he observed in that area, so I have no official knowledge of these reports other than from discussions that have taken place in this Chamber.

As far as the second part of the question is concerned, as I have already stated, I am trying to obtain further information about the reports of malnutrition and sickness of natives in that area. However, as the member for South Perth will appreciate, it is rather difficult to obtain authentic information.

##### *Transport by Truck*

5. Mr. GRAYDEN asked the Minister for Native Welfare:

Will he ascertain whether it is a fact that other parties of natives have been asked to walk in from this area—in other words, to make this trek of 250 miles across the Nullarbor—and if so, will he investigate, as soon as possible, the possibility of sending a truck out to bring the natives back to the Trans.-line?

Mr. PERKINS replied:

I will agree to investigate the position, but I will not promise to send a truck out; because, without further information, I may be promising to do something which, on further investigation, may prove to be unnecessary.

*Inquiry into Submissions by Member for South Perth*

Mr. GRAYDEN: Mr. Speaker, I would like to ask the Minister a further question without notice.

The SPEAKER: I hope the member for South Perth will be able to justify his further question.

6. Mr. GRAYDEN asked the Minister for Native Welfare:

In view of the fact that I raised this matter two weeks ago and asked that it be given urgent consideration; and, further, in view of the fact that human lives are likely to be endangered because of the delay, will the Minister give this matter his urgent consideration?

Mr. PERKINS replied:

As the member for South Perth is aware, I have been absent for approximately a fortnight attending a conference in the Eastern States. However, I did ask the Commissioner of Native Welfare yesterday over the telephone what the position was generally as far as the department was concerned, including any difficulties which had arisen in that far north-eastern area, and the Commissioner told me that he did not think that the situation was abnormal. The Commissioner is coming to see me in the morning, and I promise the honourable member that I will discuss the question with him; and, if necessary, in view of what the honourable member has said, have further inquiries made regarding the position of natives in that area.

**TRANSPORT TO NORTHERN SUBURBS**

*Objections to Route Changes*

7. Mr. OLDFIELD asked the Minister for Transport:

- (1) Has he received any objections from the residents of the Mt. Lawley electorate, members of the Perth Road Board, and myself about the altered route of the No. 19 bus?
- (2) If so, was the altered route given ministerial approval?
- (3) If so, will the Minister give consideration to advising the members of the Road Board and myself?

Mr. PERKINS replied:

- (1), (2), and (3) The member for Mt. Lawley made very strong representations against the altered bus

routes which are now in operation in the area he has mentioned, and I have received a petition from the residents of his electorate.

I give the member for Mt. Lawley full credit for making strong representations on behalf of the residents in that area; and as a result, I agreed to go out with him to meet the people, including representatives of the road board of that district to investigate in particular a complaint about the traffic hazards the children attending the Coolbinia School had to face. As a result of meeting the people of that district I agreed to have the complaint investigated by the traffic police; and as I have already indicated in this House, agreement was reached on the alteration of the route in accordance with the recommendation of the Transport Board.

The present route has been approved by the Transport Board, and careful consideration has been given to it by everybody concerned. I knew that the hon. member considered that one area, east of the existing route, would not be well served. He told me that complaints from that area would be received, and subsequently they were.

On the other hand it is difficult to run bus services into every corner of every suburb. After giving careful consideration to the proposals from the management of the Tramway Department I agreed that the route now followed was a reasonable compromise and would give a reasonable service to the people affected, although I agree that it is not as good a service as was provided previously.

8. Mr. OLDFIELD asked the Minister for Transport:

Is he aware that the Perth Road Board has yet to receive a notification from the Tramway Department regarding the inauguration of the altered route? So far it has received no advice as to the outcome of the objection.

Mr. PERKINS replied:

I think the Perth Road Board has been notified, but it is possible that that matter might have been overlooked. I am certain that I did send a letter to that board notifying that the Bradford Street route would not be followed, because of an objection raised by the Traffic Department. I further notified the board that the altered route



would go along Holmfirth Street. Whether I gave the board all the particulars of the route, as it extends further towards Walcott Street, I am not sure. I think the board was notified in a general way of the proposals for that area.

#### *Publicity on Route Changes*

9. Mr. GRAHAM asked the Minister for Transport:

In further relation to passenger transport services to the northern suburbs, can it be established that in the *Daily News* of the 20th July and *The West Australian* of the 21st July there were details of the proposed amendments of the routes to be followed by the transport services, or was any mention made of altered timetables? Not even the commencing date of the services was mentioned. This means there was no publicity given in the metropolitan Press to these alterations. Would the Minister agree that insufficient publicity was given to the changes which took effect yesterday?

Mr. PERKINS replied:

I have not the issues of the newspapers in front of me; but I think the Press release, which was typed and handed to all Pressmen, including the A.B.C. representative, was published in detail in the Press.

Mr. Graham: I thought that trolley-buses and the Mounts Bay route were the things with which that publicity was concerned.

Mr. PERKINS: Every precaution was taken by the Tramway Department to distribute the new timetables to passengers who waited in the queues along the route during last week. I consider that was a reasonable notification to the people concerned of the altered timetable and route.

#### **RAILWAY FARES**

##### *Premier's Election Statement*

- 10 Mr. HAWKE asked the Premier:

In connection with question No. 10 on today's notice paper, would he agree that electors who were reading a promise by this Government as follows:—

We will secure additional patronage through improved, cheaper service and a virile publicity campaign.

could be excused for believing that freights and fares would be reduced by this Government?

Mr. BRAND replied:

No. Taking the full text of what was said and bearing in mind the heavy deficit of the railways and the high cost of maintaining the railways in this State, we had in mind the question of a cheaper service from the State-wide point of view.

#### **SUPPLY BILL, £21,000,000**

##### *Message*

Message from the Lieut.-Governor received and read recommending appropriation for the purposes of the Bill.

##### *Standing Orders Suspension*

MR. BRAND (Greenough—Treasurer)  
[5.5]: I move—

That so much of the Standing Orders be suspended as is necessary to enable resolutions from the Committees of Supply and of Ways and Means to be reported and adopted on the same day on which they shall have passed those Committees; and also the passing of a Supply Bill through all its stages in one day, and to enable the business aforesaid to be entered upon and dealt with before the Address-in-reply is adopted.

This is a motion which is put before the House at this stage of the session, and sometimes during the first day, so that a Supply Bill may be passed and the necessary approval obtained from Parliament for moneys to be made available to carry on the work of the Administration, until such time as Parliament has debated and approved the Estimates.

**Question put and passed.**

##### *In Committee of Supply*

The House resolved into Committee of Supply, the Chairman of Committees (Mr. Roberts) in the Chair.

MR. BRAND (Greenough—Treasurer)  
[5.7]: I move—

That there be granted to Her Majesty on account of the services of the State for the year ending the 30th June, 1960, a sum not exceeding £21,000,000.

As I said when moving the motion for the suspension of Standing Orders, it is necessary to obtain the approval of Parliament for a sum of money to be made available to carry on the administration until such time as the Estimates have been approved by Parliament.

In this case we are asking for £21,000,000, which is similar to the amount requested in Supply Bill (No. 1) of last year. We are requesting £15,000,000 from Consolidated Revenue, £4,000,000 from the

General Loan Fund, and £2,000,000 Advance to Treasurer. These figures are identical with the amounts requested by the Treasurer last year.

The Estimates for 1959-60, which are in the course of preparation, will give full details of revenue and expenditure for the financial year. They will be placed before the House as early as possible in order that members may have the opportunity of debating them. At the same time members will be given the opportunity of perusing the Estimates in detail, and obtaining from the Ministers concerned, any information which they may desire on the departmental estimates.

In recent years, during this debate, the opportunity has been taken by members to air various grievances, and on some occasions the debate has gone on for many hours.

**MR. HAWKE (Northam) [5.10]:** I would have thought this move would be made somewhat earlier during the session, particularly as this year Parliament met on the 30th June. All of the money expended by the Government since then has been expended without Parliament's approval; and to the extent to which such a situation can be avoided, it should be avoided. I know this is not the first year when Governments have had to expend money without the approval of Parliament. It is also true that Parliament has always done the right thing by Governments, and especially by Treasurers of the day.

However, I think the Treasurer in this Government will agree that the sooner measures of this kind are brought down in each financial year the better for all concerned, including the Government and the Treasury. There is no objection to the amount being sought in the Bill before us, although there could be some criticism of some of the expenditure which has been incurred by this Government.

The problem of finance is one which, for a State like this, does not become easier from year to year. For good or otherwise, more and more people seem to rely on Governments for greater financial assistance in many directions. I am sure that older members of this Chamber, among whom I include myself, will be able to see clearly the tremendous change which has taken place in this respect over the last 30 years or so. In those earlier days people had to finance, to a large extent, their own needs as individuals and also as communities.

However, with the progress of time and a change in outlook the situation has altered considerably, with the result that today Governments, both Federal and State, are expected to shoulder financial obligations covering ever so much wider fields than before. I do not know of anyone who has been backward in seeking additional help from the Government. It is also true that when Governments are

placed in the position of having to seek increased revenue to finance the increasing needs and requirements of individuals and communities, there are usually complaints, protests, resistance, and opposition from most of the people concerned.

So the life of a Treasurer is certainly not altogether a pleasant, smooth, and happy one, as I am sure the member for Murray would agree. Nevertheless, there is a very great responsibility upon a Government in regard to finance, and particularly upon a Treasurer and the officers of his Treasury Department. There is nothing easier to do than to spend money. It does not matter whether one is a Treasurer of the State or an individual, or whether one is associated with some organisation—the easiest thing in the world to do is to spend money. Therefore, the Treasurer will have to develop some resistance—and I suggest some strong resistance—otherwise he will find the July figures, which represent a deterioration in State finances compared with 12 months ago of approximately £500,000, will worsen in the months which are ahead.

One of the great burdens in Government finance is the interest bill. This burden is a tremendous one, and it increases from year to year as loan moneys are expanded in the provision of non-revenue producing assets such as schools and, to some extent, hospitals and so on. I have always had an idea that it is the interest burden upon Governments, individuals, and communities which sooner or later brings about financial crisis; because, with the passing of the years and the increasing growth of this burden upon the costs of production, the productive and other systems begin to feel the strain, begin to weaken, and begin to break down, with a resultant financial crisis. I know that under the existing financial system, this is inevitable. There is no solution for it under a system which is based upon interest; and which, all the time, loads producers of wealth and producing industries with increasing financial burdens. The same applies to Governments.

I say again to the Treasurer that he will need a great deal of strength in the financial sense to keep a tight hold on the finances of the State. He will not be able to please everybody. He will have to disappoint many people during the financial year because it will not be possible to meet the many requests which will be made to him, from time to time, by the community. Every person who has a request considers his to be the most important and the most urgent; so it is essential that the Treasurer should realise, as I am sure he already does, that the task of husbanding the financial resources of the State is an extremely difficult one for the Treasurer.

There is an old saying which the member for Murray and I have had told to us thousands of times in our boyhood days

that if we take care of the pence, the pounds will take care of themselves. I suppose that would be hopelessly out of date in these times when pence are worth nothing; so perhaps we could give it a modern application by saying, "Take care of the thousands of pounds and the hundreds of thousands of pounds will take care of themselves."

#### Question put and passed.

**Resolution reported and the report adopted.**

#### *In Committee of Ways and Means*

The House resolved into a Committee of Ways and Means for raising the Supply granted to Her Majesty, the Chairman of Committees (Mr. Roberts) in the Chair.

**MR. BRAND** (Greenough—Treasurer) [5.21]: I move—

That towards making good the supply granted to Her Majesty for the services of the year ending the 30th June, 1960, a sum not exceeding £15,000,000 be granted from the Consolidated Revenue Fund; £4,000,000 from the General Loan Fund; and £2,000,000 from the Public Account.

In moving this motion and with respect to the comments made by the Leader of the Opposition, I would like to say to the Committee that if, with very wise counsel, we look after the pounds, we will be doing something worth while in the aggregate. In the short time I have been Treasurer and we the Government, a large number of organisations have approached us for financial assistance; but, in the main, deputations which have approached the Treasury have asked for an increase in the grants which have already been made.

In his advice to me, I should think that the Leader of the Opposition, who was Treasurer of this State for six years, is warning me, inasmuch as he realises that once a grant has been made by way of financial assistance from the Government, it becomes a recurring expense. Therefore, it does require some strength—if that is the right word to use—to refuse organisations such as those which assist the blind and the spastic, and those which provide security and protection through the surf life-saving clubs, and so on. It requires strength to say, "No, you must seek more money from the community." I would like to say to the Committee that whilst it is difficult, the responsibility of a Treasurer and a Government is to encourage the community to seek more money in a voluntary way, as far as possible, rather than simply go to the Government when it finds itself in some bother.

**Mr. May:** Indirect taxation.

**Mr. BRAND:** I do not know whether the interjection of the member for Collie is relevant, but the fact remains that these requests are made, and a very strong case is put up by the organisations concerned. However, it is for the Government to encourage and assist volunteers to go about the business of endeavouring to raise more money from the community which, very often, is only too pleased to assist such organisations.

As the Leader of the Opposition has pointed out, the easiest thing to do is to simply say, "Yes, here is another £1,000." It must be realised by the community that if we are going to keep handing money out we will soon be scraping the bottom of the pot; and it is not necessary for me to point out just what that means. I would like to take advantage of this opportunity to say that a number of approaches have been made with the purpose of initiating new organisations, but it would seem to me that the wisest line for the Treasury and the Government to follow would be to help consolidate some of the organisations which already exist, so as to strengthen them to a point where they are worth while, permanent, and secure.

I think we should give such organisations as the boy scouts and similar bodies all the assistance possible. They have a long and worth-while history; and, although we commend those who come forward with new ideas about youth organisations, we have reached a point where we have very many and are not able to support or subsidise them, in many cases, to a worth-while extent.

**Mr. May:** Don't you think you should have some control over the organisations that come into existence?

**Mr. BRAND:** It is not a question whether the Government has control or not. The Government does not wish to control these organisations. They are voluntary, and the responsibility devolves upon the Treasurer or the Ministers to decide whether the organisations should be assisted and be put in the position where they will become a recurring expense.

**Mr. Heal:** Don't you think the Commonwealth Government should come in on the youth side?

**Mr. BRAND:** Again we hear the same thing about the Commonwealth Government. Everyone feels that the Commonwealth Government or any Government should put in more money in the way of assistance. That has just been referred to by the Leader of the Opposition. It is a question of how much money is available, and whether it will be sufficient or not to make a worth-while contribution towards the objectives and aims of any particular organisation.

Mr. W. Hegney: You are approaching the Commonwealth Government for special grants now.

Mr. BRAND: Yes.

The CHAIRMAN: Order!

Mr. BRAND: As the Leader of the Opposition said, it is difficult to say, "No." But I will, as Treasurer, endeavour to take his advice and be as responsible as possible; because, after all said and done, the easiest thing to do is to say, "Yes."

Question put and passed.

Resolution reported and the report adopted.

### *Bill Introduced*

In accordance with the foregoing resolutions, Bill introduced and read a first time.

### *Second Reading*

MR. BRAND (Greenough—Treasurer) [5.31] in moving the second reading said: I would just like to reiterate a Press announcement which was made in connection with the end-of-the-year figures, and to which the Leader of the Opposition referred. It is a fact that the deficit for 1958 was £812,240, and the deficit for 1959 was £1,281,320. But, as the Under-Treasurer advised me when I inquired about the increased deficit, the substantially higher deficit this year resulted from the fact that there were three Public Service pays in July, 1959, but no grant was received from the Commonwealth during that month.

Although I am not able to disclose the figures, it appears from information given to me that the situation will be similar where the grant is received to that which came about as a result of the figures at the end of 1958-59. I would like the House to understand that that is the position; because, as members realise, we, as a claimant State, rely on certain assistance from the Commonwealth; and, as a result of the conditions applying in Canberra, payment was not made in July of this year. However, we can anticipate that there will be an advance in the next month, and no doubt it will be sufficient to meet the situation. I move—

That the Bill be now read a second time.

MR. HAWKE (Northam) [5.34]: There are some matters I wish to discuss during the second reading stage of the Bill. I certainly hope the Government will produce a better result in the current financial year than was produced during the last financial year. Anyone who cares to look back over the statements made by the present Treasurer during the election campaign, will know that his condemnation of the previous Government in regard to the handling by that Government of the finances of the State, was unmeasured.

Sir Ross McLarty: I have recollections of similar statements.

Mr. HAWKE: It is comforting to know that the memory of the member for Murray is still reasonably sound.

Mr. Brand: Something about grim finances.

Mr. HAWKE: I am sure all members will join with me in hoping and trusting that the honourable member's memory will continue to be good for another 20 years or so.

Mr. Nalder: Why limit it?

Mr. HAWKE: Soon after the present Government was elected to office, the Premier told the people that he would have a financial statement prepared by the Treasury officers to show the public of Western Australia just how badly the previous Government had financed the affairs of the State. The newspapers eagerly waited for this statement to be prepared and made available; and many people in the community looked forward to it. Those who supported the Government looked forward to it with gleeful anticipation; and those who supported the Labour Party with some misgivings, doubts, and fears.

Well, days, weeks, and even months went by and nothing was made available to the public by the Treasurer, and people began to forget all about this threat which was made by the Treasurer soon after he took office. Then one day a statement by the Treasurer was published; and it was a weak sort of thing. It merely contained a certain number of figures and a certain amount of information, and that was that. There was no disclosure in it of the previous Government having wasted the financial resources of the State; and there was nothing in it to show that the previous Government had left the State absolutely bankrupt and in a hopelessly muddled position financially.

As a matter of fact, it was obvious that the previous Government had, in all the circumstances, handled the finances of the State well, and had left available to the incoming Government a reasonable amount of finance with which to meet obligations as they arose from day to day, irrespective of whether they were a charge upon the Consolidated Revenue Fund of the State or a charge upon the General Loan Fund.

Mr. Brand: It was paid out of a deficit.

Mr. HAWKE: I am not able to hear the Treasurer's whisper.

Mr. Brand: I said, "It was paid out of a deficit."

Mr. HAWKE: Of course; but the money to meet the day-to-day needs of the Government was available, and had been arranged and provided for. Certainly there was a deficit in the Consolidated Revenue Fund at the end of the financial year, but

that had been budgeted for. That was brought to Parliament when the Budget was introduced last year. Every member knew about it; the present Treasurer knew about it.

So it is clear that all the terrible things which the Treasurer expected to find—or perhaps for party-political purposes he said during the election campaign he expected to find—were not there to be found. Some little time later, the Treasurer provided by way of information—I think in answer to a question asked in this House—a statement to the effect that the commitments left to the present Government by the previous Government amounted to approximately £28,000,000.

I asked the Treasurer to set out the main items which made up those commitments, and he did. Those main items represent the necessary items for the continued activity of essential requirements in the community, such as additional school buildings; additional hospital buildings; additional water supplies; additional provision for railways and public works; and all of the hundred-and-one other normal requirements of a community.

