

The Hon. G. E. JEFFERY: They would probably have great difficulty in swallowing the Country Party, particularly if its members were wearing their agricultural boots at the time. To my way of thinking there are three essentials in any democracy. The first of these is an elected Government, the second, trial by jury, and the third, freedom of the Press. On this occasion I think the freedom of the Press was strained very greatly; and I hope the day is not far distant when Western Australia will have sufficient population to justify the establishment of a second newspaper, because this would give us a higher standard in the presentation of news.

The thing that does count, however, is that now we have a Liberal-Country Party coalition Government, and I hope it will work for the benefit of the people of this State, and that it will succeed in its endeavours—despite the fact that I am not a member of either of those parties. I can only hope they will do the job much better than I think they will.

Recently I was asked how I thought they would get on. My mind flashed back to the time when they elected their Cabinet representatives. It took them as long to elect their Cabinet representatives as it takes some people to elect their religious leaders, or the head of their church—though I do not know whether the Government parties had smoke signals coming out of the chimneys at Parliament House! It is generally thought that they will destroy themselves, but I feel that, like an unhappily married couple, they will quarrel but continue to sleep together.

It gives me great pleasure to support the motion. I trust the Government will give attention to those matters that concern the Suburban Province, and that, on occasions, it will find it possible to meet some of my requirements. I realise that each and every member in the House is equally anxious to obtain all he can for his province, but I hope that some of the proposals I have submitted will come to fruition, and I commend them to the Government. I have much pleasure in supporting the motion for the adoption of the Address-in-reply.

On motion by the Hon. F. D. Willmott, debate adjourned.

#### ADJOURNMENT—SPECIAL

**THE HON. A. F. GRIFFITH** (Suburban—Minister for Mines): I move—

That the House at its rising adjourn till Tuesday, the 4th August.

Question put and passed.

*House adjourned at 10.45 p.m.*

## Legislative Assembly

Wednesday, the 29th July, 1959

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

## QUESTIONS ON NOTICE

### SALE OF TV SETS

*Inquiry re Mr. W. J. Lucas*

1. Mr. HAWKE asked the Minister for Labour:

- (1) As Mr. W. J. Lucas has already been suspended from membership of the appropriate association because of his determination to sell television sets to the public at a price less than the price decided upon by the association, does the Minister, in the light of his reply to my question No. (3) on the 22nd July, 1959, consider Mr. Lucas would be wise to involve himself further by asking the Director of Investigation, under the Monopolies and Restrictive Trade Practices Act, to investigate the whole matter of the restrictive trade practice which is being operated by the association?
- (2) What is preventing the Director from making an investigation on his own initiative?

Mr. COURT (for Mr. Perkins) replied:

- (1) This is entirely a matter for Mr. Lucas. But there have been other firms in similar circumstances who have approached the office.
- (2) The Act provides that the Director may investigate as a result of his own observations when of the opinion that it is in the public interest to do so.

### GOVERNMENT COMMITMENTS

*Inheritance from Previous Administration*

2. Mr. HAWKE asked the Premier:

On what basis and from what records was the amount of £28,042,524 made up as representing the commitments entered into by the previous Government and inherited by the present Government when it took office?

Mr. BRAND replied:

The amount of £28,042,524 was compiled from information supplied by departments on the basis of commitments against the Consolidated Revenue Fund, the General Loan Fund, and Trust Funds.

### PUBLIC WORKS DEPARTMENT

*Dismissal of Employee at Onslow*

3. Mr. BICKERTON asked the Minister for Works:

- (1) Have any men been dismissed, or received notice of dismissal, from the Public Works Department at Onslow, over the last five months?

(2) If so, how many?

(3) What were their names and the reasons for their dismissals?

Mr. WILD replied:

- (1) Yes.
- (2) One.
- (3) G. J. D. Paterson, Works Clerk. Reason for dismissal—incompetency.

### TOURIST AUTHORITY

*Establishment*

4. Mr. EVANS asked the Premier:

- (1) Has the Government-sponsored tourist development authority been established as yet?
- (2) If so, has there been a meeting of members of the authority?

Mr. BRAND replied:

- (1) and (2) The tourist development authority will be established under a Bill, notice of which has been given.

5. *This question was postponed.*

### CARNARVON PRIMARY SCHOOL

*Site and Commencement of Building*

6. Mr. NORTON asked the Minister for Education:

- (1) Has a site been selected for a new primary school at Carnarvon?
- (2) When is it anticipated that a start will be made on the building?
- (3) If it is not intended to start building at an early date, will he give an assurance that a Home Science Centre will be built without delay?

Mr. WATTS replied:

- (1) The selection of the site for the new primary school at Carnarvon has not yet been finalised.
- (2) Not known at present.
- (3) It is proposed to erect four classrooms on the new site and convert two of the classrooms on the existing site for home science. The conversion cannot proceed until the new classrooms are ready for occupation. For the benefit of the hon. member, in regard to the reply given to No. (2), I would like to add that I will advise him as early as possible as to the anticipated start on this building with the hope that it will not be very long.

**SOUTH PERTH HOTEL***Land Tenure*

7. Mr. GRAYDEN asked the Minister for Lands:

Is the land on which it is proposed to erect the ultra-modern hotel near Coode Street, South Perth, freehold or Crown land?

Mr. BOVELL replied:

No proposals have yet been submitted to the Lands Department.