The impression which the Treasurer sought to give the people was that the previous Government had left a crushing financial burden on the shoulders of the new Government. I sought later, by way of question, to ascertain from the Treasurer the approximate amount—in figures—of the commitments left by the McLarty-Watts Government to the new Government in 1953. However, the answer to my question was that there were no records available from which this information could be obtained. I think I could, with a reasonable degree of accuracy, compile the information myself, particularly if it was to be made available on the same basis as applied to the amount of approximately £28,000,000 which the present Government has inherited by way of commitments from the past Government. In order to arrive at a figure which would be reasonably approximate, all one would have to do would be to study the Revenue Estimates for the financial year 1952-53, and the General Loan Estimates for the same year, and gather up some other information of a relative character.

If we remember that when the McLarty-Watts Government left office in 1953, it left the incoming Government heavy financial commitments in regard to the essential services to be supplied to Kwinana, then I think it would be a fair assumption that the commitments which our Government inherited in 1953 were at least as large as those which have been inherited by the present Government.

I am not condemning the leaving, by an outgoing Government, of commitments for an incoming Government. I think that is a sign of a progressive outlook on the part of the Government that has ceased

to exist. It shows that the Government had planned ahead and set out programmes of work in regard to new schools, hospitals, railways, water supplies, harbour development, and so on, the carrying out of which would, in due course, confer great benefit upon the people and upon the State.

I was interested in what the Government did recently in raising passenger fares on the railways in the metropolitan area. Some people have a strange idea about this question. They say the thing to do is to close down the railway lines in the metropolitan area, quite forgetting that the railway lines run to the main port at Fremantle; and that wheat, wool, meat, butter, and all the rest of it, when being shipped through the port of Fremantle, have to travel over the railways from beyond Armadale and from beyond Midland Junction. These goods have to travel by train to Fremantle in order that they may be placed into the various ships which take our export surplus of primary products to overseas countries.

I am not sure, but think the Government might have increased rail fares in the metropolitan area, because the level of rail fares in this part of the State used to be higher than the level of bus fares. It might have been thought by the members of the Government that the rail fares should be approximately the same as the road bus fares in particular districts of the metropolitan area, in order that the buses and the railways would be on the same basis in regard to competition, and so that passengers would pay the same fares, broadly speaking, irrespective of whether they used road buses or trains in travelling around the metropolitan area. As the buses, as well as the railways, are now widely Government-owned; and as the buses will be increasingly Government-owned, this policy will not, I should imagine, bring much more revenue to the Government.

There is another factor, too, which I think is very important—that is, the policy of resistance to higher charges. We know that a great number of motorcars travel daily from all points of the metropolitan area to the city, and that they go back to their various districts in the evenings. The extent to which fares are increased from time to time will increase the number of people who will travel by private motorcars. The consequence of that is clear to see; it will mean a lesser total revenue to the railways and buses, and the second situation could be worse than the first.

Another point which I think is overlooked in regard to the running of passenger trains in the metropolitan area is that railway enginemen and firemen, under the terms of their industrial award, are guaranteed a minimum number of

hours of work each week or fortnight; consequently these men, who are skilled, require to be employed for a certain number of hours each week. If they are not so employed they still have to be paid the amount set down in the award for a week's work.

I asked the Premier a question regarding his election promise in connection with railway services. There is no doubt that the Premier did, during the election campaign, promise the people of Western Australia a cheaper railway service. I am positive that the people who read his promise, or heard it, came to the conclusion that it was his intention, and that it would be the intention of the Government if he succeeded at the election, to reduce fares and freights. The Premier told us today that the basic wage had gone up since the election, which is true; and it may be true that other costs in the Railway Department have gone up since then. However, I would remind the Premier that the promise was unqualified—absolutely unqualified.

I would also point out that the basic wage went up during the previous 12 months, and in the 12 months before that. Therefore, any movement which has taken place in the basic wage since the 21st March this year is not new, and could have been anticipated to some reasonable extent, particularly under the policy which the present Government will follow of allowing private enterprise to sort of name its own price in regard to the goods and services which it will make available to the community from time to time.

It is the policy of this Government to allow individuals and companies engaged in business of any type to make their own prices and charges. Clearly a policy of that kind will lead to increased prices and charges; to increases in the cost of living; and, of course, inevitably to increases in the basic wage.

I do not know whether the present Government will increase railway freights during the current financial year. I know, as the Premier and others have said, that the deficit in railway finance is very large and serious; in fact, I am sure it is more than the sum total of the whole problem of Government finance in Western Australia. In other words, if the railways could be made to pay, or made to balance the budget, as it were, there would be no problem in State finance. Superficially it would seem to be a solution of the total problem to raise freights sufficiently to obtain the increased revenue which is needed by the Railway Department to balance its accounts.

However, we all know—and particularly you, Mr. Speaker—that by and large railway freights are a charge upon production; and they bear most heavily upon the

primary industries, including the gold-mining industry. Therefore, any substantial increase in railway freights would immediately be a charge upon production costs in the farming industry, the gold-mining industry, and in many other directions in country districts, because country districts and country people pay practically the whole of the freights which are received by the Railway Department from year to year.

I would not say that our primary producers are poverty stricken, or even badly off, taking them by and large. However, there are some of them who are battling, particularly the smaller men in the dairying industry, many of whom are far removed from the metropolitan area and consequently have to bear heavy railway freights in total. So I appeal to the Treasurer and his fellow Ministers, when they are considering the problem of railway freights, as they must do, to keep clearly in the forefront of their minds the repercussions which would undoubtedly flow from any substantial increase in railway freights.

Mr. Brand: We are very mindful of that. Have you any suggestions as to how the deficit could be overcome in the department?

Mr. HAWKE: They would become a burden, as I have already said, upon the primary industries and upon the efforts being made to decentralise industry and population in this State, and they could easily have the effect of putting some primary producers at least out of production altogether.

This afternoon I referred to the problem of interest, and the burden which it constitutes; and, of course, this is one of the biggest burdens upon primary producers. I suppose one of the most regrettable developments in connection with this matter in recent years has been the formation by banks of their own hire-purchase companies. Naturally the banks have had to make capital available to the hire-purchase companies which they have set up. To the extent to which they have done so, that much less capital is available at ordinary bank rate of interest to farmers and others; and that much money is available to the hire-purchase companies who charge a much higher rate of interest to farmers, business people, and others.

We know that banks are not philanthropic institutions. We know the main purpose of their existence, in a financial sense; and therefore the temptation upon directors of banks all the time now must be tremendously strong for them to advance less money through normal banking channels and more through the hire-purchase companies which they have set up, or in which they have a practical financial interest. That practice will undoubtedly place greater burdens upon

farmers and others who are forced to get their financial accommodation, or some portion of it, from the hire-purchase companies.

I am not well informed as to the approximate rates of interest which apply between the money which a farmer would get directly from a bank and the money which he would have to get directly from a hire-purchase company; but I would make the guess and say that the money which a farmer could get directly from a bank might be at about 6 per cent., and the money which he would get from a hire-purchase company would be about double that—somewhere between 10 and 12 per cent.

Mr. Nulsen: And sometimes treble.

Mr. HAWKE: So we see in this situation a development which is already placing substantial additional interest burdens upon producers, and a situation which, as time goes on, will become worse and worse. Therefore, I repeat that the Government should take every care in the consideration which it will give, when the Budget is being framed, to the question of railway finance, and what steps might be taken by the Government to bring about an improvement in the financial affairs of the Railway Department.

I want now to spend some moments dealing with a question which to some extent you raised in this House a few days ago, Mr. Speaker, that question being the attitude of *The West Australian* newspaper to Parliament and members of Parliament. You will remember, Sir, that there was some discussion in this House on the subject of betting when the Royal Commissioners' Powers Act Amendment Bill was before us. You will also remember that among other things which I spoke about on that occasion was the scandalous attack which had been made upon members of Parliament by a horse-trainer at a public meeting held at the Ascot Racecourse some weeks before the last election. As you will recall, Sir, this newspaper published the debate under the heading of "Labour Launches Powers Bill Row."

Of course, that was very misleading, and a reflection upon Parliament; and certainly a reflection upon you, Sir. It was to some extent because of that that you took action to assert your authority in the matter and to indicate to the controllers of the newspaper concerned that it was necessary for them to have some thought as to the accuracy of what they published about the proceedings in Parliament.

On the 25th July *The West Australian* came out with a leader headed, "Labor's Complex About Starting-Price Betting." That leader reads as follows:—

Opposition Leader Hawke has a complex about "the gutter." Practically everything Mr. Hawke dislikes seems to come from the gutter; and certainly,

when he is put out and forgets his usual dignity, the source of his own language is obvious enough.

In the Legislative Assembly on Thursday Mr. Hawke made an attack which was mean, unwarranted, and intemperate to the point of indecency on a defenceless horse-trainer, H. G. Jamieson. The occasion he chose for the delivery of this piece of unparliamentary vituperation was a debate on the proposal to clarify the powers of Royal Commissioners—a Bill which normally would not have been given more than formal attention.

Mr. H. E. Graham made a notable contribution to the debate. He said that "racing attracted the scum of the earth." He also told a story indicating that one of his colleagues in the former Labor Ministry was among those attracted, and that this ex-Minister had been told by an un-named W.A.T.C. committee man that some horse would not be trying.

People will wonder to which ex-Minister Mr. Graham referred. If the story is true, then presumably, in the interests of truth and justice, the ex-Minister will come forward to give evidence.

Labor leaders still seem to think that S.P. bookmakers comprise a pure element and the only pure element in a generally sordid horseracing business. They are, most improperly, trying to discredit the Royal Commission in advance.

I took the opportunity, on the 27th July, of sending to the editor of this newspaper a reply to the portions of that leading article which affected me. My letter read as follows:—

Sir,

*The West Australian* newspaper has always gone out of its way to promote and encourage the spreading of false rumours regarding public men and S.P. betting. Therefore it was not surprising to find a leading article in last Saturday's issue, regarding the criticism made by me of Horse Trainer Jamieson, in Parliament last Thursday.

The leading article conveniently overlooked the fact that Jamieson had publicly spread the filthy rumour that Members of Parliament had accepted money bribes in connection with the passing of legislation to license Off-course Betting Shops.

*The West Australian* did not at the time condemn, or even mildly criticise Jamieson for his vicious statement against men holding high positions in the public life of the State. Quite the contrary in fact; forgetting every decent ethic, *The West Australian*, in leading articles and otherwise,

publicised and praised Jamieson's effort and tried desperately hard to develop into a roar throughout the community, the rumours which Jamieson had so easily and so wholeheartedly embraced.

If *The West Australian* has one scrap of the wonderful concern which it professes to hold for Jamieson, then it is remarkable that so much space should have been given in its columns to what I said about Jamieson, and so little space to what I said about the Royal Commissioners' Powers Bill.

The claim by last Saturday's leading article that this Bill normally would not have been given more than a formal attention is, of course, of childish absurdity.

A further claim that Labour leaders are trying to discredit in advance the Royal Commission on Racing, is totally untrue. They are, however, trying hard to ensure that any witness who appears before the Commission and voices scandalous rumours which cannot be supported with evidence, shall not be given legal protection to the disadvantage of the people he has told lies against.

Mr. J. Hegney: They published that in extenso, did they?

Mr. HAWKE: On the 29th July I received the following letter from the Managing Editor—

West Australian Newspapers Limited,  
July 29, 1959.

Dear Mr. Hawke,

Your letter of July 27 is unsuitable for publication.

Yours truly,  
J. Macartney,  
Managing Editor.

On the 31st July I sent the following letter in reply:—

The Managing Editor,  
West Australian Newspapers Ltd.,

Dear Sir,

This note is to acknowledge receipt of your letter to me of Wednesday last, in which you set out the very cowardly attitude of your newspaper and yourself towards the letter which I sent to you on Monday last for publication.

Sir Ross McLarty: You have learned something about brevity!

Mr. HAWKE: I regard this matter as exceedingly serious, because it shows that a newspaper which has a monopoly will use its editorial columns—and its other columns for that matter—to misrepresent, to vilify, and to lie against public men, when it suits it; and when any public man so attacked seeks an opportunity to reply to that attack, he is denied any right of reply at all.

Mr. Graham: Freedom of the Press!

Mr. HAWKE: I submit that a situation of that kind is one which should cause concern to every member of Parliament; and, I should think also, to most people in the community. As a result of the debate which took place in this House on the Royal Commissioners' Powers Bill, the *Daily News* sent a reporter to interview Jamieson—or a reporter spoke to him over the phone; I am not sure which—and, consequently, last Thursday afternoon I think it was, that newspaper came out with a page 1 editorial comment.

Among other things, the *Daily News* made public the fact that Jamieson had admitted that he based his declaration at the public meeting on the racecourse against the men of this Parliament at that time only on gossip.

Mr. J. Hegney: On hearsay.

Mr. HAWKE: On gossip! Those members of the House who followed this controversy regarding the scandalising of the public men in question at that racecourse meeting, and in other places, will know that *The West Australian* newspaper gave it No. 1 priority. It was always front-page news under sensational headlines; it was always given the twist which was favourable to the scandalisers and gossip-mongers, and unfavourable to the Government of that day, and to members of Parliament generally. In the "Letters to the Editor" column in this newsletter, top priority—plus, was given to anybody who wrote in emphasising the rumours and attacking the members of the then Government; and, since the election, attacking myself and my colleagues.

I know a lot of people who have sent letters to *The West Australian* about many subjects, and who have not been able to get them published at all. Not one! Yet there is a fellow at Northam named Frank King who has had I don't know how many letters published in *The West Australian* on this question of S.P. betting. Some of them have been quite long letters, too.

Mr. Bovell: I saw a letter of yours in reply to Mr. King.

Mr. HAWKE: Did the Minister?

Mr. Bovell: Yes.

Mr. HAWKE: I am glad the Minister for Lands is so observant; because, as a matter of fact, I did not write a letter replying to Mr. King at all; I have never done so. All I gave him was a passing reference at the tail end of a letter replying to a letter of somebody by the name of Stanniforth, who is in the electorate of the member for Mt. Hawthorn.

Mr. Bovell: If it was a passing reference it was certainly very caustic.

Mr. HAWKE: It was true. I suppose there is nothing more caustic than the truth to a person who is not indulging in



it. If members read these letters to which *The West Australian* gives top priority on this question of S.P. betting, and the rumours associated with it, during the election campaign and since, they will find in the majority of instances that the criticism and the condemnation is of myself and my colleagues for attacking a defenceless horse-trainer.

Of course, as I have shown this afternoon, this horse-trainer, on the basis of vicious gossip, and nothing else—which he has since admitted—scandalised dozens of highly-placed public men at the time; highly-placed men in both Houses of this Parliament. Yet we find he was a man whom *The West Australian* championed. That newspaper took up his cause, expounded on it, and expanded it; it did its utmost to develop these whispers of corruption into a roar throughout the community.

I raise this matter because I believe it to be of tremendous importance at this time. I feel it is a matter that will become increasingly important to the public life of this country, if this sort of thing is to be allowed to continue. We all know that when anything is said about a newspaper it comes out with the old cry of the freedom of the Press.

Mr. Moir: License!

Mr. HAWKE: We know from what I said this afternoon that there is no real freedom of the Press. The so-called freedom of the Press has been a decreasing element in the newspaper world as years have come and gone. The freedom which the Press has today is a freedom to publish what it pleases, and that which suits it; and a freedom to suppress.

Mr. Moir: To distort.

Mr. HAWKE: Yes, to distort and misrepresent that which does not suit it. That is the whole thing in a nutshell. So I think that it may be a good idea if in the not too distant future we could in this House, and in another place, have a debate on this subject of the freedom of the Press, and the misuse of the principle of the freedom of the Press, by certain newspapers—certainly by at least one in Western Australia.

Mr. Cornell: Would you like it to be broadcast?

Mr. HAWKE: Yes; if it could be broadcast it would be all to the good; otherwise the public would not know anything about it.

Mr. Cornell: That is your only chance of getting it over.

Mr. HAWKE: Otherwise the public would not know it, just as they did not know about the admonition which the Speaker handed out, because the newspaper published nothing about it.

MR. TONKIN (Melville) [7.30]: Before tea the Leader of the Opposition was making some remarks regarding *The West Australian*: its manner of reporting, and its failure to afford to persons concerned an opportunity to express their points of view. I propose to take up this story from where the Leader of the Opposition left off, and to recount some of my own experiences in connection with this matter in order to further emphasise the point which the Leader of the Opposition was making.

When the Law Convention was being held here at the time that Parliament adjourned for a week, *The West Australian* published a leading article on the 14th July headed, "Supremacy of the Law is Freedom's Safeguard." I do not propose to read it all but just the portion which I think is closely related to the matter I have in mind. It is as follows:—

The papers to be submitted to the convention are of the first importance to laymen. The legal system from the highest of judges to the humblest of solicitors functions in the service of the people in a free country. It is the supreme guardian, under the laws passed by Parliament, of the rights of the individual, whether in protection of person and property against wrongdoers or to safeguard individuals against oppression by Governments. It exposes also weaknesses or injustices of legislation and administrative regulations. The counterpart of an independent judiciary in upholding liberty is a free Press. Both are essential.

It is important that the Australian people, who take much for granted despite the fearful lessons from many other countries where freedom has perished, should have a sympathetic understanding of their legal system. To know how much it means to us requires knowledge of how it is working, and there is no better opportunity than when jurists and lawyers are making their own appraisal through exchange of information and ideas in a convention.

Those who think that "it can't happen here" should consider the increasing tendency of Governments to make inroads, where there is parliamentary complacency, on private freedom.

When I read that leading article, I felt that it was the sort of article which ought to be written if it could be truthfully written. But, of course, it cannot truthfully be written of Western Australia, and I wrote a letter to *The West Australian* expressing my views. But it did not suit that paper, so the letter did not appear. Now in this regard the Leader of the Opposition was better off than I was, because he at least received a reply from the

*Sitting suspended from 6.15 to 7.30 p.m.*

Managing Editor giving an explanation why his letter did not appear. I did not even get that. My statement just did not appear.

I pointed out that there was a law in this country which says that when the Chief Electoral Officer reports that after the rolls have been made up for a triennial election there are five seats out of balance, then a proclamation should be issued for the purpose of a redistribution. That is the law. The Chief Electoral Officer in this State has reported that there are 10 seats out of balance, and, in accordance with the law, action ought to be taken for a commission to give consideration to a redistribution of seats.

Instead of that being done, this Government brought to Parliament a Bill for the purpose of preventing the operation of that law. All explanations and reasons can be given for the course of action which was taken, but the fact remains that there is a law of this land that, under certain circumstances, a course of action should be followed. All those necessary circumstances exist. The rolls were made up for a triennial election; the Chief Electoral Officer has reported that there are more than five seats out of balance; and in accordance with the law, action ought to be taken to set up a commission for a redistribution. That is the law! Therefore it is just too silly to write an article talking about the supremacy of the law, because in this State the law is not supreme.

This Government obtained a majority in this House to prevent this law from operating; so why make a farce of it? Why attempt to tell the people that the law is supreme when, in effect, it is not? And the paper knows it is not, because it applauded the Government for the course it was taking; and that was annulling a proclamation which was setting the law in motion. I repeat that the paper presents its point of view but gives no opportunity for a contrary point of view to be expressed. My letter was just not published.

I have a further cutting from *The West Australian* dated the 23rd July, with a nice big, black, prominent heading, "Government Priority still goes to Servicemen"; and that is what the people in Western Australia still think. The article is as follows:—

An assurance had been received from Premier Brand on preference to ex-servicemen in Government jobs, State president W. S. Lonnie told yesterday's session of the annual State congress of the Returned Servicemen's League.

In reply to a request by the league the Premier had said: "The recent High Court decision will make no difference to the policy in Western Australia, which will continue to give the existing measure of preference."

Mr. Lonnie said that the league had requested that preference in retrenchment be an important part of any policy of preference, as well as preference in engagement.

Requests also had been sent to the Employers' Federation and major building organisations.

F. Stahl (Denmark) said earlier that a member of Parliament had claimed disabled ex-servicemen were being put off in the Government's retrenchment policy.

That is perfectly true. To continue—

H. J. Sykes (Kondinin): Preference is a right, not a privilege. We won't give way an inch in our efforts to have preference retained.

After I saw that in the paper, because I had some doubt as to whether it was correct I put some questions on the notice paper. I quote from *Votes and Proceedings* No. 10, Tuesday, the 28th July, 1959—

Mr. Tonkin, pursuant to notice, asked the Minister for Works.—

- (1) As it has been stated that an assurance has been obtained from the Premier by the R.S.L., on preference to ex-servicemen and as the principle of last on first off is generally being observed by the Government in connection with the retrenchments, which are being regularly made, will he explain how preference to ex-servicemen is being applied?
- (2) How many of the employees already dismissed, or under notice of dismissal, from the Public Works Department are ex-servicemen?

to which Mr. Wild replied—

- (1) The Honourable Premier advised the R.S.L. that existing preference to ex-servicemen would be maintained.

Preference to ex-servicemen has never been applied to retrenchments from the departmental construction organisation.

He declined to supply the information with regard to No. (2), for obvious reasons; and the answer was that this information was not recorded.

Mr. Brand: And it was not either. You do not record whether a man is a returned man or not.

Mr. TONKIN: When I was in the Public Works Department I was able to ascertain, if I wanted to, who of the men being dismissed were returned soldiers. As a matter of fact we knew the returned soldiers in the Public Works Department because they get special privileges—or did.

Mr. Brand: What are they?

Mr. TONKIN: The special privileges were that when it was necessary to go for treatment, as a number did periodically, they presented a doctor's certificate to prove that they really had to get treatment, and they were permitted time off to go without any penalty being imposed.

Mr. Brand: Naturally, of course.

Mr. TONKIN: That is one of the points I have been endeavouring to make with regard to the policy of the Government; because when a man loses employment with the Government and is employed privately, he will not be treated in that way.

In a very interesting speech the other night, the member for Murray applauded the Government for putting its policy into operation, but he did not say anything about this part of the policy—that is, about sacking returned soldiers. Not a word about that! And, of course, the Government is sacking them; and they will not be able to get from private employers this special attention that they have been getting in the Government service. One would have thought that, as the Government's policy is supposed to be preference to returned soldiers, it would make a point of seeing that, if it became necessary to put returned soldiers off under the principle of last on first off, special endeavours were made to have these men re-employed. But obviously the Government has not done that, because it does not know who these men are.

As the Government does not know who the returned soldiers employed by it are, it could not make special representations for their re-employment; and so it does not care, and this is an empty promise which the Government made to the R.S.L. about preference to returned men. The Government is going to sack about 600 men by Christmas—men of whom a large proportion will be returned soldiers—but, not knowing who they are, no special effort can be made for their re-employment.

I had a case mentioned to me a little earlier this evening, regarding a man who had been working for the Public Works Department for 18 years and who was one of those sacked. He got himself a job with a private employer. He was short-paid on the first pay, short-paid on the second pay, and short-paid on the third pay. He then decided that it was time he did something about it. When the matter was brought to the notice of the employer, he paid the back money and gave the employee the sack, saying to him, "You know why you are being sacked."

No wonder these people prefer to work for the Government, rather than to be pushed out into private employment because of this new policy of the present Government! *The West Australian* did not give any prominence to the fact that, so far as priority to ex-servicemen is concerned, that policy does not relate to

retrenchments. It would have been fair and reasonable, in view of the type of heading given to this statement initially, for the newspaper to inform the people of Western Australia of the extent to which the preference to returned soldiers was limited. But did it do that? What would you think, Mr. Speaker?

When I was dealing with this question of day labour earlier in the session I made the following statement—I quote from *Hansard* No. 2 of the present session—

Accordingly we get a situation where the management finds it necessary to sack apprentices, and the Premier stands up there and sheds crocodile tears over the plight of men and women. There are eight young lads who were encouraged to seek apprenticeship in the State Works in the belief that, in accordance with a policy followed in this State over the years, they would have the opportunity of gaining employment in those works when they had completed their time.

The Minister for Works thought it desirable to correct that statement of mine and so he said—

The honourable member knows better than I that it has not been standard practice in Western Australia for years and years past.

I asked some questions, following that statement of the Minister, and I quote now from *Votes and Proceedings* No. 7, of Tuesday, the 21st July. My questions were—

(1) How many apprentices completed their apprenticeship at the State Engineering Works during the six years ended the 31st March this year?

(2) Of this number how many were employed at the State Engineering Works following the completion of their articles?

The reply was as follows:—

(1) 70.

So there were 70 apprentices who completed their apprenticeship in the six years during which the Hawke Government was in office. I desired to know how many of that number were employed following completion of their articles, and a reply was given. However, an error was made in the date and was subsequently corrected; and so I will give the correct answer, which was—

The number of these employed at the 31st March, 1959, was 36. This number has been retained mainly as a result of the work force at the State Engineering Works increasing since the 31st March, 1953, by 99, of whom 60 were tradesmen. Of the remaining 44 ten were discharged on completion of their apprenticeship and 34 resigned or were discharged subsequently.

The point is that of 70 apprentices who completed their articles of apprenticeship, 60 were employed by the State Engineering Works; yet the Minister rose in his place and said that it was not standard practice. Let us have his words again, for the sake of clarity. He said—

The honourable member knows better than I that it has not been standard practice in Western Australia for years and years past, whether it be in the Public Works Department or the railways, for apprentices to be carried on in their employment.

I ask you, Mr. Speaker: If you employ 60 out of 70 apprentices, are you carrying on those apprentices in their employment, or are you not? The Minister said that 34 resigned or were discharged subsequently. Of course, in six years that is to be expected. Some of them would go to the Eastern States, as some have gone recently. Some of those recently sacked by the Government have gone to the Eastern States for employment—

Mr. J. Hegney: And they do not come back.

Mr. TONKIN: The point is that the Minister must have known, when he made that reply to me, that he was not informing the House in accordance with the facts; because the very first thing he should have done was to ascertain, from the engineering works, what the practice was there and whether the apprentices were sacked upon the completion of their articles or were retained. But apparently he did not do that or, if he did, he gave an answer at variance with the information in his possession; because in replying to me he attempted to convey the opinion that I was not stating the true position at all; and that in saying that the apprentices could expect to be carried on in their employment, I was making a statement which was not justified.

I ask you, Mr. Speaker, whether when 60 out of 70 apprentices are continued on after the completion of their articles, that justifies the Minister having made the statement he made in this House. I say it definitely does not; and so I repeat my original statement: that the policy of this Government with regard to the day-labour organisation, and its policy of taking away from State works contracts which are normally done by it, will result in eliminating an avenue which previously existed for the employment of apprentices.

One has to keep in mind that private employers are loth to take on apprentices; and when they do, they take the very minimum number. But the Government did for years offer young men an opportunity to learn their trade, and then to get employment to follow it. We run a grave risk, because of this new policy of the Government, of being short of qualified tradesmen in Western Australia; because we will not be training the requisite

number to replace those who drop out from industry and to keep pace with the expansion which we all hope will take place.

There are, therefore, other aspects of this matter which require to be considered, apart altogether from the desirability of giving contracts to private firms. I had hoped to be in a position to say something this afternoon about the contract which the Government has given to Tomlinson Ltd for 200 KA wagons. Unfortunately, my question was postponed, and I did not get any information from the department. However, I believe that this action on the part of the Government will cost the country at least £60,000. It is a strange thing that money can be thrown away in this direction, when the Government feels it necessary to increase railway fares in order to make up the leeway.

The amount of money lost on this contract—if my information is correct, as I believe it is—will be greater than the amount of money which the Government will get from the increase in rail fares. It would be pretty hard to justify, to the people who have to pay the increased fares, the fact that they have to pay them, if the Government has deliberately increased its expenditure in this way. I believe the Government workshops can make KA wagons for less than £900 each and, I would say, considerably less.

Mr. Jamieson: The Government is squandering £67,000 on those wagons.

Mr. TONKIN: The contract price of Tomlinson Ltd. is considerably over £1,000 per wagon; and my computation is that there is about £60,000 involved in this which need not necessarily have been expended, because the Government has the equipment and the experience to manufacture these wagons. So, if it has deliberately increased its expenditure by £60,000, in order to give this contract to a private firm, there is no justification for increasing rail fares to pay for it; and I would say to those members who represent country districts that, if any attempt is made to increase freights and fares, one of the main arguments that ought to be put is, "You could have avoided this if you had not spent £60,000 unnecessarily on railway wagons which are to be used in country districts." It is all right to have a policy, if you pay for it yourself; but, if you make other people pay for it, that is hard to justify.

I will withhold further comment on this subject until I obtain replies to the questions which I have asked in connection with this matter; but it would appear to me to be passing strange that a new Commissioner for Railways would willingly agree to increasing his expenditure unnecessarily to the extent of £60,000, if he had any say in the matter; and that is what I am anxious to find out.

I think the Government ought to be perfectly frank and not attempt to show that it is going to save money, when this

policy will actually cause extra expenditure. If the Government has a policy which it wants to put into operation, members of the Government should be men enough to stand up and tell the truth about it; and not try to cover up the truth by subterfuge.

Mr. Norton: They are not even listening to you.

Mr. TONKIN: That is the situation with regard to this matter and, doubtless, with regard to other matters as well. If the newspapers would only play fair and let the people know the true situation with regard to this matter from time to time, the Government would be curbed considerably in the action that it takes; but it knows full well that it is being protected and is so encouraged to do these things.

As a result, we get the type of thing that the Minister for Works put up here in regard to apprentices. That was quite wrong and misleading, of course, but performed in all seriousness in the expectation that it would be accepted. That sort of action cannot be justified. The Government should stand up to the policy it wants to put into operation, and tell the truth about it, and not try to cover it up; because that is what it is doing all along the line.

MR. J. HEGNEY (Middle Swan) [8.1]: Having listened to the Premier and Treasurer this evening when he was introducing this Bill, I must say that he did not give the House much information. He did say that all the amounts set out in the Bill are to be credited to Her Majesty; but other than that, he did not put forward any further information.

Mr. Brand: There never has been.

Mr. J. HEGNEY: As Treasurer, the Premier recently attended the Premiers' Conference, and I thought he would have advised the members of this House of what took place at that conference. It is well known that prior to the last Premiers' Conference there were—as they are known in Australian parlance—three mendicant States: Western Australia, South Australia, and Tasmania. However, because of pressure from the Victorian Government, which complained that it was receiving an inadequate return from the revenue collected by the Commonwealth in order to carry out the public works and other requirements of that State, a different set of circumstances was agreed to.

After the Commonwealth Treasurer had evidently satisfied the Treasurer of Victoria, the New South Wales Treasurer and the Treasurer of Queensland were dissatisfied with the apportionment that had been made to their States. Following further deliberation and consultation, an additional £1,000,000 was made available from the Commonwealth to each of those States so that they might meet their difficulties.

So far as we are concerned, there are now only two mendicant States; namely, Western Australia and Tasmania. The remarkable feature of Government finance in Australia is that the Commonwealth Government, which collects the revenue through uniform taxation, has had great surpluses for a number of years. In fact, so much so that when Government loans were under-subscribed, the Commonwealth was able to lend to the States their loan requirements out of the surplus revenue that it had collected. It is well-known that in doing so the Commonwealth Government charged the States interest on the loans made available to them. In fact, the Commonwealth Government benefited from lending back to the taxpayers of this State moneys taken from them by way of taxation.

However, we find that this year the Commonwealth Treasurer has budgeted for a deficit. It would appear that the public finance in Australia is not forthcoming when the Administration that has all the financial resources at its command is budgeting for a deficit and the States are in a similar position. This State is in great difficulties, and the new Government that has taken office will find that it will have to give the same answers as did the previous Government to the requests that are made to it from time to time. In most instances its answer to requests made by members will be "Yes, if funds are available."

I think that last year the estimated revenue was approximately £60,000,000 and a substantial amount of that revenue is applied to the railways. In giving members an approximate idea of the number of concerns to which that revenue is allocated, I point out that the estimated expenditure on the railways in 1958-59 was approximately £16,000,000; and on education, it was £8,000,000. Therefore, on those two departments alone the total expenditure was £22,000,000, so that all departmental requirements could be met. Also, of the estimated revenue of £60,000,000, an amount of £9,651,000-odd, or approximately £10,000,000, had to be paid for servicing the public debt. That is the position in which the Government finds itself from an administrative point of view.

As I have pointed out, numerous requests will be made to the Government. The other evening the member for Canning referred to the attempt that has been made to extend the school-leaving age to 15 years. As we know from educationists who visit our State, in the U.S.A. the school-leaving age is 16 years. In our own State we have been trying for many years past to raise the school-leaving age to 15. The law to put this into effect has already been passed; but, unfortunately, no matter what Government is in office, it cannot be implemented because there is insufficient money available to do so.

In fact, there is insufficient money to provide additional classrooms; to appoint more teachers; and for education generally.

The raising of the school-leaving age represents only one of the difficulties the Government is facing. This is a most desirable objective, but it cannot be achieved because the funds are not available. Many people, of course, keep their children at school beyond the age of 14. There are thousands of children who could be educated up to the age of 16, but their parents put them into employment in order that they might supplement the family income; and, as a result, those children do not receive the education to which they are entitled.

I well remember, when sitting in this House in the capacity of Speaker, that the then Minister for Education replied to questions put to him concerning the installation of septic tanks at various schools in country centres. I now notice that the present Minister for Education has had to reply in much the same terms as did the previous Minister; namely, that the necessary money is not available.

However, he did state that he was seeking the co-operation of the local authorities concerned to make money available for these septic tanks to be installed. Should those local authorities expend their revenue for that purpose, it will mean that their expenditure on other projects in their district will be limited. After all is said and done, the loans that are raised by local authorities are governed by the approval granted by the State Treasurer. Therefore, that is the position which confronts the Education Department in so far as this problem is concerned.

The Leader of the Opposition referred to the ever-increasing burden of interest charges. There is no doubt that interest, under the financial system at present operating, is a burden on production and is becoming more intense because of the development and growth of the hire-purchase companies; and, further, by the private banks and the Commonwealth Bank using their funds to invest in the hire-purchase field in order to earn higher interest charges. Consequently, there is less money available for the ordinary activities of government such as home-building, extension of education facilities, and all the other important requirements of a community.

There is no doubt that hire-purchase companies and credit-finance companies are drawing off a considerable amount of money which ordinarily would be used for the financing of public works and other projects in the State. At the beginning of this century interest was regarded as usury; but today anybody who has money to invest and who can earn a high rate of interest cannot be blamed for

so doing. That is one of the problems that exist under what is known as the capitalist system in any society.

As we know, uniform taxation was introduced during the war years so that the tax burden would be shared equally by all taxpayers throughout the Commonwealth. We know that the rate of taxation in Victoria is much lower than it is in Western Australia. Consequently, if there had not been uniform taxation laws, the people of Western Australia would have been paying a much higher rate of tax than the people of Victoria, especially during those days of stress when we were at war.

The Victorian Government is now anxious to be released from this system of uniform taxation because it can see that it has the opportunity to lighten the burden of taxation on its taxpayers. To the extent that that State can lighten taxation on its people, the opposite would apply to the people of Western Australia, because there is no doubt that taxation in this State would have to be increased considerably in order that all the public services of Western Australia could be met. Mr. Bolte, the Premier of Victoria, has exerted great pressure on the Commonwealth Government through the Loan Council to obtain relief from uniform taxation, but no such relief has been granted to Victoria so far. No such relief has been given, and if any is given there will be a repercussion on the taxpayers of Western Australia.

The Premier of Victoria has been touring the world to induce industry to come to Victoria. According to newspaper reports in this State and in Victoria, there is an expected influx of overseas capital amounting to £200,000,000, and half of that amount is expected to go to Victoria. It appears that the development of Australia is lopsided, with one small portion to be built up intensely, while the other side of the continent, which is struggling to develop industrially, is left untouched.

The member for Melville referred to the question of apprentices. I know something about this matter, because I was one in my early years. Many young men who became tradesmen have left this State of their own volition to seek employment and better opportunities in the East. Many of them have married over there and have not returned to this State. The most suitable person to develop this State is the one born, bred, and educated here. We can ill afford to lose that type of person, but we do lose young tradesmen from this State because of the lack of opportunity here.

In the early days a skilled mechanic went with me to New South Wales to take up employment. He was married here, but he took his wife and two children with him. He obtained a good position in the New South Wales railways and did not return to this State, although his relatives

were all in Cottesloe. The same applies to many people who leave the State to take up work in the East.

In these days the private employers are reluctant to take on apprentices, particularly in the building industry. Some years ago, because of the difficulties facing apprentices, provision was made for boys to be apprenticed through the Arbitration Court. A young apprentice may work with an employer for two or three years when the employer goes out of business. In such an instance the apprentice loses the opportunity of becoming a tradesman. To meet such an eventuality the Arbitration Court ensured that apprentices were indentured through the Court, thus ensuring that they were able to complete their apprenticeship.

Should considerable industrial development take place in this State we will have to do what we did after the last war in regard to building tradesmen; that is, import skilled tradesmen from overseas. Because of lack of opportunities for apprenticeship in the State, young boys who are skilled in manual activities will become merely hewers of wood and drawers of water. They should be given an opportunity to become skilled in some trade so that they will rise to a position higher than that of a labourer. The young men in this State should be given a chance to become skilled in trades, so that when opportunities for employment become available, they will be able to take advantage of them.

One matter was referred to by the Premier. He said that people were making representations to him seeking increased assistance for their respective causes, but contended that the community should make an attempt to help itself. It is well-known that the community does make the attempt. The reason for approaching the Treasurer for assistance is that they are already taxed pretty heavily under uniform taxation, and they ask for assistance because, as citizens of this country, they have already contributed. He mentioned such organisations as the Boy Scouts Association.