**KWINANA FREEWAY***Effect of Spill of Light*

8. Mr. GRAYDEN asked the Minister for Works:

- (1) Is he aware that the South Perth City Council is extremely concerned about the possible effect of the unnecessary spill of light from the Kwinana Freeway upon residences in the adjacent Melville Parade, and has therefore requested that a demonstration be held, so that the Council may ascertain whether complaints are justified and whether further action should be taken to alleviate the position?
- (2) Is he aware that as yet the request of the Council has not been granted?
- (3) In view of the fact that the lights were switched on some considerable time ago, and the present complaints by residents arose from the nuisance which resulted, will he arrange the demonstration requested?

Mr. WILD replied:

- (1) The South Perth Council made a request to the State Electricity Commission.
- (2) The Commission replied that it was not prepared to switch on the Freeway lights at that time, but offered to show the Council 12 miles of similar lighting elsewhere on the metropolitan highways.
- (3) Experimental lights were switched on in February and then removed. Approximately two miles of the final installation is now completed and can be demonstrated.

**MILL POINT ROAD***Removal of Sharp-Edged Kerbing*

9. Mr. GRAYDEN asked the Minister for Works:

(1) Is he aware—

- (a) that the South Perth City Council is opposed to the continued use of the type

of kerbing with a knife-like edge which has been used by the Main Roads Department in connection with the widening of Mill Point Road from the Narrows Bridge to Labouchere Road;

- (b) that the Council has received many complaints about the presence of arris on the kerbing;
- (c) that the Council has requested that the present sharp edge on the kerbing be removed?

(2) What is the estimated cost of removing the sharp edge on the kerbing involved?

(3) Will he examine the correspondence which has already taken place between the Council and the Main Roads Department with a view to complying, if at all possible, with the Council's request?

Mr. WILD replied:

- (1) (a) Representations have been made to the Main Roads Department concerning the type of kerb installed in Mill Point Road.
- (b) No.
- (c) Requests have been made to the Department to alter the shape of the kerbs.
- (2) Chamfering of the concrete kerb edge is considered to be impracticable.
- (3) Yes.

**KWINANA FREEWAY***Construction of Sewerage Crossing*

10. Mr. GRAYDEN asked the Minister for Works:

- (1) Is the action of the South Perth City Council in attempting to make provision, during the construction of the Kwinana Freeway overways, for sewerage crossings commendable, inasmuch as sewerage will soon have to be provided on the river side of the Freeway, and considerable saving in money will result if the crossings are installed at this stage?
- (2) In view of the assurance given by the previous Government to the effect that the Council would not be put to additional expense as a result of the construction of the Freeway, will he re-examine the representations which have been made by the Council on this matter with a view to overcoming the present deadlock?

Mr. WILD replied:

- (1) Realising that early action was desirable, the Main Roads Department initiated action in April, 1958, with the Metropolitan Water Supply, Sewerage, and Drainage Department, and subsequently made a proposition to the South Perth Council concerning sewerage crossings of the Kwinana Freeway.
- (2) Further inquiries concerning the matter are being made.

### TV ANTENNA MASTS

#### *Licensing*

11. Mr. GRAYDEN asked the Minister representing the Minister for Local Government:

Have local authorities power to license TV antenna masts, or is this within the province of the Postmaster - General's Department?

Mr. COURT replied:

No. The Local Government Department has given some consideration to this aspect and is making inquiries as to procedure in other States. It is not anticipated that the TV antenna masts under 12 feet will be subject to any control.

### NATIVES NEAR LOONGANA

#### *Tabling of Papers*

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

- (1) Is he yet in a position to say whether 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?

Mr. COURT (for Mr. Perkins) replied:

- (1) The Department has no information relating to aborigines who have been located in the area approximately 250 miles north of Loongana. Could the hon. 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).

### SUPERANNUATION

#### *Increases for Retired Employees*

13. Mr. BRADY asked the Premier:  
In view of the recent steep increase in the basic wage, will consideration be given to increasing the superannuation paid to retired employees?

Mr. BRAND replied:

Not at the present time.

### RAILWAY WAGONS

#### *Component Parts and Cost of Construction*

14. Mr. BRADY asked the Minister for Railways:

- (1) Will the Government Railway Workshops at Midland Junction supply wheels and axles for use in the 200 KA railway trucks to be built by Tomlinson Ltd. for the Railway Department?
- (2) Are any other component parts or materials for the trucks to be supplied by the Railway Department or by the Government to Tomlinson Ltd.?
- (3) Will Tomlinson Ltd. pay the Railway Department or the Government for the component parts and materials to be supplied?
- (4) What is the estimated value per truck of those component parts and materials?
- (5) Can the price per truck tendered by Tomlinson Ltd. be compared fairly with the estimate supplied by the Railway Department on the 25th March, 1959?
- (6) What is the total estimated cost per truck to the Railway Department of the 200 trucks in question, including the cost of all component parts and materials to be supplied by the Railway Department or the Government?
- (7) What was the departmental estimate per truck as supplied by the department on the 25th March of this year?

Mr. COURT replied:

- (1) Yes.
- (2) Yes: draghooks, draghook pins, and lubricating oil. The contractor advised in the specification that other material can be supplied if desired ex railway stores at charge.
- (3) The tenders were called on the basis that the W.A. Government Railways would supply wheels, axles, draghooks, draghook pins, and lubricating oil. Therefore tenders were submitted accordingly, and the question of payment does not arise except for other

materials which are available under mutual arrangement at charge.