After the last war the Chifley Commonwealth Government introduced a national fitness movement through Mr. Dedman. It was conducted under the auspices of the Education Department and it carried on for very many years. Funds were made available by the Government, and the movement achieved a great success. The Commonwealth Government suddenly stopped its contributions, and now the movement is just languishing along. Instead of increasing its contributions, the Commonwealth allowed the movement to lag, and that was a bad policy.

I now turn to a question which affects members of Parliament. For years before I entered Parliament in 1930, gold passes had been issued to members in return for their services to the State. They were for

use on trains and Government-owned transport in this State. I understand that shortly these gold passes will not be valid for use on the Metropolitan Transport Trust vehicles. I fail to see the reason. Generally, members of Parliament have to travel to various Government departments on the business of their electors. With the parking restrictions in the city, mostly members park their cars in the reserve beside Parliament House. In the performance of their duties, they then travel by public transport.

One member thought that this alteration was to take effect from today, and for that reason he paid his fare on the bus. However, I understand the change will not come into effect until the 1st September. The Treasurer should ensure that the existing practice is continued, and that gold passes are valid for use on the Metropolitan Transport Trust omnibuses. Many services have been taken over by the Trust, and it has been said that it should be free of political interference. Judging by the hue and cry in some districts, it will be a miracle if the Trust is void of political interference altogether. I urge the Government to reconsider this matter so that members of Parliament may continue to use their gold passes when travelling on the Metropolitan Transport Trust buses.

I now refer to the Rights and Privileges Committee of this Parliament. When a member has given 15 years of service, he becomes entitled to a free life pass for use on the Railway and Tramway Department's vehicles. Under the recent decision of this Government that privilege is to be set aside. It may not be of much value these days when members of Parliament have private cars, but those members park their cars alongside Parliament House and travel to the various departments on business by public transport.

In Victoria, where there is a transport trust, members of Parliament are issued with a book of passes to enable them to travel free on public transport. In New South Wales, where the transport system is Government-owned, the gold pass issued to members is valid for use on the railways and the tramways. Although members in this State do not use the railways to any great extent, I do not think this privilege should be taken away from them.

I am sorry the Minister for Education is not here, as the matter I shall now refer to concerns him. So many alterations in names have been made by this Government that it could go down as the Government which changed names fixed by previous Governments. The latest instance of this is the proposal to alter the name of the Midland Junction High School. I am informed from a very reliable source that the Government proposes to change the name to the Governor Stirling Senior High School. I cannot see the reason for

that, although there is a tablet erected commemorating Governor Stirling. That was put up seven or eight years ago.

Mr. Craig: It was longer than that. I have been there longer.

Mr. J. HEGNEY: I have been there longer than the honourable member. My friend is only a baby compared with me when it comes to residence in Midland. When my family settled in West Midland there was only one other family there. I remember as a boy throwing my brother, who is now the member for Mt. Hawthorn, into the river. We used to swim together. There was then no tablet to commemorate Governor Stirling.

If there is to be a change in names, the new name should commemorate one of the early settlers. The only other settlers in that district before the Hegneys were the Harpers. The residence of the latter family was used some years ago for the old women's home. The other early settlers were Harper's sons, who lived on Great Eastern Highway. Their father carried on an orchard. I think a more suitable name than Stirling would have been Harper. Everybody has used the name of Stirling. As a matter of fact, one can go to Guildford and find the Stirling Arms Hotel.

I understand that the Government did not like the name of the Golden West Bridge because there was a Golden West aerated waters factory on the other side of the river. That was its main objection.

Mr. Bovell: It was not.

Mr. J. HEGNEY: That was the crucial objection which caused the Government to change the name of the bridge: there was an aerated waters factory on the other side of the river.

Mr. Bovell: It was not considered at all.

Mr. J. HEGNEY: Three Cabinet Ministers are trying to tell me the reason.

Mr. Bovell: It was not the one you said.

Mr. J. HEGNEY: The name of the Midland Junction High School is proposed to be changed by the Minister for Education. I think it would be wrong to do that. Many years ago the then Minister for Education (Mr. Wise) endeavoured to locate a site for this school. Sites were inspected at Greenmount, South Guildford, several in Guildford, and another at Hazelmere. Finally—I think it was in the time when my brother was Minister for Education—a decision was made that the high school would be located on its present site. It is a very suitable one, and a large number of children attend the school. I think it is wrong in principle to change the name from the Midland Junction High School to the Governor Stirling Senior High School.

I do not desire to detain the House very much longer, but I will take this opportunity to refer to two other matters. One concerns the need for sewerage in the

Belmont district and at Lathlain Park, which is in the area of the City of Perth. For the last seven years I have been making representations on behalf of the people concerned—the Belmont Park Road Board and the people resident in the Lathlain Park area. These people are desirous that a sewerage extension be made to their areas. The sewerage system has been connected to the new oval at Lathlain Park, but the people nearby have not been able to have it connected and are requesting that it be made available. As Rivervale is only three miles from Perth, and many areas further removed from Perth than Rivervale are now sewered, I suggest that the time is overdue when this district should be sewered.

The next matter I wish to raise is analogous. It is the sewerage of the Guildford airport, which has a large influx of visitors from all parts of the world. The prevailing system at the airport is what is known as the septic tank system. The health officer has discussed this matter with me on many occasions. I hope the Minister for Works is listening to me.

Mr. Brand: He is taking as much notice as the last bloke.

Mr. J. HEGNEY: I suggest to the Minister quite frankly that he should raise this matter with the Minister for Air or Transport, Senator Paltridge—

The SPEAKER: The Minister for Civil Aviation.

Mr. J. HEGNEY: Thank you, Mr. Speaker. I hope the Minister will raise with the Minister for Civil Aviation the need for providing funds for the purpose of extending the sewerage to the Guildford airport. The Water Supply Department has two distinct plans for this proposition. One is a straight main to take the sewerage to the Guildford airport, and the other is to provide sewerage for the district of Belmont. This matter is important. I know that if the Minister for Health were here he would support me, because he was keen to get liquor retailed at the airport. I have no doubt that he would help me in this direction.

Therefore, I would ask the Minister for Works to put forward a request to the Commonwealth Government, since I think it is up to the Minister for Civil Aviation (Senator Paltridge) to see that funds are made available to provide deep sewerage at the Guildford airport, as this airport is expanding. It needs to be connected to the sewerage system from a health angle, and it is the opinion of the health officer that this should be done. The Commonwealth may fob the Minister off and say that it is the responsibility of the State Government; but, as it will serve a Commonwealth instrumentality, I think it is the responsibility of the Commonwealth Government. I have other things about which I would like to speak, but will leave them until my Address-in-reply speech.



**DR. HENN** (Leederville) [8.36]: I had not intended to speak so soon after my maiden speech; but being a new member in this Parliament, I only just discovered that on this Bill we have an opportunity to speak on rather wide terms.

**Mr. J. Hegney:** As wide as you like.

**Dr. HENN:** I would like to take the opportunity to say a few words about the building of hospitals in the metropolitan area. I realise the member for Bunbury desires that a new hospital be built at that centre. But I am not concerned at this moment with hospitals in country areas; though they are, of course, equally important and equally as pressing a matter.

Before getting on to that subject, I would like to refer to the State Health Council, because I understand that that body has had a great responsibility in connection with advising the Government, whichever Government may have been in power. In the past, we have had a State Health Council which, in my opinion, is getting somewhat out of date and is unable to keep pace with representatives who are trained in hospital building—particularly in Western Australia, where we have a new medical school, as a result of which there will be a very vast and rapid extension in the next 10 or 20 years.

As I said, the composition of the present State Health Council was formulated many years ago, and I feel it needs reconstituting. Therefore, I would like to make suggestions with regard to its constitution. It should be a fully representative body with members from the University Senate, the Medical School, big hospitals, and so on. I suggest there should be one member from each Royal Australian College—of Surgeons, Physicians, and Obstetricians; two members from the Public Health Department; two members from the Faculty of Medicine; one member from the Senate of the University, preferably the Dean of the Medical Faculty; one member from the British Medical Association; two members nominated by the Senate, one of whom must be a full-time member of the teaching staff of the University; two members from teaching hospitals, one of whom should be from the Royal Perth Hospital; one senior hospital administrator; and one senior matron.

I feel it is important to have these last two representatives on the State Health Council because, owing to the amount of work to be done in the future with regard to hospitals not only in the metropolitan area but all over the country, we should have somebody who has a full knowledge of administration of hospitals and nursing problems that will arise. The State Health Council should be an authoritative council to advise the Minister for Health and the Government, and should have the right to form sub-committees which should co-opt other members who are authorities on a particular subject.

University professors and senior lecturers are people who have special knowledge of the problems confronting the present rapid medical expansion which is imminent in this State. Moreover, they are the people who are training Western Australia's future doctors. They should have a detached view, in the main, and should be responsible for framing the future medical policy. In fact, the State Health Council should study and advise the Government on all problems related to the medical field; for example—hospital establishment in the metropolitan area and in the country towns, and hospital policy itself.

To pass on to the question of the building of hospitals in the metropolitan area, a question was asked last week by the member for Mt. Hawthorn of the Premier about a hospital in the Osborne Park region. The Premier said, amongst other things, that consideration is being given to amending the design of the hospital on this account and having regard also to other hospital construction recently announced, which will also provide some service for this area. That proves that we are in the era of hospital building all over the metropolitan area; and I think that for the purposes of discussion and debate it can be considered that there are two main schools of thought in Western Australia regarding the establishment of hospitals in the metropolitan area.

On the one hand, there are people who would like to see quite a number of small hospitals comprising 60 beds dotted all over the metropolitan area; hospitals which would serve the community in a particular area. This, at first, sounds very nice and satisfactory; and one would be led to think that the people would get a comprehensive and complete medical service if this were done. On the other hand, there are those people who would prefer to have a 300-bed hospital centrally situated in greater Perth. I think we can look at both sides of the question with regard to expense. For instance, let us take the cost of an operating theatre. In a 60-bed hospital two operating theatres would probably be required; one aseptic and one septic. That is to say—for example—one for the removal of appendix, and the other for a road accident victim who is contaminated.

In a 300-bed hospital, which is five times as big, probably only six operating theatres would be necessary. Therefore, we can see that it would actually be cheaper to build a larger hospital with the same number of beds than so many smaller ones. Another example is in the diagnostic field for which every hospital should have the necessary facilities. Each 60-bed hospital would need one centrifuge and one microtome; whereas a 300-bed hospital would probably get away with two or three.

In regard to teaching facilities, with the opening of the Medical School in Western Australia, teaching facilities are absolutely essential. Admittedly these are expensive because where we have good teaching facilities we must have opportunities for full time research. Without research, no University medical school can hope to build up a reputation for the sound training of its medical students, let alone keep pace with the rapid advance in medical science throughout the world.

Therefore, in my opinion it is most necessary that the young Medical School in Perth should at once come to be recognised by similar schools all over the English-speaking world, as a school from which doctors graduate with a standard which must be accepted as equal to, or even greater than, that which applies in the school's counterparts elsewhere. I saw in the newspaper today that two eminent gentlemen from the General Medical Council in England, are coming here to learn whether the standards of our Medical School are up to scratch. This is quite proper; it is something which is done all through the British Commonwealth of Nations.

Without a University medical centre, and a University medical hospital which has all the necessary diagnostic, teaching, and research facilities, we cannot hope to achieve this aim; and the great work done by the previous Government, as well as the huge generosity of the people of Perth, will be of no avail if we do not keep up the highest standards.

The question is: Which type of hospital is going to give the best service to the people who go to those hospitals? Is it going to be a small hospital of 60 beds—with such hospitals dotted all over the metropolitan area—or is it going to be a 300-bed hospital? If we look into the question, we find that many people—possibly the majority—come to the conclusion that the large type of hospital, with all the most modern diagnostic treatment and research facilities, will serve the patients best.

It might be said that the Royal Perth Hospital can give all these facilities. But, in fact, excellent though it is, it has not the necessary space or the examining facilities, and it has no area around it where it can expand. In a few years' time, it will indeed be too small. I have touched superficially on this subject, but I wanted to bring the questions I have posed to the notice of the House, and, indeed, to the notice of the people of Western Australia.

We hear quite a lot—and read numerous letters in the Press—about demands for hospitals here or there in the metropolitan area; and from the answer to a question in the House a short time ago, it would appear that things are moving in this direction. The question is: Are we going to dissipate our scant resources with small,

ill-equipped hospitals dotted all over Perth; or are we going to concentrate them on a large up-to-date, well-equipped, University-medical centre where the patients who go into the hospital will get the best diagnostic and treatment facilities that could be available anywhere in the world?

**MR. GRAYDEN** (South Perth) [8.53]: I want to touch on a number of matters dealing with the group of aborigines recently located in an area north of the Trans.-line. I am perturbed that these incidents should have happened; and I am perturbed at the failure of those responsible to take prompt action to investigate the matter and do what was necessary to assist the natives concerned.

In another place, as I said during the Address-in-reply debate, a member for the South-East Province spoke at length in Parliament House, on a couple of expeditions which he made to an area approximately 250 miles north of Loon-gana, on the Trans.-line. In the course of his address, he pointed out that during the expedition he had found that the natives in this area were in a condition which warranted their being brought back to Cundeelee Mission, which is not far from Kalgoorlie. The mission could take only 15 to 20 natives at a time. Therefore the members of the expedition said to the natives, "Walk the 250 miles to the Trans.-line, and we will leave water at approximately every 30 miles for you."

The natives did that, and the first party of 15 or 20 walked the 250 miles. Those natives came from sand-dune country, and they had to walk across the sharp limestone of the Nullabor plain. As a consequence, when they reached the Trans.-line the feet of the children were literally cut to pieces. Subsequently the natives were taken by train to Cundeelee where two of the children died. A few weeks later, another party went out from the mission where they met 15 or 20 more natives to whom they said, "It is your turn. You walk the 250 miles to the Trans.-line." The natives did this, and they in turn were taken to the Cundeelee Mission. I understand that on that occasion three of the native children died.

It is astonishing, firstly to know that if the state of health of those natives warranted their being brought into Cundeelee a vehicle could not be sent to fetch them in, inasmuch as a good track existed to the spot where they were. Secondly, if their condition was not such that they had to be brought to Cundeelee, they could have been left where they were. But, it was deemed advisable to bring them in. What I protest about is that natives in that condition should be asked to undertake such a trip. One of the children had a web arm, as the pictures shown by the

honourable member disclosed. Another native—a woman—had a broken leg, and the bone had knitted at an angle.

Another peculiar thing about these natives is that a number of men in the tribe—five or six, I understand—had no bones in their fingers beyond the second joints. This raises the question: Is this a consequence of radioactivity? I think we should find out the answer, because this is quite peculiar. This feature has baffled the doctors in Kalgoorlie. They can give no explanation why several aborigines in a group of this kind should have no bones beyond the second joints of their fingers.

This area is north of Loongana and adjacent to the South Australia-Western Australian border; and just across the border we have the Woomera Rocket Range where A-bomb tests have been conducted. The natives I am referring to were in an area which was thoroughly searched by the Commonwealth Government. The then Minister for Supply (Mr. Howard Beale) assured the State Government at the time that the area had been thoroughly searched by helicopter and no natives had been located, and that there were no natives in the area. For this reason it is interesting to find out whether the damage to the bone structure of the natives is caused by A-bomb radioactivity.

I am concerned that this incident should have happened; that natives should be asked to walk to the Trans.-line in the circumstances I have related. I am also perturbed because when the honourable member for the South-East Province gave his address, he indicated that other parties of natives were on their way to the Trans.-railway. Needless loss of life might result from their coming down to the railway, the same as occurred previously. More native children might die, whereas the loss of life could be easily avoided.

On the other side of the border we have the Woomera Rocket Range where there are literally hundreds of vehicles, and it would require only a request from this Government—possibly from the Native Welfare Department—and one of those vehicles would be made available to go to the area concerned. The Commonwealth Government, I am sure, would be most interested to learn that there are natives in the area, because hitherto that Government believed there were no natives there.

When the Commonwealth Government learns that natives are in the area and that some are suffering from the complaints I have referred to, I think that Government will arrange immediately for the despatch of vehicles in order to make inquiries and to give the aid which seems so necessary for these people. Today the Minister indicated that no inquiries had been made. He also suggested that from what was known of the natives, they were not in immediate need of assistance.

This, I suggest, is a typical reply from the Department of Native Welfare. One has only to bear in mind that already five native children have perished as a result of the trek to the Trans.-line. The fact that five have already died, indicates that something is wrong. Another aspect of this matter, as I mentioned at the outset, is the failure on the part of the people concerned—I refer particularly to the Department of Native Welfare—to take prompt action when the question was first raised. Irrespective of whether there was anything or not in the statements made by the member for the South-East Province—and we have no reason to doubt him—the Government should have investigated those statements; and if the condition of the natives was such that assistance was warranted, it should have been promptly given. But instead of that approach to the problem, we find that literally weeks have elapsed and virtually nothing has been done.

However, the Minister for Native Welfare has been away and he is not responsible. But I would have thought he would have set in train, prior to his departure, some action which would have continued in his absence. Some time ago—on the 22nd July—I spoke on this issue during the debate on the Address-in-reply; and it is now the 4th August. On the following day—the 23rd July—I asked this question—

In view of the fact which has been disclosed that a number of native children recently brought in from the area north of Naretha have subsequently died from the effects of the walk from that area to the Transcontinental railway line, and their deaths were apparently due to malnutrition, will he have the matter investigated with a view to preventing any further loss of life?

The answer I received was—

I will have the matter investigated. After the Minister had left the State to go to Queensland, I asked the following questions of the Acting Minister for Native Welfare—

- (1) Is he yet in a position to say if and when he will lay on the Table of the House papers relating to aborigines who have been located in the area approximately 250 miles north of Loongana?
- (2) In view of the fact that prompt action is apparently urgently necessary to avert further hardship and loss of life among the aborigines concerned, will he make the papers available in the manner requested at the earliest opportunity in order that members of this House may be satisfied that satisfactory action has been taken to assist the aborigines?

To these questions I received the following replies:—

- (1) The Department has no information relating to aborigines who have been located in the area approximately 250 miles north of Loongana. Could the honourable member be more specific as to the aborigines referred to, and as to when and by whom they are alleged to have been located?
- (2) Answered by No. (1).

I do not blame the Acting Minister for Native Welfare for giving me an answer like that. Everyone knows that in such cases the Minister comes into the House at the last minute, and he gets a reply which has been sent up by the department; he just looks at it and then reads it. But in this case the Minister was perturbed about the reply and he went to great lengths to get me a satisfactory answer. I appreciate that action on his part. But what I did not appreciate was the fact that the department could send up an answer of that kind, when a week before I had spoken at length in this House and had asked questions on the matter. Also, during the recess, newspapers gave the expeditions to which I have referred considerable publicity.

Notwithstanding this, the Native Welfare Department has no knowledge of the natives referred to! In the *Daily News* of the 7th April, 1959, there is an article dealing with the first expedition. It is headed, "Desert Patrol Seeks Dying Native Tribe," and it goes on to give details of this kind—

A patrol will move into the red dust of the Simpson Desert on Wednesday in search of a native tribe believed to be close to extinction.

The search will start north-west of the Cundeelee Mission, near the South Australian border. South-East Province member M.L.C. Jack Cunningham will leave Kalgoorlie tomorrow afternoon to join the patrol. The native tribe is believed to have dwindled to a few remnants through starvation.

It goes on—

"These natives are in a grim state of want, suffering from malnutrition and disease," said Mr. Cunningham.

One would think that when an article like that appeared in the Press, the Native Welfare Department would make a note of it. Again, in *The West Australian* of the 6th May, there was a further reference to the second expedition, of which Mr. Cunningham was a member. The heading was, "Party Will Again Try to Meet Desert Natives," and it states—

A party will leave Cundeelee Mission on Thursday in a second bid to meet members of the Pithanda tribe near the South Australian border on the fringe of Victoria Desert.

Again, on the 13th May last there was another reference to these expeditions. It is headed, "Tribesmen will search for Nomads," and it goes on to state—

Two natives with spears and woomeras and water in billies have left a mission patrol at the fringe of the Victoria Desert to search alone for a tribe of nomads. They were left by patrol leader Bob Stewart, Cundeelee Mission Superintendent, when his party decided to abandon their second bid in four weeks to find the natives.

The details of these expeditions were given wide publicity. They were expeditions to find natives in an area adjacent to the Woomera Rocket Range, and for that reason alone one would have thought that the matter would be of interest to the Native Welfare Department. The natives concerned had been unknown—nobody thought they existed. Yet notwithstanding all this publicity, and the fact that on the Address-in-reply debate I raised this matter, and asked questions about it, a week later the Native Welfare Department replied by saying, "Could the honourable member be more specific?" I had already mentioned that these natives were in an area 250 miles north of Loongana.

Mr. Burt: Did not the Commonwealth Government promise to prepare a strip for the Flying Doctor?

Mr. GRAYDEN: I do not think so. The honourable member who represents the South-East Province in another place recommended that. But nothing was done about it, and one would think that the Native Welfare Department would surely have some knowledge of it if the Commonwealth Government had done that.

Mr. Burt: I think they promised to do so.

Mr. GRAYDEN: Apparently nothing has been done about it, because surely the Native Welfare Department would know if something had been done. When these natives were brought into Cundeelee they were immediately examined by the Flying Doctor stationed at Kalgoorlie. As some of them had died, it is obvious that they must have been in a pretty poor state of health; and so I do not think there should be any difficulty in obtaining details from that source as to their health. I think we should find out if the damage to the bone structure of their hands, which has been reported, is attributable to A-bomb activity.

I think we should also find out why the department has not taken any action in the matter. As has been mentioned, the State recently sent a police patrol 1,500 miles from the Laverton township to beyond the Warburtons to the Black Stone Ranges to investigate a £50 theft which was attributed to natives. That must have cost a lot of money; and yet, when instances of the kind I mentioned are reported, no action is taken.

We have a number of farmers and pastoralists in this House, and we all know that if any one of them owned two properties and lived on one, and the other was 200 miles away and cattle were known to be bogged in a dam on the second property, he would immediately get into a vehicle to go down and do something about it. As Australians we will go 200 miles to save stock if they are in danger; and yet here we have a large crowd of natives, within 250 miles of civilisation, with a good track from the Transcontinental railway out to where they are living, and we refrain from making inquiries about their plight. We take absolutely no action, even though such action would cost us virtually nothing.

It is not so long since some person in the North-West reported that he was on a ship which required assistance, and some thousands of pounds was spent on a fruitless search for the vessel in question. Not long after that we had that business about the *Sea Fox*, when some peculiar character sent out a call for assistance and the Commonwealth and Queensland Governments spent over £3,000 to try to assist the people concerned. We send a police patrol 1,500 miles to investigate a theft; and yet when we get instances of the kind I have mentioned, we fail to take action.

On Aborigines Sunday the Minister for Territories in the Federal Parliament (Mr. Hasluck) made a statement which was reported in *The West Australian* of the 13th July. It was headed, "Hasluck: Let Natives Keep Dignity," and it went on to state—

Australia's aborigines should be treated as human beings and nothing should be done to impair their dignity or self-respect. Territories Minister Hasluck said in Sydney today. He was giving a National Aborigines Day address at the Methodist Lyceum Hall.

He went on further to say—

It was false to say that aborigines in Australia were neglected. Such statements overlook the devoted work of hundreds of missionaries on scores of church missions. The statements also overlook Government provisions for the advancement of native welfare.

Further down the article read—

The greatest neglect of aborigines today was among the "fringe dwellers"—people who lived on the fringes of Australian towns, of the Australian economy, of hope and often of despair.

One could agree with that up to a point. We know that that situation might apply in the Northern Territory, in Queensland, or in the other Australian States; but I do not think it applies in Western Australia. We know that in the inland areas, in the mining towns from Leonora onwards, and in Central Australia, the conditions of aborigines generally are bad. There is no employment available for these people, and a great percentage of them are suffering

from various complaints. Seventy-seven per cent. of them have the eye disease known as trachoma, and 35 per cent. of them have the disease known as yaws; and they have other ills which beset the human race.

But irrespective of their plight, the big thing that concerns me is the fact that when instances of the kind I mentioned as having occurred on the Transcontinental railway are brought to light, no-one can take any action to ensure that some assistance is given to them. I am not one of those who want to foist citizenship rights on to all natives. I supported the proposition when it came up last session—but only for the reason, as I said at the time, that it would create such a shambles that it would bring the whole matter to a head and the Commonwealth Government would be forced to pay social service benefits right, left, and centre. Then the Government would look around and say, "We have to do something about that."

If that had happened, properties would have been established on which natives could work in return for their keep until seasonal work became available. But at least when instances such as I have mentioned are brought to light, some prompt action should be taken to do something about it.

Mr. Lawrence: Hear, hear!

Mr. GRAYDEN: That is why I have raised the matter again tonight. I wish to emphasise that past experience in Western Australia has been that there is no organisation in this State to which one can turn and ask for assistance for our aborigines when they are known to require such assistance urgently. We have had instances of this kind by the dozen over the past few years.

We had one instance, as glaring as the one I have just dealt with, at Lake Disappointment, when the State Government survey party went from Balfour Downs Station to Lake Disappointment 200 miles away. When the party got back to Perth and submitted its report—it is on the files of the Lands Department—that report disclosed that there were about 23 natives at Lake Disappointment when the survey party arrived, and there was one woman suffering from yaws, who had two young children. The flesh had rotted from her nose and knees, and yet she was out in the desert in that condition trying to look after her two young children. The official report was made and is on the files of the Lands Department; the matter was raised in various places, and still nothing was done.

Even though the track was good, no vehicle was immediately sent from Balfour Downs to Lake Disappointment, which was only 200 miles away. So the woman, with the flesh rotting from her bones, was left out there to look after her two children. One would think that when an instance of that kind was brought to light, the

Native Welfare Department would send somebody down to the Lands Department to look at the file, and that something would be done about it. Nobody seems to be able to do anything. We cannot go to the police and ask them to go out and do something about it, even though, if a native had broken into a home 200 miles from the nearest police station, a police patrol would be sent out immediately.

This other instance was substantiated by an independent person. He said that there were natives who had walked 250 miles across the Nullarbor—country which they were not used to—and their feet were cut to ribbons when they finally arrived. When the people looked around to find out why the children were crying, they found out that that was the reason. And afterwards, children died.

Yet when these facts are brought here, I cannot say to the Minister for Native Welfare, or the Native Welfare Department, or the Minister for Police, "This is happening there, and further loss of life can result, so what about doing something about it?" Something should be done when these matters are ventilated, particularly when they warrant an immediate inquiry. It would have been a simple matter to go to the Minister for Native Welfare and say, "This matter has been raised in Cundeelee; let us see what is happening." One could get in touch with Cundeelee immediately by Flying Doctor radio, because the mission has one of those.

Finally, might I ask that the Minister for Native Welfare will treat this matter with the urgency it warrants; and, if he finds what has been reported is correct, that he will take action to assist these natives. It would seem that they can be assisted by means of a truck being sent out to bring back those whom it is necessary to bring back.

If the Flying Doctor could go out with a vehicle he could give first-aid treatment to those who remain. In view of the fact that there are a large number of natives there, a temporary small airstrip could be put down in one day, with a bulldozer, without any great expense being incurred; then a Flying Doctor could possibly make one or two visits during the year. In that way the natives could be kept under surveillance; and, if there happened to be a particularly bad season and they were in need of further assistance, it could be given to them.

**MR. HEAL (West Perth) [9.18]:** I would like to pass a few comments on the Supply Bill. When the Treasurer was introducing the measure he referred to the fact that the Treasury had many calls on it in relation to youth organisations and other institutions which asked for Government support, Government loans, and Government guarantees. By way of interjection I asked the Treasurer whether he did not

think that the Commonwealth should accept more responsibility in relation to youth. From memory, he replied that it is all right to make these sorts of references to the responsibility of the Commonwealth. I think however, that the Commonwealth Government should face up to its responsibilities, not only in relation to the youth of Western Australia, but to the youth of Australia as a whole, because it is they who will in future be our No. 1 citizens.

The member for Middle Swan made some reference to the National Fitness Council of Western Australia. I think he said that the Council was not making very much progress. As a member of the Council, I can assure the honourable member that this body is expanding year by year. It does great work, not only in the metropolitan area but also in the country districts. But where it is hamstrung is in relation to the grant it receives from the Commonwealth Government.

I would like to quote from the current *Commonwealth Year Book*. We find that the Commonwealth Council meeting in 1939 recommended to the Government that it should make available a sum of £20,000 for five years; and grants were allocated to each State for its organisations, and to each of the six universities to establish lectureships in physical education. That was agreed to in 1939.

Then, in 1941, a Bill was introduced into the Federal Parliament for an Act in relation to national fitness. That was placed on its statute book in the year I have mentioned. In June 1942 the Commonwealth Government increased this grant to a sum of £72,500 to include grants to the State Education Department, and for work in the Australian Capital Territory. Since 1942 that grant has not been increased by the Commonwealth Government, and it is here that I consider that Government should face up to its responsibilities and increase the grant in question.

I believe that the Federal members on both sides of the House who made certain representations to the Minister, sincerely hope that in the Budget to be introduced into the Commonwealth Parliament there will be provision for that grant to be doubled, or improved. Let us see how this money has been allocated in Western Australia.

In the report of 1952 we find that the Commonwealth Government made a grant of £5,742 available for the development of youth and community work, with the main emphasis on the 14-25 years "left school" youth group. In the same year the State Government supplemented the fund by £1,000 to be used to develop camp schools and to give assistance to outback children. An amount of £200 was set aside for the training of youth leaders for work in the country. In the annual report of 1958 the amounts are the same. The Commonwealth Government has given a similar sum of

£5,742 for the Council to carry out its usual work. We find the State Government has supplemented the fund by £1,000 to develop camp schools for outback children and by £200 for youth leaders for work in the country. To this has been added £500 for development and activities concerned with British Commonwealth Youth Sunday.

The State Government is contributing to the National Fitness Council for youth between 14 and 25 years with a view to making them good citizens of our State. I sincerely hope the Commonwealth Government will be able to add to its grant. If it were not for the honorary workers that constitute the Fitness Council and their various subcommittees, it is possible that the work of the National Fitness Council could have slipped back in Western Australia; but on account of the great work done by Mr. Halliday, Mr. English, and other members of the staff, this body has made great strides. If the Commonwealth Government cannot see its way clear to increasing allocations to the National Fitness Council, I hope that the Minister concerned will, at the next meeting, be able to press our claims, because I believe that in Western Australia national fitness is playing a greater part than in any other State of the Commonwealth. That is mainly due to the work done by our voluntary helpers.

Reference has been made to the abolition of the 17s. 6d. paid to single unemployed persons by the previous Government. When the present Government abolished the payment of that amount, a proviso was made that any person in receipt of single unemployment social service benefits could appeal to the Minister to have his case reviewed with the object to having the grant restored. A man came to see me in July, and I told him that the only course open to him was to make application, which he did. I wrote a letter in support of his application. On the 22nd July I received the following letter from the Minister for Child Welfare:—

I refer to your letter dated 3rd instant in which you made representations on behalf of . . . .

In reply, I have to advise that I have given careful consideration to this case and have approved the payment of 10s. per week to . . . . as from the 15th July, 1959, to supplement his Commonwealth Benefit until the Commonwealth Government increases its allowances.

It should be understood, however, that although I have acceded to the request in this instance, his case must not be regarded as a precedent.

I would like to thank the Minister for giving this applicant the consideration he thought he deserved, and for adding a grant of 10s. a week. I fail to understand

why he did not see fit, if he thought the person needed some assistance, to give him the amount of 17s. 6d. I have no doubt that the person concerned was most thankful for even that amount; but I hope that when the Minister looks at future cases, he will be able to restore the full amount.

I do hope he will not carry out the sentiment expressed in the last portion of his letter; namely, that this case must not be regarded as a precedent. Any person receiving single unemployment benefits must be in dire need of some extra assistance in relation to his week-to-week living.

I have no doubt that members read in the newspapers recently of the establishment of a soup kitchen in West Perth. It is a most deserving cause, and what has been done has been made possible by donations and voluntary assistance. On the first day the sister-in-charge served 29 people with a free meal at dinnertime. The average attendance has been 100, and it is increasing. No doubt the word has spread about that this kitchen has been established in a certain area where a free meal can be obtained. The services given and the establishment to which I have referred is a credit to all concerned.

To revert for a moment to the payment of the 17s. 6d. to which I have referred, I hope that when the Minister makes further investigation in this matter he will see his way clear to restoring the payment of that amount.

Earlier in the session I asked the Premier a question without notice concerning the setting up of an aquatic centre in King's Park. My question was as follows:—

In view of the statement appearing in the newspapers to the effect that the Minister for Lands stated definitely that he will not introduce a Bill to set up an aquatic centre in King's Park, will he, if and when local authorities make representations to him, give consideration to having the measure introduced in the Legislative Council? The reason for asking this question is that if the House of review decided to reject the Bill, this House would be saved many hours of debate. Such a move would give the Upper House something to do while the Address-in-reply motion is being considered here.

The Premier replied:

In suggesting that one of the Ministers might, as against a private member, introduce the Bill, I had in mind that there might be technical difficulties. However, I am informed by the Deputy Premier it is not so. It is therefore open to any private member to introduce the Bill in this House. As for any arrangement for introducing the Bill in the Legislative Council, the member for West Perth, who is a member of the King's Park Board, has

as much influence in the Upper House as I have in this regard. Any arrangement to save time would be welcome.

I cannot appreciate the last part of the Premier's answer; namely that I have as much influence in the Upper House as he has. I only wish I had, because I am sure we would then be able to get a lot more done.

#### *Point of Order*

Mr. OLDFIELD: On a Point of Order, Mr. Speaker, the honourable member is referring to a *Hansard* of the current session.

The SPEAKER: The honourable member is quite in order in doing so; the Standing Orders were amended about two years ago.

#### *Debate Resumed*

Mr. HEAL: I am sorry the member for Mt. Lawley has been asleep for two years, but I am sure he will eventually wake up. I was quite honest when I asked the Premier the question to which I have just referred. Members will recall the bitter debate we had in this Chamber on the previous occasion the matter was discussed; and if we have to go through the same procedure again, no matter what the result is, it will take up many hours of the time of this House.

I feel that if the Premier and his Cabinet Ministers, after being approached by the Perth City Council, find that this measure can be introduced in the Legislative Council, it could save the Legislative Assembly many hours of debate. I do not know whether the Council would throw it out or not; but if it was debated there for a considerable time and it was thrown out the window, as is done on many occasions with Bills at the second reading stage, it would save the Legislative Assembly many hours, which I think the Premier would appreciate in the closing stages of the session. I sincerely hope that he will give that proposition more thought, and that the time will arrive when he may be able to make a decision.

I also asked him a question in relation to married couples who desire to have the freehold of their homes changed to a joint tenancy. I quoted a letter that I received from one of my electors in which he stated that he had a house in his name. After he had been married, he realised there were certain advantages in a joint tenancy and desired to arrange this. He found out that after he had paid a certain sum to obtain the title originally in his name, he would, upon changing it to a joint tenancy, have to pay a further 10s. per £100. In his case, it meant approximately £18 extra.

No doubt, due to the set-up of the Titles Office, extra work would be involved as a result of this transaction. But I sincerely

hope that the Treasurer will look into this matter and reduce that 10s. per £100 to 5s., or perhaps completely abolish it.

I asked a question of the Treasurer as to how much would be received from this type of transaction. Unfortunately, I was told he could not inform me because no direct note was taken, but all had been included in the general set-up of the Titles Office. I feel that the situation places an added burden on people who have been married for only a short time; and if the Treasurer could see his way clear to have this amount reduced to half, or completely abolished, I am sure he would please many people in Western Australia.

MR. HALL (Albany) [9.33]: There are a few remarks I want to make on this subject. I would like to draw the attention of the Premier—in the absence of the Minister for Health—to what appears to be a reluctance on the part of dental clinics to advertise the means of obtaining treatment. The poorer people are not aware, I am sure, of the full significance of their right to obtain treatment; and, as I say, there appears to be a reluctance to advertise.

At one time, I sought some figures to have them published, but there seems to be some restraint about the matter. I feel we should go all out to give publicity acquainting people with the treatment available. Another subject appertaining to dentistry is orthodontic treatment. People in the country have to travel to the metropolitan area for such treatment, which involves them in travelling expenses, and days spent in the city, and possibly in finding someone to look after their children while they are away. I have raised the subject with the Minister for Health and it needs some move towards a successful conclusion. Bearing in mind the hardships and financial responsibility of the people in the decentralised areas—and the country members should support this one—they should be given every facility; and it would not be hard to set up State-wide bases to supply this service in the country areas.

The same, I think, could be applicable to eye specialists. They could be appointed by the Government to visit the country areas on the same scale and give attention so that the ordinary optician could supply glasses when necessary. If we are to induce people to live in the country, we have to give them equal facilities to those available in the metropolitan area.

Another point I would like to bring to the notice of the Premier is the matter of power stations. I know the Premier is anxious to get this Bill through tonight, but I am just as anxious that we treat the subject of a power station for Albany in its true light and proper perspective.

Mr. Roberts: Didn't you miss out on getting something done while your own Government was in power?



Mr. HALL: I did not say we missed out. The answers I received then were that economics of the proposition was the governing factor.

Mr. Roberts: They still apply.