- (4) £265 for wheels, axles, draghooks, draghook pins, and lubricating oil.
- (5) Yes.
- (6) £1,067 plus £265 for items in No. (4) plus £8 W.A. Government Railway loan charges, a total of £1,340.
- (7) It is not desirable to give this information, for reasons which the hon. member will appreciate. The tender price is lower than the estimate.

Mr. Tonkin: Whose estimate?

Mr. COURT: The estimate which the hon. member's Government got on the 25th March.

### ROAD TRANSPORT

#### Subsidies

15. Mr. GRAHAM asked the Minister for Transport:

- (1) What is the total amount that has been paid to subsidise road transport since the decision of Parliament to cease railway operations?
- (2) What will be the total cost for road subsidies to the Government, for this financial year?
- (3) What amount would have been paid for this financial year if the formula had continued in operation?

Mr. COURT (for Mr. Perkins) replied:

- (1) £228,363, being the total from the 1st July, 1957 to the 30th June, 1959.
- (2) The 1959-60 estimate is £134,060.
- (3) Estimated £89,673. This information covers all areas whether rail closure areas or non-rail areas.

16 and 17. *These questions were postponed.*

### HOSPITALS

#### Additional Provision Around Perth.

18. Mr. JAMIESON asked the Minister for Health:

- (1) Where is it proposed to erect further hospitals within 25 miles of Perth in the foreseeable future?
- (2) In what order of priority is it intended that these hospitals shall be erected?

Mr. BRAND (for Mr. Ross Hutchison) replied:

- (1) and (2) Osborne Park-Scarborough, general hospital Hollywood, East Victoria Park (Collier Pine Plantation). These do not include extensive additions and adaptation to existing hospitals.

### TROTTING

#### Attendances at Metropolitan Meetings

19. Mr. JAMIESON asked the Premier:

- (1) What were the respective attendances for each metropolitan trotting meeting, as shown by amusement tax returns, for the 1957-58 trotting season?
- (2) What were the respective attendances for each metropolitan trotting meeting, from the same source, for the 1958-59 trotting season?
- (3) What was the total attendance for each season?

Mr. BRAND replied:

(1) *Gloucester Park.*

10th August	....	971
17th August	....	3,612
31st August	....	4,303
7th September	....	4,276
21st September	....	3,684
28th September	....	3,965
2nd October	....	4,359
12th October	....	4,448
19th October	....	2,640
26th October	....	4,054
9th November	....	4,029
16th November	....	2,659
27th November	....	3,924
30th November	....	3,789
14th December	....	4,504
21st December	....	4,617
26th December	....	5,913
28th December	....	4,145
1st January	....	9,505
4th January	....	5,511
18th January	....	5,140
25th January	....	4,369
8th February	....	5,267
15th February	....	5,224
22nd February	....	4,963
1st March	....	4,886
8th March	....	5,067
22nd March	....	4,342
29th March	....	4,023
5th April	....	6,223
7th April	....	4,494
19th April	....	4,011
26th April	....	4,310
3rd May	....	4,004
17th May	....	3,395
24th May	....	3,033
31st May	....	3,406
7th June	....	3,695
14th June	....	4,486
21st June	....	3,532
28th June	....	3,172
7th July	....	2,472
12th July	....	3,800

These figures are for paid attendances only and exclude members and complimentary tickets.

*Richmond Park.**Fremantle Trotting Club.*

24th August	....	3,106
14th September	....	3,404
5th October	....	3,243
2nd November	....	3,629
11th November	....	3,898
7th December	....	3,919
11th January	....	4,992
1st February	....	4,624
3rd March	....	5,155
15th March	....	6,505
12th April	....	8,223
10th May	....	11,842
2nd June	....	16,912

*(2) Gloucester Park.*

9th August	....	1,243
30th August	....	3,892
6th September	....	3,282
13th September	....	3,675
27th September	....	3,713
1st October	....	4,183
4th October	....	2,536
18th October	....	3,744
25th October	....	3,527
1st November	....	3,894
8th November	....	3,934
17th November	....	3,812
22nd November	....	4,232
29th November	....	3,862
6th December	....	3,788
20th December	....	3,736
26th December	....	5,360
27th December	....	5,623
1st January	....	9,485
3rd January	....	4,739
17th January	....	4,363
24th January	....	4,186
26th January	....	3,965
7th February	....	4,939
14th February	....	4,923
21st February	....	4,433
28th February	....	3,376
2nd March	....	3,699
14th March	....	4,109
21st March	....	3,748
28th March	....	5,492
30th March	....	4,536
13th April	....	3,103
18th April	....	3,504
24th April	....	1,959
9th May	....	3,292
16th May	....	2,659
23rd May	....	1,959
30th May	....	3,458
6th June	....	2,735
22nd June	....	2,349
27th June	....	2,728
11th July	....	4,077

These figures are for paid attendances only and exclude members and complimentary tickets.

*Richmond Park.**Fremantle Trotting Club.*

23rd August	....	2,913
20th September	....	3,250
11th October	....	3,299
15th November	....	4,021
13th December	....	3,800
10th January	....	4,422
31st January	....	4,674
7th March	....	3,754
4th April	....	3,748
2nd May	....	3,190
13th June	....	2,685
4th July	....	3,175
18th July	....	6,033

*(3) Gloucester Park.*

1957-58	....	182,217
1958-59	....	164,852

*Richmond Park.*

1957-58	....	79,452
1958-59	....	48,964

**RACING***Attendances at Metropolitan Meetings***20. Mr. JAMIESON asked the Premier:**

- (1) What were the respective attendances for each metropolitan race meeting, as shown by amusement tax returns, for the 1957-58 turf season?
- (2) What were the respective attendances for each metropolitan race meeting, from the same source, for the 1958-59 turf season?
- (3) What was the total attendance for each season?