Mr. HALL: I will touch upon them as we progress. The idea is to supply Albany with power from the inter-connecting system.

Mr. Roberts: Where would the main source of supply come from?

Mr. HALL: From Bunbury and now, Collie. The object was to build a new power house at the site of the fuel; that is, where the coal is produced. There again economics come into it. I hope to show the Premier as I progress that those economics are not always just and sound. Albany and its agricultural areas should all be supplied from this inter-connecting system. Something like 250 miles of line at least will have to be used. Consider the industries which would be involved if any power failure took place, either through nature or hostilities!

There are the woollen mills which cannot afford to stop. There would be disastrous effects upon that industry. Then there are the superphosphate works which were designed for 40,000 tons maximum, but which today are producing somewhere near 100,000 tons, and are still expanding. In addition, there is the agricultural area which is still being opened up—the Hay River-Denmark area. Perhaps we may induce the Government to release land between Hay River and Mt. Barker. Albany now has a population of 11,981, which for the first time in history is greater than that of Bunbury.

Mr. Roberts: You are wrong there.

Mr. HALL: I think the honourable member will find that I am right.

Mr. Graham: Bunbury needs a Labour member.

Mr. HALL: That is the trouble with it. An article in the *Daily News* of the 25th July bears out my argument. It was headed "70 m.p.h. Winds Batter and Isolate Bunbury." It stated that for 10 hours Bunbury was isolated when a violent storm struck early in the morning. All road and telegraphic communications were cut off.

What a mess! That is within 80 miles of Perth. What a mess it would be over a 250-mile area! Imagine the effect on the industries at the southern end of the State! I cannot afford to see that happen. There should be many ways to overcome that situation. If there is no other way, some research should be made into atomic power. Hay River, in the wintertime, could be dammed up and provide hydro-electric power, but that possibility has not been investigated. The easiest way out is accepted. Imagine the disastrous effect on industry! Would you, Mr. Speaker, establish an industry down there? Of course you would

not if you knew that the power was going to be blacked out and your industry would suffer. It cannot be denied; the danger is there, and it could happen any day. In the event of hostile activities, imagine the position! All the power houses are in close proximity.

Mr. Graham: All the eggs in one basket.

Mr. HALL: What a mess! One first-class bomb would destroy all within a radius of 40 miles. If there were two, what would be the result?

Mr. Roberts: How far apart are they in the United Kingdom?

Mr. HALL: We hear so much about economies. I am hoping that the Premier will listen very closely.

Mr. J. Hegney: He cannot help it.

Mr. HALL: He said in the *Lib*, a tiny book circulated amongst Liberals, that he was going to put ports all over the coast. I hope that the economics of that are not going to prove as disastrous as have been my efforts to get coal carted to Albany for a power house, because we cannot afford such luxuries. We cannot afford ports all around the country. I will prove it by quoting the questions I asked and the answers given on Thursday, the 30th of July. They were as follows:—

- (1) How much has the Bunbury Harbour Board paid towards interest sinking fund and depreciation since 1945?
- (2) What amount had to be paid by the Governments for maintenance since 1945, at the port of Bunbury?
- (3) What is the total expenditure, revenue and loan money at the port of Bunbury since 1945?
- (4) What was the total liability of the port of Bunbury in the year 1958?

Mr. WILD replied:

- (1) Nil.
- (2) £248,246.
- (3) From revenue funds—£690,533.  
From loan funds—  
    (a) On account Bunbury Harbour Board—£1,092,951.  
    (b) Bulkhandling facilities—£11,075.
- (4) Bunbury Harbour Board's total liability to the Treasury as at the 30th June, 1958—£1,247,292.

Mr. Roberts: What is the total liability of Albany?

The SPEAKER: Order!

Mr. HALL: The member for Bunbury has asked for the other questions and answers, so I will have to give them. They are as follows:—

- (1) When did the Albany Harbour Board take over the control of the Albany harbour?

- (2) What has the Government expended at Albany on port maintenance since the Albany Harbour Board took over control of Albany harbour?
- (3) How much has the Albany Harbour Board paid to the Government since its inception?

Mr. WILD replied:

- (1) The 17th April, 1950.
- (2) £58,675 expended by the Public Works Department on behalf of the Harbour Board, and fully recouped.
- (3) £217,648 interest and sinking fund.

Mr. Roberts: That does not give the total liability.

Mr. HALL: So when we start to talk about economies, we cannot transport coal, but we can establish ports all around the coast.

Mr. Roberts: Is it not a fact that Albany handled approximately 299,000 tons of cargo; whereas Bunbury handled approximately 355,000 tons?

Mr. HALL: You will have to show some profit to pay for your debt. We cannot pay it all the time; the Government has told us that. In stressing the need for a power house at Albany, I would point out that that centre must eventually become the capital of the southern part of this State. That is inevitable, with the expansion of industry there.

I will refer now to an article in the *Albany Advertiser* on Tuesday, the 14th July, 1958, headed, "Manufacturers Retarding Albany's Port Development, says visiting M.H.R." It went on to state that Australian manufacturers were retarding the development of one of Australia's greatest ports by persistent centralisation. The Federal member further said that the entire development of Australia rested on our outports, such as Albany; and he stated that it was the duty of the Commonwealth Parliament to step in and stop this unfair exploitation. At least we see daylight as far as the Federal Government is concerned—

Mr. May: Who was the Federal member?

Mr. HALL: I do not know. At all events it would not be Mr. Freeth. I think I have covered the ground sufficiently and have drawn the attention of the Government to the serious position that exists. Although there has been some jocularity about the competition between Bunbury and Albany, the position I have referred to is a serious one; because expansion of industry in the Albany area will require adequate power and we must have continuity of power. One would look twice at Albany at present, before establishing an industry there; and so the Government must review the position.

I asked the Minister for Agriculture some questions today; and I feel that the answers he gave are such as to stress the seriousness of the situation. I asked what number of cattle were lost to export by being condemned by the meat inspectors over the years 1956, 1957, and 1958. He replied that in 1956, there were 979 condemned; in 1957, the number was 1,718, and in 1958, it was 2,182. Certainly we are exporting more meat; but the increase in the number of condemned beasts is great. It is not necessary for me to go through all the figures, as members will be able to see them in the Votes and Proceedings tomorrow. As meat becomes more scarce we will have to decide what we are going to do about this wastage.

Mr. Nalder: It was not a total loss.

Mr. HALL: I am coming to that point. In some European countries meat of this nature is sterilised and is retailed through special shops. It is sterilised under Government supervision.

Mr. Graham: Why is the meat condemned?

Mr. HALL: On account of various diseases such as tuberculosis; and because of bruising, and so on.

Mr. Nalder: It is not condemned for home consumption in this State. It comes on to the local market.

Mr. HALL: In America such meat is rendered down for lard; but in Europe it is processed and canned, after which it is marketed in special shops, and the cans are marked showing that the meat has been condemned but has been sterilised. It is sold in these shops and the poorer people in the community buy it. That method is proving successful on the Continent. Today we have plenty of meat; but we must look to the future in this regard.

If the Government is serious in its policy of decentralisation—as I am afraid it will have to be—something will have to be done to enable us to absorb more migrants. At present, in the United Kingdom potential migrants are being warned of the unemployment position here; and are being told that the housing situation is acute. We cannot expect people to come here under those conditions.

MR. FLETCHER (Fremantle) [9.50]: I wish to make my contribution to this debate, particularly in view of the controversy which has taken place as to the relative merits of Albany and Bunbury.

Mr. May: Albany won easily.

Mr. FLETCHER: The Government mentioned a shortage of money; and I have some suggestions in regard to sources of revenue. We heard a lot the other evening about iron ore, and that is one source of revenue. While I do not wish to deal with

matters that have already been well covered, I have an intimate knowledge of the iron ore resources at Koolan Island, as I worked there in 1938.

Various estimates have been made as to the quantity of iron ore at Koolan Island. But I have seen it; and there are boulders there as big as this Chamber, over a width greater than that of this House. The island is nine miles long, and through it runs that backbone of first-class iron ore, with parallel bodies of inferior-grade ore.

Mr. May: And B.H.P. has it all tied up.

Mr. FLETCHER: Yes; that almost unlimited tonnage of iron ore is being sacrificed to the B.H.P. at 1s. 6d. per ton. The Premier, on behalf of the State, should ensure that B.H.P. pays a larger royalty on every ton of iron ore removed. The ore to which I have referred was at Koolan Island in 1938 and I think it is still there, as B.H.P. is still working at Cockatoo Island. That ore is one available source of revenue.

Mr. Brand: How many years do you think it will take to work out Koolan Island and Cockatoo Island?

Mr. FLETCHER: My estimate on the tonnage they are taking from Cockatoo Island—

Mr. Brand: What is the annual tonnage?

Mr. FLETCHER: I do not know; but it would be a fine source of revenue at, say, 30s. a ton. I cannot answer the question, but I know it would be a great source of revenue if the Premier exploited it.

Mr. Jamieson: It is about 15,000 tons per week.

Mr. Brand: Give me the annual total.

Mr. FLETCHER: The Premier is entitled to ask a question of that kind, even if it puts me out of step, as a new member.

Mr. Brand: If it puts you out of step, that is your business.

Mr. FLETCHER: The Premier might see whether he could be successful in an approach to the Prime Minister on the subject of exporting some of this iron ore, so as to raise revenue for the purposes of establishing a properly integrated iron and steel industry in this State—preferably at the port of Fremantle, in order to absorb some of the unemployed there and for the purpose of inducing further migrants to come here.

There is also the charcoal iron industry at Wundowie, which is functioning satisfactorily. It is said that there is a limited market for the Wundowie product; but I understand that every ton produced is being sold. If 1,000,000 tons of our iron ore were exported, the money received could be used to set up another charcoal iron industry in this State, and the product could be exported.

Mr. Brand: How much money do you think it would take to set up such an industry?

Mr. FLETCHER: I have made my point and will now go to the subject of whale oil. My first criticism in this regard is aimed at the Federal Government, because its policy was similar to that of the present State Government here, in regard to the desire to dispose of public assets. The Federal Government did just that, in the case of the whaling commission, which was a very profitable proposition. The profits from that industry could have financed the development of our North-West; and we would not then have had to crawl on our hands and knees to the Federal Government for money with which to undertake that development.

At all events, the Federal Government looked on the whaling commission as a bit of socialism and disposed of it, despite the fact that it was showing a handsome profit. However, it is still not too late for this Government to impose a royalty on every barrel of whale oil that goes out of Western Australia. Despite the fact that the Government of Western Australia tendered for the whaling commission, it went to a private company; and now, instead of the profits of the industry going to the welfare of this State, they are going to the shareholders and directors of a private enterprise.

Mr. Crommelin: If we exported coal you would want a royalty on that; it is the same principle.

Mr. FLETCHER: I will leave the question of coal to the member for Collie. I have suggested two sources of revenue for the Government; and if the honourable member could put forward any ideas about further revenue, that would be commendable. I can make a further suggestion as to how the Government can save money. Figures were given tonight in regard to the Royal Commission on betting and the fees being paid to the legal gentleman in charge of it. It is a colossal amount. That Royal Commission is inquiring into what is being called an industry, as well as various other names, some of them polite and some otherwise.

If we must have a Royal Commission I can think of many better purposes to which it could be put. For instance, there could be an inquiry into how public money is disappearing into the pockets of private enterprise. Failing that, it could inquire into such things as the present unemployment. The Royal Commission on betting is only going to tell us what we already know. It is only trying to find out why the horse-racing industry in this State is going broke. I would point out that the average person cannot afford 14s. to attend the races. I would not pay 14d.; but that is beside the point. The figure may have risen by now, but 14s. was the figure I heard; and if a man wanted to take his wife to the races it would cost him 30s., which the

average man cannot afford. Why hold a Royal Commission in circumstances such as that?

Many people cannot afford the admission fee, and we do not need a Royal Commission to find that out. However, racing is run on a business basis, and it is a form of private enterprise which is condoned and applauded by members opposite. If it is classed as private enterprise and it cannot be continued on a payable basis, we should let it go broke. Why ask the public to meet the expense of a Royal Commission to inquire into something which is in the process of going broke?

Mr. Brand: Why didn't your Government let it go broke before the elections?

Mr. Jamieson: It has to be a gradual process.

Mr. Brand: You have to do everything before the elections.

Mr. FLETCHER: That is quite right. Even assuming that the previous Government made mistakes, the Premier has now an opportunity to rectify it.

Mr. Brand: I know black is not white.

Mr. FLETCHER: The Premier now wants that money back to help the racing industry. Frankly, there is only one good thing that comes out of the racing industry, and that is the revenue that is obtained by the Government. That does at least help the economy of the State.

Mr. Brand: What about the legalised betting shops?

Mr. FLETCHER: I will now speak of less controversial matters. In my opinion the Government could raise money along the lines I have suggested to undertake some projects in the port of Fremantle. In my maiden speech in this House, I outlined the various projects that merited some assistance. They included the provision of moles in the South Beach area. I can speak advisedly on this subject because of my knowledge of what happened after moles were put into the sea along the coast.

Members opposite will immediately blame the previous Government for having ruined the swimming facilities at South Beach as a result of erecting a mole further south. In erecting the South Fremantle power station, a mole was extended into the sea to protect the incoming water which was used for cooling condensers, etc.; in the power station. The beach has now built up right to the end of that mole on the north side. In the South Beach area, the ocean has made inroads into the beach even right up to the railway line at that point.

I suggest to the Government that to retrieve the situation a mole could be erected just south of the old South Beach area, because this would bring about the same effect of building up the beach as the mole at the power station has done. South Beach could then be reclaimed and made

suitable for swimming by that method. Furthermore, the erection of such a mole would create employment. There is plenty of material available in the unlimited quantities of limestone that are all along the coast should the Government decide to adopt my suggestion and put a mole into the sea at that point.

I will now briefly refer to the extension of the fishermen's mole. Anybody who has seen that mole when he has gone to South Fremantle to buy fish—which has been available recently in plentiful supply after having been obtained from the Shark Bay area—knows the mole to which I am referring. It is far too short. As the mole is on a lee shore, the whole of the fleet cannot obtain protection when anchored behind that mole. There has been agitation for an extension of this mole for some years; and now the position is becoming serious, because the fleet of fishing boats is growing every year. The boats are crowded together like sardines behind that mole in trying to find protection.

Those fishermen contribute a great deal to the economy not only of the district of Fremantle, but also the whole of Western Australia. In fact, the crayfishermen contribute to the economy of the whole of the Commonwealth in view of the fact that they are earning dollars which are badly needed to stabilise the economy of Australia. Therefore, the State Government owes it to these fishermen to extend the mole for them. The Fremantle fishermen are fine people; they are of Italian-Slav origin and they are good citizens.

The Government should certainly do something to help them because they deserve all the assistance they can get. The Government owes it to them. Further, if—as a result of bad weather and the lack of protection to their boats because the mole is too short—the fishing boats should break from their moorings, they are driven on to the rocks. As I have indicated, this is a lee shore and the waves drive the boats on to the rocks and the fishermen run the risk of losing expensive equipment as a result.

Mr. Brand: Are these fishermen finding crayfishing profitable?

Mr. FLETCHER: Yes; they are. Undoubtedly crayfishing is a remunerative line of business. However, I still say that what they contribute to the State and to the national wealth deserves some consideration by the Government; and, in my opinion, the State should do something to extend their existing harbour.

Mr. Brand: Would not the whaling people do the same thing?

Mr. FLETCHER: I have disposed of the whaling question, and I think I have scored some success in that regard. From the royalties obtained from whaling, some improvements could be effected in the Fremantle area.

Mr. Graham: This Government would not take anything from business people. It takes money only from the unemployed.

Mr. FLETCHER: I am not suggesting that the Government takes money from the fishermen. However, I will not continue along that line, because I think I have made my point. Whilst speaking of Fremantle, I would like the Premier to listen to what I have to say now. The fishermen have expensive equipment on their boats, which includes cray pots, anchors and various other types of gear. At the Fremantle Harbour dockyard, police are engaged to look after the gear that is used there.

Those engaged in the fishing industry have suggested that the jetty and the mole should be fenced off with a cyclone wire gate which could be kept locked; and that, in addition, a dockyard policeman could be appointed to patrol the jetty, the mole, and the area in close proximity to ensure that people do not trespass up and down the moles, and to prevent unauthorised persons from boarding their craft and removing any loose gear.

I also suggest that better lighting could be provided on the wharf. It has already been suggested in today's *Daily News* that the street lighting could be improved. Anyone who is acquainted with the area in Stirling Highway from the ropeworks to Fremantle—and even in Fremantle proper—will realise that the lack of lighting makes travelling very hazardous because it is most difficult to see the kerb when driving along the highway, especially between the ropeworks and Leighton. Improved lighting could be provided in the Fremantle district, not only for the benefit of the motorists travelling to and from Fremantle but also for the benefit of the local residents.

I hope the Premier is listening, because I want to make a further suggestion in regard to another means of saving revenue. Perhaps he is reading the Press statements in tonight's *Daily News* on the question of improved lighting. I considered the Government was doing the right thing in putting the railway bridge where it was proposed to be put by the previous Government; but now it is intended to erect it alongside the existing traffic bridge.

In view of the fact that finance is the subject-matter of this Bill, it is in the interests of the Government to ascertain how much money it can save. It will not save money by extending the harbour upstream. It was found, after the last berth was established, that a great deal of dredging was required; there is still a lot to be done, because sand and silt are slipping underneath the wharf. What has happened with that wharf can happen

with others that are established between the bridges; and yet this Government intends extending the harbour upriver.

Anyone who knows the locality is aware of the difficulty that shipping has already in turning within the narrow confines of the harbour. The situation will be aggravated, however, as the harbour is extended upriver, particularly as larger ships come into the port of Fremantle. Ships of larger tonnage will experience greater difficulty in turning within the harbour as further extension is made upstream.

Another problem that will be accentuated will be the pollution of the river, following the extension of the harbour upriver. I think it was the member for South Perth who, on one occasion, put coloured corks and other objects into the water at Fremantle harbour bridge and eventually they were found in the upper reaches of the river. Those corks showed the extent to which the river could be polluted from the harbour in those times, and it is reasonable to assume that it will be proportionately increased as a greater number of ships are berthed further upstream.

We will find that cabbages, rotting pieces of fruit, and other refuse thrown from ships will be carried into the upper reaches of the river from Fremantle Harbour by the tide. We will even find some unmentionable objects washed up into Melville and Perth waters. This has already happened in the vicinity of Melville, and the members of the Melville swimming club have complained that they have often been swimming in undiluted sewage. This objectionable waste matter has been carried upstream with the tide.

Therefore, if the harbour is extended further upstream the situation will become worse, and that is to be deplored. I would also mention, for the benefit of the Minister for Works, that, from an engineering point of view, the extending of the harbour upstream is a bad bet and the money could be spent to better advantage by extending the harbour into Cockburn Sound. That is the logical direction in which to extend Fremantle Harbour, because I understand that ultimately it is the intention of the Government to build a railway extending from Kwinana to Welshpool, where the proposed marshalling yards will be built.

If this State is short of money, it should spend what it has to the best possible advantage. The State will be spending it to advantage in looking to the future extension of the area I mentioned. This Government should give consideration to that matter. If it is necessary to dredge at all, that should not be done in Fremantle Harbour but south of it. We have an excellent coastline which lends itself admirably to the construction of wharves and cranes, with the minimum of difficulties.

Such work would absorb the displaced personnel and tradesmen who are being pushed out of employment from the Public Works Department. Instead of dispensing with their services, the Government should employ them in the projects I have outlined.

I heard quite a dog-fight in relation to part of my electorate—that is, Rottnest. I am concerned at the hinted suggestions in the newspapers that private enterprise might be given an opportunity of developing the island as a holiday resort for the privileged portion of the community.

Mr. Brand: What is wrong with private enterprise?

Mr. FLETCHER: It is all right in the corner shop. I am concerned with the report in the newspaper which said that on portion of the island persons would be able to build their own homes privately. That is alarming to me and also to many other people. Today one can walk ashore on Rottnest Island dressed like a tramp, and no-one questions what an arrival at the island is in private life.

Mr. May: Or whether he receives the supplementary payment of 17s. 6d. from the Government.

Mr. FLETCHER: Exactly. That is what happens at present, and I hope it will remain so. No portion of Rottnest Island should be preserved for a handful of privileged people. Admittedly there is room for improvement, and there is need to build many more cottages on the island. I think the wood stoves in the cottages should be replaced with more modern cooking facilities, such as Kleenheat gas cookers.

I now refer to a matter which concerns the railways, and which from the tourist point of view might interest the Premier. We have a very attractive coastline from Fremantle southwards, extending as far as Mandurah. It is the intention to connect Kwinana with Welshpool by rail. There is merit in my suggestion that the line be extended through Fremantle to Mandurah, so that excursion trains could run along the coastline. It could even link up with the line at Pinjarra, so as to form a circular route.

There is much merit in the proposal to extend the line to Rockingham, Naval Base, and Mandurah, so that people could make use of weekend and holiday trains to visit those centres. What I have said is reasonable; and I hope the Premier will give it consideration, because I think it would prove to be a source of revenue as well as create employment.

Mr. Roberts: You should have been in this House when the rail closure motion was debated last year.

MR. OLDFIELD (Mt. Lawley) [10.20]: Am I permitted to speak, or the member for Bunbury?

The SPEAKER: If the honourable member wishes to speak at all, he should address the Chair and not reflect on the action of the Speaker.

Mr. OLDFIELD: I did not mean to cast any reflection on the Chair.

The SPEAKER: I am the one to decide to what extent members may go.

Mr. OLDFIELD: Much of a problem I am about to discuss affects the constituents of Mt. Lawley and North Perth. No doubt the member for North Perth is capable of looking after his own electorate, so I shall deal with the position in mine.

I am concerned at what was reported in the newspapers yesterday that hundreds of people were being stranded because of an alteration to the bus routes serving my electorate. This trouble arose from the fact that the Tramway Department has replaced two or three services with only one service. There is a further development to this problem. One of the other bus services which does not serve Mt. Lawley, but operates in the northern suburbs, has now contravened the agreement arrived at between the Transport Trust and the private companies some years ago. It is to be extended to serve the area beyond Charles Street. We all know what happened some years back. There was an agreement under which the Government transport services were not permitted to run west of Charles Street or Flinders Street.

When the route which is now being inaugurated was proposed last year, it was made known to the general public, and many protests were received. The matter was delayed and forestalled. Recently the Minister for Transport, accompanied by me; Mr. Adams, of the M.T.T.; and Mr. Thomas, of the Tramway Department, inspected the proposed route, and alterations were suggested. The Minister acceded to the request that the service remain as it was in the Yokine area. A slight alteration was made to the route serving the top end of Mt. Lawley; but on the portion of the route between Alexander Drive and Learoyd Street towards Walcott Street the Minister, guided by his department, was adamant that the route along Alexander Drive was to remain.

The idea of having the bus travelling along Alexander Drive was to eliminate a bus service which operated in the North Perth area. That route extended along Alexander Drive into Fitzgerald Street. That service was done away with, and likewise other services, with the result that hundreds of the residents in the areas affected have been left stranded.

The departmental spokesman made a statement to the Press that short journey services to the Walcott Street area would

be started so as to relieve the position. He said that no set route could be laid down until the local authorities concerned had been notified and all objections ironed out.

It is well to know that the Tramway Department dealt with the Perth City Council on this matter, because obviously that is the body to which the department refers as being the authority south of Walcott Street. I suggest the department show as much courtesy and consideration to the Perth Road Board as it is prepared to show to the Perth City Council. There seems to be a tendency among Government departments and some Ministers of the Crown to pander to the Perth City Council at every opportunity, but to treat the other local authorities with contempt as though they were two-bit authorities, backward, and not worthy of consideration of any kind.

The Perth Road Board objected to the route this week. The Minister met representatives of that board and agreed to some of the requests. The Tramway Department requested the Perth Road Board to spend about £5,000 of the ratepayers' funds on widening the street which skirts a plantation, on which nobody lives.

Mr. J. Hegney: That is Bradford Street.

Mr. OLDFIELD: Yes. The local authorities know from bitter experience how fluid bus routes can become. The Perth Road Board might spend £5,000 to widen a road today for a bus service, but the next year the department might change its mind and alter the route or redesign the whole transport system. The money so spent would be wasted. The Minister agreed to the request of the Perth Road Board, with a view to avoiding the expenditure of that sum, by adopting a recommendation of the Transport Board not to go down the original route.

*[The Deputy Speaker (Mr. Heal) took the Chair.]*

The Perth Road Board raised strong objections because people living along Alexander Drive were badly served by transport. Late last week a petition was taken up by one of the residents, and there were signatures from hundreds of people who were left without transport. That petition was sent to me and I forwarded it to the Minister, together with a letter from the Perth Road Board containing the objections.

Mr. J. Hegney: How far was that from the trolley-buses on Walcott Street?

Mr. OLDFIELD: Up to half a mile. That is the distance between Bradford Street and Walcott Street. The point I make is that the Perth Road Board was given scant consideration, if any at all. Its objections were not heeded, and the altered service was inaugurated during the Minister's absence in the Eastern States. The

Transport Board will not inaugurate a new route without referring the matter to the Perth City Council, although it has agreed to the running of short services. I protest very strongly on behalf of that local authority and the people residing in my electorate. They should be given just as much consideration as the Perth City Council. That authority is not yet the prime governing body of this State. Parliament still is the governing body. On many occasions during debates on other matters one would think that Parliament was subject to the dictates of the Perth City Council.

Mr. Graham: You have a complex about the City Council.

Mr. OLDFIELD: We know what was the reaction of the honourable member when he was the Minister. We know what he was prepared to give to the Perth City Council.

Mr. Graham: Such as what?

Mr. OLDFIELD: Parking.

Mr. Graham: Parliament gave that.

Mr. OLDFIELD: All the parking meters; the right to put in the no-arm bandits.

Mr. Graham: That was not I; it was Parliament, as you know.

Mr. OLDFIELD: There are all the things. I have mentioned, and many which the honourable member would have liked to have had done.

The DEPUTY SPEAKER (Mr. Heal): Order! Would the honourable member address the Chair and forget about interjections?

Mr. OLDFIELD: We know the ex-Minister's relationships with the Council; and we know yours, too, Mr. Deputy Speaker; and you do not march in step with the ex-Minister.

Mr. Graham: Quite interesting.

Mr. OLDFIELD: However, I have made a protest. At this stage it is about all I can do about the treatment being afforded the Perth Road Board and the residents of Mt. Lawley, who are being left without adequate transport facilities. I feel most strongly about the matter because the objections put forward have been justified, and sensible and suitable suggestions have been placed before the department concerned. But, having made up its mind 12 months ago, it will not depart from its original decision.

MR. EVANS (Kalgoorlie) [10.32]: It gives me great pleasure to commence my few words with you, Mr. Deputy Speaker, gracing the Chair. I would like to make a few comments during the passage of this Bill which, when passed, will guarantee that the servants of the Government of this State will have their salaries assured until the Estimates are brought down later this year.

Mr. May: Including the members.

Mr. EVANS: Including the members. And particularly the important branch of the State service, the teachers, who spend so much energy in educating the youth of today who will be the citizens of tomorrow. I am glad to note that the Minister for Education is with us, as I awaited his return.

This is my fourth year in this Chamber, and it is the first occasion on which I have spoken on the subject of education. Having been a teacher myself, I do, with all sincerity, bring these few brief remarks forward for the consideration of the appropriate Minister. I feel that something must be done in the near future to give satisfaction to the members of the teaching profession.

Mr. Hall drew attention to the state of the House.

*Bells rung and a quorum formed.*

Mr. EVANS: The implementation of my suggestions would bring satisfaction to the members of the teaching profession and also ensure that the Government would obtain true value for the large amount of money that must be expended on teachers' salaries. It would also ensure that the children will receive the highest form of education that can be made available to them. I am speaking in relation to the classification of teachers. I know the circumstances that surround a visit of the school superintendent. The superintendent comes into the schoolroom, judges a teacher, and gives him marks under four headings. He is given a mark which is more or less a composite of the four. The headings are—1, teaching skill; 2, discipline; 3, organisation of class; and 4, zeal and industry.

Without casting any reflection on the superintendent, I can recall one occasion when it was the custom for a new teacher—that is, one who had recently left the Teachers' College round about the time when I was teaching—to be given a mark of 75 for his first year. On this particular occasion the superintendent came into the room and observed this teacher giving a lesson. He was greatly impressed with it and gave the teacher the maximum mark for teaching skill. He then had to give him a mark for discipline. He was again highly impressed; and as he believed the discipline was very good, he gave him the highest mark for that.

He then had a look at the class while it was in progress, and realised that it was well organised and that the children were very attentive. He again gave him a high mark for organisation. The inspector then added up the marks; and, when he realised the zeal and industry appeared to be good, he said that he could not give a very high mark for that, although it was warranted, because he had to juggle the figures around to arrive at

no more than 75. I can vouch for the truth of that statement. I do not believe it is an isolated case, because I have discussed the situation with various teachers and have found that it is a commonplace practice.

However, some years ago the department did draw up a different scale of teacher assessments and it was submitted to the Teachers' Union which, I believe, was not satisfied with that particular method. Maybe it was that the Union was prepared to have the devil it did know rather than the one it did not.

I feel that the present method leaves much to be desired and that a very important quality that is missing should be included—that is, the attitude of the teacher towards the job of teaching—because I know what has often taken place prior to an inspector walking into a room. A day or so beforehand there is a hive of industry; charts are resurrected or even created; and thus a false impression is given. Therefore, the attitude of the teacher is very difficult to assess under the present system.

I would like to see a new method of teacher assessment introduced—a fairer and more equitable method, and one which would bring satisfaction to the teachers and would act as a fair basis of comparison between them. In other words, when a teacher is given a mark as an indication of his ability, it should be able to be compared truly to a mark of another teacher. The mark would indicate the difference in ability of those particular teachers.

If we could arrive at that happy medium, the distinction at present being exercised in the department, so far as certificates are concerned, could be somewhat eliminated. I believe that in this profession—the main object of which, of course, is to teach—the mark of a teacher should be the criterion of that teacher's ability. He should be judged on his ability to teach and not on the classification arrived at by way of the type of certificate held.

I believe that a person is either a teacher or not. There should be one certificate. I was glad to see the abolition of the teacher's "C" certificate. We now have the teacher's certificate "B" (previously the "B" certificate) and the higher certificate—the old "A" certificate). I would like to see the day when there is only one teachers' certificate. A teacher would be required to have that before he could teach and from then on the scale upon which he would be classified would be his teaching mark in conjunction with his seniority.

There is a growing tendency in the department for a distinction to be exercised in relation to the primary schoolteacher and the secondary schoolteacher. The degree has become all-important. I believe that teachers should be encouraged to acquire a University degree; but the



acquisition of it should not be an end, but a means to make better teachers. We must not lose sight of the fact that the teacher's job is important; he must be able to transmit his knowledge to the children. If the teacher with the degree is able to do this well, his acquisition of the degree should be reflected in his teaching. If it is not, it seems only reasonable to claim that the degree is of no earthly use at all to that person as a teacher.

Mr. J. Hegney: He gets an extra £50 a year.

Mr. EVANS: I am coming to that.

Mr. J. Hegney: You said it was of no earthly use.

Mr. EVANS: I said there was a distinction between teachers in the primary service and those in the secondary service. This brings me to a question I asked the Minister last week in relation to headmasters in secondary schools being given the services of a female clerk-typist to help them with their administrative work. I am not denying that the headmaster does need this particular help, but I do say that a primary school headmaster has just as great a need. And particularly does that apply to the smaller schools where the headmaster is required to teach and at the same time carry out the extra work involved. He not only has to furnish returns to the department but also send out various notices in connection with the parents and citizens' association. For instance, if there is to be a tuckshop, he is required to find out the food which would be needed. Also he has to take care of the financial aspect. All this in addition to teaching! I do ask the Minister to give favourable consideration to reviewing the matter of the regulation which states that a typist cannot be given to a headmaster of a school with fewer than 600 pupils and with certain responsibilities.

If these clerk-typists were made available to schools we would find that the headmaster, whose duty in a school is to supervise as well as teach—but I claim that the main duty of the headmaster is to supervise—would be free from these extra-curricular activities. He would then be able to carry out his ordinary teaching and supervisory duties, and this would enable the Government of the day to get true value for the money it is paying to headmasters by way of salary.

If a man is paid £2,000 a year as a headmaster of a Class 1 school, the Government should be entitled to get full value for that money. The teacher should not be required to spend a considerable amount of his time doing these extra-curricular duties, because they prevent him from doing supervisory work.

I noticed in the Education Department circular of May this year that the headmaster of a Class 1 school gets an allowance, apart from the basic salary, of £480 and in

some cases an extra allowance of £10 under Regulation No. 47. Because we are discussing the Supply Bill tonight, I think it is pertinent to bring the salaries of our teachers to the notice of the Minister so that full consideration will be given to the matter. The people of the State are entitled to know that a headmaster placed in charge of a school is giving the best of his teaching ability, and is not being asked to carry out extra-curricular activities. That work should be left to female clerk-typists.

There is another aspect of this matter, and I have mentioned it twice now. The primary schoolteacher is often at a disadvantage as compared with the secondary schoolteacher, and I would like to draw a comparison to show members what I mean. I was in the Teachers' College in 1950 and 1951; and in 1951 there were two men at the college who were 12 months ahead of me. They both commenced teaching in 1951; and, as far as I have been able to check, they were as close in academic ability as one could find in the college in the one year. One of these men went to a primary school and the other to a secondary school, and neither of them has a degree.

After eight years of teaching, one of the men is on Grade 14; he is a deputy headmaster of a Class 1 school, and he receives an allowance of £95 plus £10 under Regulation No. 47. His colleague, who was in college with him, is now a senior master at a high school. He is on Grade 15 and he receives an allowance of £220, plus £10 under Regulation No. 47. One man receives £105 and the other man receives £230 above the basic salary even though, while at college, their ability was approximately the same and neither has a degree, although they both have the teacher's certificate. One man is on a higher grade and naturally receives a higher allowance.

To draw the comparison further, I would like to compare the administrative costs of a Class 1 primary school and a high school. I shall not mention the names of the schools; but after looking through the circular, I find that the attendances at the two schools are approximately the same. At the primary school the headmaster, apart from his salary, receives a basic allowance of £480 plus £10 under Regulation No. 47; the deputy headmaster, £95 plus £10 under Regulation No. 47; and the first mistress, £95 plus £5 under the regulation, a total of £695 for the administration of that school.

At the high school the principal receives £615 plus £10 under Regulation No. 47; the deputy principal receives £260 plus £10 under the regulation; the principal mistress receives £216 plus £5; the senior mistress £160 plus £5; and the senior master £160 plus £10, a total cost in administration of the high school, apart altogether from teachers' salaries, of £1,495 as compared with £695.

Those are matters which are causing concern to teachers in the primary service because they realise that if they are fortunate enough—when they leave college, or after having taught at a primary school—to enter the high school service they will never look back, and they will be well in advance financially of their colleagues. The primary teachers are quite concerned about the matter. It is not my purpose to ask that the secondary school teachers' salaries be brought back to the level of the others; but I do believe that where there is equal work there should be equal pay, and no-one can convince me that a high school teacher works harder than a primary school teacher.

I wish to place these matters before the Minister, and I hope that his fair and impartial consideration will bring justice to those who stand in need of it.

**MR. JAMIESON (Beeloo)** [10.52]: There is one item I would like to discuss while the Supply Bill is before the House, and I regret that the Premier and the Minister for Works are not present. However, I shall rely on one of the two Country Party Ministers present to convey my complaint to them. This all revolves around the price of cement both to the Government and the people in general in this State as compared with the price charged to the same people in other States.

It was interesting to note that the highest price paid for cement in Australia is paid by the users in this State. From information available in *Cement and Concrete in Australia*, a little booklet published by the Cement and Concrete Association of Australia, I was able to ascertain, when comparing the value of the cement produced with the cost of raw materials in this State, that the Cockburn Cement Company at Kwinana, which is the principal manufacturer of cement in this State, would be making in excess of £750,000 net profit per annum.

According to the same booklet, the establishment of the industry there was on the basis of a capital of something over £2,000,000. Assuming that the figure is £2,250,000, a profit of £750,000 per annum is a lot to be taken out of this State—and that is on the assumption that the firm is producing 150,000 tons of cement. Apparently the company has ceased to supply effective figures, because they are not available. The item in the statistical summary is marked with these words "Not available for publication." So it would appear that the figures have been suppressed.

However, from the verbiage in the answer to the question asked by the Leader of the Opposition of the Minister for Industrial Development on the 23rd July—and it looks as though it was an attempt to gloss over the excessive price—it would appear that 139,500 tons were being produced, but the most recent statistics suggest that the

figures are in excess of that; and, judging by the figures for previous years—the figures for 1953-54 were 125,466 tons—we can assume that the company would now be producing at least 150,000 tons as at last year.

It is all very well to attract industries to help the economy of the State. But when we get firms such as this one, whose principal is well known in this State—Sir Halford Reddish—coming to a State like this and taking from it more money than is desirable, it will no nothing but bankrupt the State. We do untold damage to the Commonwealth revenue by encouraging such people. As foreign capital is involved in this particular venture, on the £750,000 profit made by Cockburn Cement each year the company would be paying only £112,500 to the Commonwealth Government in taxation—that is on the basis that foreign capital is limited to 3s. in the £1 taxation—whereas any Australian firm which had been encouraged to start in business here would be paying no less than £500,000 to the Commonwealth in taxation on the same profit basis. That taxation would be going back into the coffers of the Commonwealth Government and would eventually be of some advantage to the State. I think we are being robbed, and robbed badly by these people who are making cement in this State.