**Mr. BRAND replied:**

(1) 3rd August	....	3,856
10th August	....	5,550
17th August	....	2,191
24th August	....	2,779
31st August	....	2,831
14th September	....	2,717
21st September	....	2,582
28th September	....	2,991
5th October	....	2,360
12th October	....	2,195
19th October	....	2,628
26th October	....	2,595
2nd November	....	2,887
5th November	....	2,816
11th November	....	4,667
16th November	....	2,576
23rd November	....	2,661
30th November	....	2,511
7th December	....	2,552
14th December	....	2,150
21st December	....	2,359
26th December	....	6,235
28th December	....	5,422
1st January	....	10,068
4th January	....	3,123
11th January	....	1,814
18th January	....	1,838
25th January	....	2,051

27th January	2,891
1st February	2,286
8th February	1,987
15th February	1,989
22nd February	1,800
1st March	1,794
3rd March	2,684
8th March	1,680
15th March	1,722
22nd March	1,711
29th March	1,951
5th April	3,857
7th April	3,941
12th April	1,882
19th April	2,826
26th April	1,961
3rd May	2,986
10th May	1,746
17th May	1,713
24th May	1,509
31st May	2,212
2nd June	2,503
7th June	1,840
14th June	1,881
21st June	1,936
28th June	2,053
5th July	1,380
12th July	1,653
19th July	2,400

These figures are for paid attendances only and exclude members' and complimentary tickets.

(2) 2nd August	2,134
9th August	2,240
16th August	1,601
23rd August	2,059
30th August	1,901
6th September	1,898
13th September	1,846
20th September	2,209
27th September	1,927
4th October	1,301
11th October	1,665
18th October	2,792
25th October	2,139
1st November	1,950
8th November	2,013
15th November	2,103
17th November	4,313
22nd November	1,448
29th November	1,896
6th December	1,667
13th December	1,940
20th December	1,735
26th December	3,533
27th December	4,536
1st January	7,543
3rd January	2,579
10th January	1,455
17th January	1,849
24th January	1,897
26th January	2,120
31st January	1,629
7th February	1,673
14th February	1,851
21st February	1,175
28th February	1,507
2nd March	2,142
7th March	1,535

14th March	1,490
21st March	1,360
28th March	2,753
30th March	3,159
4th April	1,299
11th April	1,183
18th April	1,226
2nd May	1,404
9th May	1,383
16th May	1,053
23rd May	1,626
30th May	1,906
1st June	1,581
6th June	3,447
13th June	1,412
20th June	962
27th June	1,176
4th July	1,775
11th July	1,365
18th July	2,014
25th July	1,682

These figures are for paid attendances only and exclude members' and complimentary tickets.

(3) 1957-58—153,779.

1958-59—117,057.

## TRAFFIC LIGHTS

### *Stirling and Newcastle Streets*

21. Mr. GRAHAM asked the Minister for Transport:

- (1) Whose is the responsibility for the construction of median strips, lighting, and other installations necessary at the intersection of Stirling and Newcastle Streets, East Perth?
- (2) What stage has been reached in connection with the undertaking of this work?
- (3) When is it anticipated the work will be completed?

Mr. COURT (for Mr. Perkins) replied:

- (1) The responsibility for the provision of median strips or refuge islands and street lighting at the intersection of Stirling Street and Newcastle Street lies with the Perth City Council. The responsibility for traffic light installation would lie with the Main Roads Department, but traffic volumes do not yet warrant traffic lights.
- (2) A plan showing suggestions for refuge islands has been sent to the City Engineer, Perth City Council, by the Main Roads Department to assist him in considering the improvement of this intersection.
- (3) A decision as to whether the work will be carried out lies with the Perth City Council.

## CEMENT

### *Ingredients Used in Manufacture*

22. Mr. JAMIESON asked the Minister for Industrial Development:

- (1) What are the ingredients used in the manufacture of cement in this State?
- (2) Are all these raw materials secured locally?
- (3) Is it known whether any cement is actually manufactured in Tasmania?

Mr. COURT replied:

- (1) (a) *Raw Materials.*  
Limestone, pyrites, an alumina gravel, gypsum.
- (b) *Ingredients obtained from raw material.*  
Silica ( $\text{SiO}_2$ )  
Insoluble Residue (Maximum 1.5%)  
Alumina ( $\text{Al}_2\text{O}_3$ )  
Ferric Oxide ( $\text{Fe}_2\text{O}_3$ )  
Lime ( $\text{CaO}$ )  
Magnesia ( $\text{MgO}$ )  
Sulphuric Anhydride ( $\text{SO}_3$ )  
Alkalies.
- (2) Yes. Limestone from the metropolitan area.  
Alumina gravel from the Darling Ranges.  
Gypsum from Yellowdine.  
Pyrites from fertiliser manufacturers.
- (3) Yes, at Railton, Tasmania.

## WATER SUPPLIES

### *Contents of Dams and Possibility of Restrictions*

23. Mr. CROMMELIN asked the Minister for Works:

- (1) At what proportion of fullness of water is—  
(a) the Canning Dam;  
(b) Mundaring Weir?
- (2) Is there likelihood of water-restrictions in the metropolitan area this coming summer, unless abnormal heavy rains eventuate in the next two months?
- (3) If so, will he consider having early restrictions so that an easement may be had during the hottest period of summer?

Mr. WILD replied:

- (1) (a) Canning Dam: Present storage, 11,410 million gallons; maximum capacity 20,550 million gallons.
- (b) Mundaring Weir: Present storage, 9,550 million gallons; maximum capacity 15,100 million gallons without crest gates; 17,000 million gallons with crest gates up.

- (2) Restrictions next summer will be inevitable unless there are substantial gains in hills storages as the result of good rains during the remainder of the winter.
- (3) As any action which may require to be taken in the best interests of consumers will be dependent upon factors and conditions as they exist at the end of the winter, the position will be kept under continual review.

## TRAFFIC LIGHTS

### *Thomas and Wellington Streets*

24. Mr. HEAL asked the Minister for Transport:

Due to the increasing flow of traffic at the intersection of Thomas and Wellington Streets, and the intended increase of students at Perth Modern School, can he indicate when traffic lights will be installed at the above intersection?

Mr. COURT (for Mr. Perkins) replied:

A design has been prepared for traffic lights at the intersection of Thomas Street and Wellington Street, and correspondence is in train between the Subiaco City Council and the Main Roads Department relative to the cost of ancillary roadworks. Until a decision is reached on these matters, a date for installation cannot be given.

## CHAMBERLAIN INDUSTRIES LTD.

### *Directors*

25. Mr. CORNELL asked the Minister for Industrial Development:

Who are the present directors of Chamberlain Industries Ltd.?

Mr. COURT replied:

Mr. G. H. Hankin—R. and I. Bank (Chairman).  
Mr. G. H. Chessell—R. and I. Bank.  
Mr. P. K. Butterworth—General Manager, Saunders and Stuart.  
Mr. A. Constantine—General Manager, C.I.S.I. Wundowie.  
Mr. A. W. Young—Managing Director, Attwood Motors.

26 to 29. *These questions were postponed.*

## QUESTIONS WITHOUT NOTICE

### BETTING ROYAL COMMISSION

#### *Statements by Counsel*

1. Mr. ANDREW asked the Attorney-General:

- (1) Did he see the statement in today's newspaper by O. J. Negus, Q.C., representing the W.A. Turf



Club and the Blood Horse Breeders' Association, "That betting control legislation was building a group of extremely powerful individuals, at present law-abiding, who could become American gangster types."?

- (2) Is a counsel supposed to
  - (a) give evidence, or
  - (b) elicit evidence from witnesses?
- (3) If the latter is correct, is not Mr. Negus departing from the recognised rules of behaviour that apply to the Supreme Court?
- (4) If the answer to No. (3) is in the affirmative, will he see that Mr. Negus or any other counsel who has offended or may offend is informed accordingly?

Mr. WATTS replied:

The hon. member gave me a copy of this question while the bells were ringing for assembly of members of this House. I can only therefore go part of the way with him. I did not see the statement in today's newspaper. I did, however, see a somewhat similar statement in the *Daily News* last evening. I do not propose to make any decision on Nos. (2), (3), and (4) above, based on a newspaper report. If the hon. member will put the question on the notice paper, I shall ascertain what the position is and advise him.

## UNEMPLOYED MIGRANTS

### *Provision of Work*

2. Mr. HEAL asked the Premier:

Yesterday I asked a question in relation to an approach by this Government to the Commonwealth Government in relation to jobs for New Australians, arising out of a report in yesterday's *The West Australian*. His answer was that that had been done, over a number of years. We all know that the present Government has been in office for two or three months only. Can he indicate whether any reply has been received from the Commonwealth Government, and is he prepared to lay the statement or the relevant papers on the Table of the House?

Mr. BRAND replied:

I stated that an approach has been made to the Commonwealth Government over a number of months. Our predecessors in office had already made several approaches in regard to this matter, although not specifically. The

previous Government associated many of the approaches with the unemployment problem here, and with the employment of migrants who were unemployed. The hon. member asked whether this Government would make a distinct and separate approach for assistance. The Government will approach the Commonwealth for extra finance to help developmental works, and thereby create more employment generally.

## ROAD TRANSPORT

### *Incorrect Statements by Magistrates*

3. Mr. JAMIESON asked the Attorney-General:

- (1) In the face of the Government's policy to aid the decentralisation of the State by granting exceptionally low railway freight rates for long-distance haulage with the provision that goods should be transported by the existing services for distances as shown in the State Transport Co-ordination Act, will the Minister take action to ensure that magistrates do not make statements indicating sympathy with lawbreakers who convey goods in motorcars?
- (2) As, in the Perth Police Court on Tuesday, the 28th July, a magistrate is reported as having stated that there is only one train a week to Dwellingup, when in fact there are trains on Mondays (one), Tuesdays (two), Wednesdays (one), Thursdays (two), and Fridays (one) in addition to a freighter bus service twice weekly, and the magistrate merely cautioned an offender against the State Transport Co-ordination Act, will the Minister have the position examined by the Solicitor-General to prevent a recurrence of decisions based on incorrect statements made by the magistrate?
- (3) To ensure that every endeavour by responsible people is made to maintain regular services to the more sparsely populated areas of the State, and avoid further closures of branch railway lines, will the Minister take action (a) to have offenders against the State Transport Co-ordination Act dealt with on a factual basis; and (b) to prevent Transport Board inspectors being subject to ill-informed comment by a magistrate?

Mr. WATTS replied:

The position in regard to this question is very similar to that of the last question without

notice, although it was available to me about an hour before the House met. The situation is that I would much prefer to ascertain the full facts of this case before attempting to answer the question, and I propose therefore to call for the necessary reports. If the hon. member will subsequently ask me the same question, I will do my best to answer such parts of it as come under my jurisdiction.