It is interesting to have a look at what they use to make cement. If they used imported materials one might be able to appreciate why the price was £12 15s. a ton to the Government in Perth as compared with £9 5s. 6d. to the Government in Adelaide. But when we look at the materials used in the manufacture of cement we find it hard to understand the difference in cost. The association's statistics show that in 100 tons of cement there are 125 tons of limestone or coral shale, 25 tons of clay, four tons of gypsum, 30 tons of coal—that would be used in the production of the cement—20,000 gallons of water, 10,000 units of electricity, and 2,400 paper bags.

It would appear that all those raw materials are available in this State. The Cockburn Cement Company uses limestone from the metropolitan area, gravel from the Darling Range, gypsum from Yellowdine—and there is very little gypsum used—and pyrites, which is put in for good measure, but the company gets it from the fertiliser manufacturers as it is a by-product. All these materials are cheap on the local market by comparison with a State like South Australia where materials have to be carted over considerable distances before they are even put into the processing of cement.

Again I would say we are being unduly charged for cement in this State. We are being exploited to the hilt by this firm now manufacturing cement. If the Government wishes to throw its money

around appointing Royal Commissions, I would suggest that one worth-while Royal Commission could be appointed to inquire into all matters associated with the production of cement in this State. We would get somewhere then; because in any project where there is 1,000 tons of cement required—and there are a number of big projects such as dams and other things that could quite easily use that amount of cement—the cost of the cement to this Government would be £3,500 more than it is in South Australia.

So while this sort of thing is allowed to continue, we will not be successful in getting the amount out of foreign investment that we should. It ill becomes a firm that is encouraged to come here by the Government—which brought it here—to establish itself, and then set about exploitation to the extent that in four years' time its capital costs have been met by its net profits. Having reached that stage it proceeds on its merry way to the position where it has gobbled up the Swan Portland Cement Co., and it now markets its cement at its own price. It is high time that some stop was put to this sort of thing, irrespective of which Government is in power. I appreciate that Sir Halford Reddish is a personal friend of the Liberal Party.

Mr. May: He is one of their mob.

Mr. JAMIESON: I also appreciate that he assisted that party to the tune of some £5,000 in its recent election campaign.

Sir Ross McLarty: What rubbish!

Mr. JAMIESON: That could easily be disproved by the Liberal Party placing on the Table of the House its records for the last five years.

Mr. Brand: We will do that if you will place your records on the Table of the House.

Mr. JAMIESON: We have nothing to hide.

Mr. Roberts: Are you speaking for your party?

Mr. JAMIESON: The member for Bunbury knows very little about the Liberal Party; as a matter of fact it is doubtful whether he saw inside its walls prior to his being picked up to stand as the member for Bunbury.

Mr. Roberts: Where was he picked up?

Mr. JAMIESON: Probably on the back beach. The only other matter of relative urgency to which I wish to refer is that controlled by the Minister for Transport. It is in connection with the re-routing of buses controlled by the Metropolitan Transport Trust. I realise, as we all do, that this has been taken out of political control. I argued that point with the ex-Minister for Transport, and I still argue that it should not have been taken out of political control; because, irrespective

of what it may be, the Metropolitan Transport Trust is, in effect, spending public funds, or funds raised with the approval of the Government, for the acquisition and maintenance of this necessary service in the metropolitan area.

Once we take such a matter away from the control of the Minister—which in effect has been done by the passing of this legislation—we place the members of the various districts in a most difficult position with the public; because in effect we have a Government instrumentality which is not a Government instrumentality under the control of the Government. Accordingly we do not know what is happening, and we cannot get much satisfaction in anything associated with it.

On the other hand, I will say that the officers of the Metropolitan Transport Trust, whom I have had need to contact in connection with the re-routing of buses, have been most sympathetic; they have given me a very fair hearing. I will say that to their advantage.

But it is unreal for a metropolitan member to say to the people in his district that while he is sympathetic to their needs he, as a member of Parliament, has no real say, but must make an approach as a lay person as to where the buses shall or shall not run. Due to the takeover of three different services—namely, the Kalamunda, the Beam, and the Carlisle bus services—in my district, there has been quite a lot of re-routing of these services, particularly through Carlisle, Kewdale, and Cloverdale. This has caused some dissatisfaction to the people in those districts. But I am not arguing so much about that. My point is that some consideration should perhaps have been given to this re-routing, when we find that the likes of Alexander Street in Cloverdale has been used for the principal bus route. Where, previously, it went along Sydenham Street, past the infant health centre, and right through the middle of a heavily-populated housing area, it is now skirting that area, and is actually going along a street that has Commonwealth land on one side for a considerable distance, and then, for the rest of the way, a large tract of industrial land that has not yet been developed.

It is not effectively serving that particular district at all. The local road board having provided a road at the request of the Metropolitan Transport Trust, and having the buses re-routed along that particular way, are not too happy I should imagine, to see them changed to any great extent again. For the benefit of the public, however, I feel that some consideration must be given to again routing the buses past those various centres that are used extensively. I refer particularly to the infant health centre, used by the young mothers of the district in going to and from their homes. It is most awkward for them when they have to trundle along

for half a mile with very little in the way of footpaths provided, and no shelters at all.

So if the Minister can use any influence at all it will be a step in the right direction. I know that the Metropolitan Transport Trust can tell him to go and jump in the river, but if it did so it would not receive much consideration from him on other matters. If he can use any influence in this matter I hope he will do so, in an endeavour to get some of these buses put through areas which are more desirable than those through which they run at the moment. One in particular is that which ran past the back of the settlement in the Cloverdale-Kewdale area, and has now been re-routed to its western extremity.

That is all I wish to touch on at this juncture. I hope the Government will see its way clear to take action in regard to the cement prices, because things are really in a bad way when we get to the stage where the Minister considered the figures provided in answer to a question were so alarming that he asked for further time to check them. It shows the stage things have reached; it also shows how greatly we are being overcharged for a commodity which is most necessary to develop a State such as Western Australia.

**MR. GRAHAM** (East Perth) [11.10]: There are two or three matters to which I would like to make brief reference. In the first place I say it is bad enough that unfortunately the daily Press is adopting the attitude it has been, and of which there has been some striking evidence, particularly recently, of showing its contempt for Parliament, and for parliamentarians, and of failing to give a fair presentation of the proceedings of Parliament, and a whole host of inaccurate impressions being given to the public. I say no more than that.

But I think it is a far more serious thing when the Government of the day also comes to the party and does not treat Parliament, or the members of it, with the respect and consideration to which they are entitled. I am stating these things more by way of protest, than in a mood designed to castigate the Government. I give several examples. The first is with regard, shall I say, to the most inhumane decision of the Government to discontinue the supplementary assistance granted to the single unemployed. I use those terms because everybody—every single member in this Chamber—whilst he may not publicly admit it, will nevertheless agree that the single unemployed who receive £3 5s. a week, are in receipt of the smallest incomes of any section of the community.

The decision of the Government was taken—and that was the statement given to the Press, to the public and also to

members of this Parliament—on the ground that investigations had shown that very many who were recipients of this supplementary allowance of 17s. 6d. a week were actually working, and were deceiving the department. As you are aware, Sir, I asked for the tabling of all papers in connection with this matter, and as I said the other evening—but to make a different point I reassert it now—there is no evidence whatsoever in those official papers that the Minister, or the Government, made any inquiries, or sought any information whatsoever. Yet the Government has said that the decision was taken for certain reasons.

I do not want to canvass the proposition that because a few—and out of a total of 1,100 it would be exceedingly few—were being unfair, and receiving payments to which they were not justly entitled, it was correct to withdraw the assistance. It was a shocking thing to do under any circumstances; and if there were offenders, appropriate action should have been taken against them.

I then asked some questions of the Premier concerning printing work previously undertaken by the Government Printer, which has now been handed out by Government departments, and instrumentalities, to private printers. I asked a whole series of questions, but the following are the relevant ones:—

Will he list the printing jobs previously done by the Government Printing Office which have been given to outside firms by his Government?

What is the difference in cost in each case?

Were tenders called for all this work?

Was the Government Printing Office given an opportunity to tender?

What is the approximate value of the work already taken from the Government Printing Office?

The Premier replied that the information was not available; and when, on the following day, I asked him a further question, he replied as follows:—

To obtain the answer to this question—which was the series I just read out—would necessitate lengthy investigations and analysis of all Government Departments and instrumentalities. Therefore, in view of the difficulty involved I am unable to give any further information to that given yesterday

which, of course, was exactly nil.

As an ex-public servant of quite a few years—from 1927 to 1943; and as a member of Parliament for quite a number of years—from 1943 to the present time; and as a Minister of the Crown for a period of six

years, I say with any respect that the answer might merit that I refuse to believe that answer. Anyone who knows anything about the Public Service would know that a stores clerk could ascertain that information in a short space of time; and if he could not do so, he would have no right to be on the payroll.

A stores clerk would know of the forms and documents, cards; and the rest of it which had been ordered over the previous several months. He would know the costs or quotes from the private firms, and he would know whether they were printed by the Government Printer previously and at what cost. I am surprised that the Premier is prepared to accept an answer to a parliamentary question which is thrown on his table by a departmental officer. So is there any wonder why I complain that members of Parliament are not being treated by the Government with the respect that the importance of their positions demand?

I wonder whether the Premier would like a Select Committee—I would not care how it was stacked—in order to ascertain whether that statement given in reply to a parliamentary question is in accordance with fact. It could not be sustained for two minutes; and anybody who knows anything about the procedure, work, and records of Government departments could do nothing else but wholeheartedly agree with me. Is it fair that we should be treated in this peremptory manner?

Criticism was made by members of the Government, when in Opposition in connection with a number of matters pertaining to the railways. One was where it involved the cessation of railway operations and the other was in connection with the Royal Commission of inquiry being undertaken by Mr. A. G. Smith.

It was in November, 1957, that the honourable Mr. Logan, a member of the present Government, moved a motion in the Legislative Council, which was unanimously agreed to, that the Royal Commissioner should be called upon to investigate matters pertaining to the cessation of these railway services to see whether the facts and figures adduced by members of the previous Government, and prepared for them by a departmental committee in one instance and departmental officers directly in the other instance, were in accordance with fact; and to have some regard for the impact upon the producers and others affected in the areas concerned with the cessation of railway operations. It is now history that, without awaiting receipt of the report of the Royal Commissioner, the present Government, in a most reckless and irresponsible manner, made a decision on the very matters into which the Royal Commission was inquiring, at the instigation of one who is now a member of the Government.

I understand that the Royal Commissioner's report dealing with rail closures—that is the term usually applied—has been in the hands of the Government for a number of weeks. Surely it is time that members of Parliament—after all, it was Parliament and not the Government which made the decision in respect of the cessation of these railway operations—are entitled to know what the Royal Commissioner discovered by his inquiries into the matter! The previous Government had no hesitation in, at the earliest opportunity, laying on the Table of both Houses of Parliament the reports of the Royal Commissioner, and as a general rule that was within a week or so of their having been submitted.

I think there was one exception to what I have just said; and the reason will be understood when I mention that that report had to do with Commissioner Clark; and in connection with that matter other action was taken. The other interim reports were made available for the information of members of both Houses at the earliest opportunity. Surely elected members of this Parliament are entitled to receive advice and information which is of such importance, particularly seeing that the action was taken as the result of a parliamentary decision!

I therefore think that, whilst we may with every justification bewail the attitude of the Press, we also have some responsibility to ourselves. When information is being sought—whether it be the reports of Royal Commissions, information sought by way of question, or anything else—the Government should co-operate to the greatest extent possible. In connection with the three matters that I have raised this evening, I do not think the Government could find any excuse for what it has done. Here I refer to its actions in connection with supplementary assistance to unemployed and the refusal to supply information in connection with the printing contracts.

Is anyone going to tell me that the Government does not know what the cost of printing now is? Has the Government no concern whatever with the new building and plant and the very experienced and accomplished staff of the Government Printing Office? Am I to be told that even if it is considering what decisions should be made in connection with the railway lines where the services have ceased, it is not fit and proper that members of Parliament should be made aware of the contents of that report?

If I have used words—I am afraid it is a failing of mine when censuring the Government in these matters—stronger than the case warranted, I nevertheless ask the Government to forget those words if it will and pay heed to my plea that members of Parliament be treated as members of Parliament. It is right and proper that we

should have our political differences and argue and talk ad lib, if need be, where there is strong disagreement on policy; but I think all members will agree that there is a certain comradeship and understanding among members of all political parties in the Parliament of Western Australia.

I believe that feeling has a value and is something that should be preserved. I am by no means suggesting that anyone is required to change his outlook or pull his punches in debate; but there are some courtesies, responsibilities, and duties required of each of us; and I believe it would be in the interests of the parliamentary institution if the Government would consider not only the three examples which I have given; but probably also many more that could be raised by members of this Chamber. If that is done I am certain that, as a consequence, there will exist here a greater degree of harmony; and we will be in a much stronger position when the honour and privilege of Parliament are being assailed by the Press or anyone else outside, if we follow a course such as I have indicated and at least put our own house in order.

**MR. BRADY** (Guildford — Midland) [11.27]: I will be brief and to the point. I wish first to refer to unemployment. I hope the Premier and his Government are keeping their eyes on the steadily increasing number of unemployed in this State. I mention that tonight because, in my electorate, I am advised that the unemployment has been higher in the last week than at any time since the depression years.

I know what the position was there during the depression, as I had to handle two or three hundred men who came daily to have their tickets stamped. Unemployment is having a very depressing effect upon the district. Not only are men and women unemployed but also youths, who are finding it difficult to get jobs. A great number of parents have recently asked me whether I could find employment for their children; and so I hope the Government will do something to create employment.

I suggest that the Government examine the number of appeals which are in the hands of the Minister for Local Government. I understand there are hundreds of appeals pending; appeals by people who would go on building if they could get permission to do so. At this stage, when there are so many people unemployed, I hope the Government will ask the Minister for Local Government to speed up the hearing of appeals; because if that is done the great many people who are waiting to spend hundreds of thousands of pounds on buildings will be able to proceed with the work and thus create considerably more employment. In my own electorate roads, bridges, schools, hospitals, drainage, sewerage, and water supplies are urgently required.

**Mr. Brand:** Why didn't you do something about it when you were a Minister?

**Mr. BRADY:** We did our share, and it is up to the present Government to do its share. I do not know how much money the Premier is getting into the State owing to the change of Government; but I understand he was trying to introduce many millions of pounds from private investors overseas. I issue a word of warning, as I think the Government should slow down the policy of bringing in overseas capital; because, as the member for Beeloo said tonight, we must remember the cost of the money invested in the cement industry. We had another illustration, a few weeks ago, of the huge sums being received by American investors who are taking a 425 per cent. dividend per year from the sale of Holden cars. If that is the type of investment we are to get in this State, we shall shortly be in the hands of the pawnbrokers.

I would much rather see the Premier trying to effect economies in Government departments in this State by amalgamating some of those departments rather than extending them, as we have seen him do in the past week or two. Apparently a separate department is to be created for the Electoral Department, whereas previously it came under the Crown Law Department. If the Government is going to create new departments, I can see the financial affairs of this State becoming worse instead of better.

**Mr. Brand:** Tell me why you did not do some of these things while you were a Minister.

**Mr. BRADY:** I think the Government ought to find ways of curtailing and amalgamating some of these departments rather than extending or creating new ones. I can assure the Premier that had the previous Government been returned to office, and had I been in the position of a Minister I had in mind recommending that certain departments under my control be amalgamated rather than extended.

**Mr. Brand:** Which ones?

**Mr. BRADY:** It is the policy of the A.L.P. that several departments should be amalgamated, and I agree completely with that policy.

**Mr. Brand:** Which particular departments would you amalgamate?

**Mr. BRADY:** I will let the Premier know. The departments I had in mind were the Native Welfare Department, the Child Welfare Department, the Social Services Department, and a number of similar departments. There are four or five of them all with separate heads, separate staff, separate inspectors, separate administrative officers, and so on. The idea was to bring them together.

**Mr. Brand:** What would you do with the spare men? Sack them?

Mr. BRADY: It is all very well for the Government to talk about attracting private capital to this State. It does not seem to be coming here; and in any case, I issue a warning to the Government in that regard. Rather than attract such capital I think it would be better if we could finance our own projects.

Mr. Brand: Tell me how.

Mr. BRADY: I would like to see the State Electricity Commission extending its activities in order that electricity could be provided in the far-flung parts of the State and then the people in those areas could improve their amenities.

This would have many advantages: the people would have better amenities and they would be able to effect economies and so increase production. As far as I can see, that is the only way this State will get out of its dilemma. I think we should do the job ourselves rather than look to overseas investors. As one of the judges in the A.C.T.U. case in Melbourne said, "It is all very well to talk about £200,000,000 coming to the Commonwealth by way of investments; we have to remember that £10,000,000 has to be found to go out of Australia when that money comes in."

I think the Government should try to effect economies in Government departments and try to create activity on the part of the State Electricity Commission and similar undertakings so that we can save money in Western Australia and reduce our production costs.

Mr. Brand: That is why we have changed over to contract work.

Mr. BRADY: There is also the question of water supplies in my electorate. If a water supply could be provided for the Caversham area it would enable the people in that area to produce goods which could be exported overseas and thus help us to meet our overseas commitments. I hope the Minister for Works can give consideration to the requirements of the people in that area and that a water supply will be made available at the earliest opportunity for the primary producers in my electorate.

It was a shocking thing to hear the Government state in reply to a question that it costs £7 10s. per week to keep a man in Fremantle gaol, whereas a man on social services gets only £3 5s. I think the Government should have a look at that matter to see whether it can create employment for those unemployed single men—and for the married men, too—to prevent them being incarcerated in Fremantle Gaol because they had to do something to help themselves. There is a good deal of concern in my electorate about the unemployed position; and as late as Friday of last week, some unemployed people were thinking of marching from Midland Junction to Perth to try to point out to the Government the serious position that is being created in the Midland Junction area.

The position is becoming more alarming now that the railways men are realising that work which should be done in the Midland Junction Workshops is being given to outside companies, when the workshops were built originally to carry out work for the Railway Department.

Mr. Brand: What do you think the other works were built for?

Mr. BRADY: I hope the Government will have regard for the serious position and try to do something along the lines I have suggested by building schools and hospitals, doing drainage and sewerage work, providing electricity and water supply extensions, opening up new quarries, and carrying out maintenance work so that men can be usefully employed rather than sent to Fremantle Gaol because they have endeavoured to get money by some illegal means.

Question put and passed.

Bill read a second time.

*In Committee*

Bill passed through Committee without debate, reported without amendment, and the report adopted.

*Third Reading*

Bill read a third time and transmitted to the Council.

*House adjourned at 11.41 p.m.*

## Legislative Council

Wednesday, the 5th August, 1959

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