## RAILWAYS ROYAL COMMISSION

### *Tabling of Reports*

4. Mr. GRAHAM asked the Minister for Railways:

- (1) Has he received Royal Commissioner Smith's complete report into the question of the reopening of railway lines where operations ceased?
- (2) If he has received this report, when is he likely to lay a copy of it on the Table of the House?

Mr. COURT replied:

- (1) The report in respect of the lines on which the services were suspended has been received and is under consideration by Cabinet.
- (2) It is anticipated that it will be laid on the Table of the House in the fairly near future. Also Report No. 10, dealing with the Special Investigation Section, has been received and will be laid on the Table of the House at the same time.

Mr. Graham: Next week?

Mr. COURT: I do not know.

## BETTING ROYAL COMMISSION

### *Cost and Duration*

5. Mr. BICKERTON asked the Premier:

- (1) What does the Premier estimate the Royal Commission on Betting will cost the Government?
- (2) What is the estimated time the Commission will take to complete its inquiries?
- (3) What does the Government hope to achieve from inquiries made by the Commission?

Mr. BRAND replied:

In order that I might be able to clarify the position I suggest the hon. member put these questions on the notice paper. I would say in reply to No. (3) that the Government hopes to achieve what all Governments hope to achieve when an inquiry such as this is set up.

## RAILWAY WAGONS

### *Cost of Construction by Department*

6. Mr. TONKIN asked the Minister for Railways:

I wish to preface my question by saying that I have not given the Minister notice of this question because I did not know I would be asking it until I heard the answers to the question asked by the member for Guildford-Midland. The question is whether before the contract was let to Tomlinson Ltd. for 200 KA trucks, the Railway Department made an up-to-date estimate of what it would cost the department to manufacture a truck, and whether any consideration was given to the possibility of effecting a substantial saving in cash if the work were given to the Railway Department and not let to private contract.

Mr. COURT replied:

An up-to-date estimate was received. Consideration was given as to whether a cash saving would have been made; and the decision we arrived at was that a saving would not be made, and that it would be preferable to adhere to our policy of having work done by private contract.

7. Mr. TONKIN asked the Minister for Railways:

Would he notify the House the estimated figure arrived at by the department?

Mr. COURT replied:

I could not with surety give the hon. member the answer as to the exact amount at this point of time. If he desires the information, he can place the question on the notice paper, and it will be given consideration.

## BETTING ROYAL COMMISSION

### *Fee Paid to Sir George Ligertwood*

8. Mr. W. HEGNEY asked the Premier:

What is the fee being paid by the Government to the Royal Commissioner, Sir George Ligertwood?

Mr. BRAND replied:

I would ask that the hon. member put that question on the notice paper.

**PUBLIC WORKS DEPARTMENT***Dismissal of Employee at Onslow*

9. Mr. BICKERTON asked the Minister for Works:

In reply to part (3) of question No. 3 on the notice paper, the Minister said that the reason for the dismissal of this particular employee was incompetency. Will the Minister allow me to view the relative papers in connection with this so-called incompetency attributed to this particular worker?

Mr. WILD replied:

If the hon. member cares to call at my office he can see the papers.

**ADDRESS-IN-REPLY***Eighth Day*

Debate adjourned from the 22nd July.

**MR. NIMMO** (Wembley Beaches) [4.58]: I would like to join with other members in congratulating you, Sir, on your elevation to your present position; and also I would like to congratulate the Premier and his Ministers. I hope the Ministers will be with him for a long time. I extend congratulations, too, to the Leader for the Opposition. As a rule, when speaking on the Address-in-reply debate, most members discuss their districts. In my district one of the problems facing me is the schooling in the Floreat Park area. We have 790 children going to that school. On the west side of Floreat Park houses are being built, and it looks as though in a very short time we will need a new school in that area, which borders what we call the Church Land Estate. In Wembley Downs also a school was built about 18 months ago, but it seems that already we will want at least one additional room there.

At Doubleview there are about 1,000 children, and at both North Innaloo and North Scarborough schools there are about 1,000, or perhaps a few more. In the area around Deanmoore Street there is a pocket which I think should be served by a new school, and I hope that one will soon be erected there.

Mr. Heal: Isn't there a school in Deanmoore Street?

Mr. NIMMO: No, the nearest to that area would be the North Scarborough school. I think another classroom at least will be required at the Hammersley School at North Beach. In the school nearer to Marmion the position is not so bad; but I hope the Minister for Education will be able to give some relief in the directions I have mentioned.

During the last Parliament a great deal was said in this House about beach trusts and beaches; and in this regard I will deal only with the Perth City Council and

Perth Road Board areas. I feel that the responsibility for the maintenance of beaches should not rest on those two bodies.

We believe that the whole of the State of Western Australia should pay a share of the cost of those beaches. In most parts of Australia there exist beach problems similar to those we face here; and one of them is that apparently many people and organisations, if not all, wish to build right on the waterfront. In South Australia one frequently sees where trees, planted many years ago, have been washed away by the sea, and a similar condition is found in every State, where roads are washed away.

I believe we must change the existing policy and reserve a fringe of up to half a mile on our foreshores, allowing nobody to encroach closer than that to the water. When one interferes with nature, trouble always results. Retaining walls may be built, but they cause sand drifts and other troubles.

While visiting the Eastern States, I saw where a retaining wall, which had been built years before and had withstood the elements, was partly washed away during a storm one night. I hope that when any improvements are being made to our beaches the authorities will consider building well back from the seafront.

In the Scarborough area there are some of the finest beaches in Australia, but we have a sticky problem there in regard to the boddies. On checking up I found that most of them come from other districts, and not from the Scarborough area.

Mr. J. Hegney: Are they all lily-whites in the Scarborough area?

Mr. NIMMO: I hope that during the coming summer the Minister for Police will give some assistance in cleaning up that problem. Another question about which I feel concerned is the position of the life-savers. I must thank the Premier for having granted, at a recent deputation, increased assistance to the Life Saving Association. On the beaches in my electorate there are six life-saving clubs; and I believe that during the coming year at least one more club will be formed at Scarborough.

In the City Beach area the Perth City Council has been very helpful; and the Perth Road Board has also been very good to the Life Saving Association. But that is not sufficient. At the new club at Marmion, one night recently, I saw about 40 lads from 14 to 16 years of age; and they informed me that they would like to get a boat. At North Beach there are many young fellows in the club, and they tell me they have just ordered a boat from Geraldton. It is nice to know that these boats are now being built in Western Australia and it is no longer necessary to get them from New South Wales.

I am informed that these boats cost at least £500, and that is a big drain on the finances of any club. Only about 8 per cent. of those who join the Life Saving Association remain as members. A lot of them do not like the discipline or the patrol work, and many do not like shaking a box to collect threepences or sixpences from members of the public.

I believe the time has arrived when all the road boards and councils throughout the State should assist the life-saving clubs. The insurance companies should also be willing to assist the Life Saving Association, as these lads do a voluntary job and save many a life on the beaches, although most people never hear anything about it. I appeal to all members to endeavour to assist these young men, who are doing such a wonderful job. I do not know what would happen if, for any reason, the life-saving organisation collapsed; but I am afraid we would be in a lot of strife on our beaches.

I come now to the campaign the slogan of which is, "Buy W.A. Made Goods." One sees stickers on many cars, giving that advice, and I think it is a good idea; but I do not think it reaches far enough. When the slogan is broadcast over the radio it does not explain the position to the people, but simply tells them to buy Western Australian goods.

The housewife of today budgets for her weekly supplies and does her shopping wherever she can get the goods cheapest; and she must be admired for that. But I think she could be influenced to buy more of the products of her State. If one walks into any small shop and asks for a bar of chocolate, the assistant almost invariably gives one an imported chocolate. Any member can try that out for himself, in any shop, and the result will be an Eastern States chocolate. I believe the same remarks apply also to the larger stores; and I therefore think we should try to reach the people who control the sale of locally-made goods.

If the average shop assistant were informed that he or she must push the sale of Western Australian goods, I believe that they would be served and the customer would be satisfied. One of the troubles is that the buyers for the big firms want their trips to the Eastern States. I had at least 40 or 50 trips to the Eastern States as a buyer. Is it thought that I would buy locally-made goods and miss those trips? No! I looked forward to them.

Mr. W. Hegney: That was not very patriotic.

Mr. NIMMO: I am only human, like the honourable member. If we are to get people to buy Western Australia-made goods, we must contact those who are selling them. While in the Eastern States I took a close interest in the tourist trade in Tasmania; and most of the visitors

to that State seemed to me to be people with two or three weeks' leave, or perhaps long service leave.

Mr. Graham: Who gets three weeks' leave, apart from Bill Mitchell?

Mr. NIMMO: I think the honourable member gets a good three weeks' leave.

Mr. Graham: No; not even a fortnight.

Mr. NIMMO: Some people are lucky and get longer holidays. I found that most of the tourists visiting Tasmania are people who book a room or bed and breakfast only. When I was in the Tourist Bureau in one of the Eastern States, seeking information, there was ahead of me a man who had six months' leave of absence from his employment. He spoke to the person behind the counter and said he wanted a trip to Western Australia. But, unfortunately for this State, he was talked out of it, and was told that it would be nicer to go to the Gold Coast.

I am happy to think that the present Government intends to do what it can to attract Eastern States tourists to Western Australia. The construction of a bituminised road from South Australia to Western Australia would induce many people to visit this State by car. Members might say that the cost would be too great, or that we simply have not the money. On the boat on which I crossed from Tasmania there were 44 cars, transported in the hold.

Tasmania is inaugurating a ferry boat service; and I understand that the boat which is to be used, and which will carry over 100 cars, has had its trials and will be placed on the run shortly. It has been booked out until February. I mention these facts because there are plenty of people in the Eastern States, even as far north as Queensland, who would be only too glad to come to this State by road if the road across the desert were kept in good repair, and especially if it were bituminised. I understand that across the desert there are many caves which would be of considerable interest to tourists; and I think that, if decent accommodation were provided, we would have many more visitors to Western Australia.

Some time ago, when the Leader of the Opposition was Premier, I suggested that bus stops be numbered. In some of the other States this system is used for the convenience of the public, and to me it seems to be a good idea. I do not think it would be too costly; and it would mean that a person could get on to a bus, or a trolley-bus, and instead of asking to be put off at a certain street, he would ask to be put off at No. 20 stop, for instance. It would be of considerable assistance to visitors because they could ask the conductor to tell them when they had reached a certain numbered stop; whereas the present system of asking to be put off at a street is most confusing.

Mr. Graham: After the M.T.T. took over it was intended to do that. When the takeover is completed it will mean adjustments to certain routes, and it would be foolish to do this work before the takeover had been completed.

Mr. NIMMO: I think if the hon. member cares to look through *Hansard* he will see where I asked the then Premier about the matter, and he said that he thought it was a good idea and he might consider it.

Mr. Graham: It was being put under way by the previous Government.

Mr. NIMMO: Also during my trip East I tried to make a study of the different boards, and I was particularly interested in the egg boards.

Mr. W. Hegney: It would not be the Onion Board, would it?

Mr. NIMMO: One of the other States decided to alter the set-up of its Egg Board. I do not think our Board could be dispensed with in a week; but when the matter is again before Parliament, some consideration should be given to altering its functions. In the other State to which I referred the Board asked poultry farmers for certain information, and then recommended to the Government that every bird over the age of six months should be licensed at a fee of 3s. per bird per annum. That was agreed to, and the figures were based on birds laying 144 eggs each year. If a farmer can improve his stock and increase the number of eggs he gets from each bird by breeding a better type of bird, he has an advantage.

Under this arrangement any poultry farmer can sell to any shop, but for record purposes he must inform the board of the number of eggs he sells. Country farmers, who are unable to sell their eggs locally, send them to the marketing board and the board grades and sells those eggs at no cost to the producers; that cost is covered by the registration fee. When we in this House are again discussing the future of our Egg Board I think we will have to consider some scheme such as that to improve the industry. It was found in that State that the sales of eggs improved because the general public knew that they were getting eggs straight from the nest; and there was no hold-up by the Board.

This afternoon I heard the Minister for Works talking about water supplies, and I wondered whether it was possible to educate the people on the use of water. I know of at least three or four householders who last week left their hoses running all day and all night. That is not good for any lawn. It is not possible to have a good lawn unless it is watered correctly; and having the hose running day and night not only uses a lot of water, but also does nothing to improve the lawn.

I hope that some arrangement can be made to educate the general public on the use of water.

This session we have heard a good deal about crosswalks. I do not propose to say much at this stage, but I think that we have far too many crosswalks in the city block. Take the position in other States. Melbourne is a city where the traffic is well controlled; but a pedestrian, unless he wants to commit suicide, will not cross a road except at the corner.

The volume of traffic in the City of Perth is increasing rapidly, and I think the time is coming when we will have to eliminate some of our city crosswalks and get the people to walk to the corner before they cross the road.

Mr. W. Hegney: Are you speaking as a motorist?

Mr. NIMMO: I am just using a little bit of commonsense.

Sir Ross McLarty: We want more of it.

Mr. NIMMO: If the member for Mt. Hawthorn will come with me tomorrow we can have a look at the position. There is something wrong with anybody who cannot walk 200 or 300 yards further and cross at the corner of the street where it is more comfortable and safer.

Mr. W. Hegney: It is all right for young people like you and me; but what about the elderly people?

Mr. NIMMO: When they get out of the bus, they know exactly where they are going; and if they had to cross at the corner of the street, they would make their plans accordingly. If they wanted to go to Boans they would get off at the stop nearest to the most convenient corner. I realise that there are some crosswalks which will have to remain. For instance, in Melbourne it would not be possible to wipe out the crosswalk opposite the Australia Hotel. However, there are several crosswalks in the city which could be eliminated without causing any inconvenience.

In the *Daily News* a few nights ago concern was expressed about the games village at Floreat Park. It was apparent that the councillor concerned did not know very much about the matter, even though all the details had been published in the Press. The Minister for Housing has said that the cost of each house will average £4,500; and the houses will be of two, three, or four bedrooms. That price, of course, does not include the cost of the land. I should now like to say something about the road which leads into Wembley Downs.

Mr. J. Hegney: Weaponess Road?

Mr. NIMMO: The Weaponess track would be a better description of it. This track was started years ago by the people who carted stone for the foundations of the houses there. The track is on endowment

land, and 13 years ago the people building there approached me to see whether I could assist them to have a road built.

Unfortunately my efforts were unsuccessful. I have correspondence from the Perth City Council advising that the Council would build a road. I have another letter in which it is stated that the Council wanted a conference with the Perth Road Board, and that it was prepared to pay half the cost. I have several other letters in which it is stated that the Council cannot build the road. Mr Green, the Town Clerk, told me that he does not want the traffic which would pass along the road using The Boulevard.

Mr. J. Hegney: Did you say that you had a letter from the Perth City Council saying it was prepared to pay half the cost?

Mr. NIMMO: Yes.

Mr. J. Hegney: How long ago was that?

Mr. NIMMO: I can show the hon. member the letter.

Mr. J. Hegney: The Perth Road Board wants the Council to meet half the cost of building the road.

Mr. NIMMO: It has been a proper mix-up. The Perth Road Board wanted to meet the Council and then the Council said that it could not go on with the job.

Mr. J. Hegney: They are pretty miserable if they do not go on with it.

Mr. NIMMO: Because it is endowment land, there is no power under the Act for the Government to resume it, and the whole position seems to be mixed up. However, that is all I want to say on that matter at this stage.

MR. KELLY (Merredin-Yilgarn) [5.28]: I realise that it is some time since you were appointed to your high office, Mr. Speaker; nevertheless, I desire to join with other members in expressing the wish that your period in the Chair will be one that will have pleasing memories for you, and I desire to congratulate you upon the appointment. The same remarks would apply in extending congratulations to the Premier and his Ministers on their assuming office and occupying the Treasury bench.

Unlike the member for Wembley Beaches, who said that he would be speaking only on matters affecting his own electorate, I find it necessary to speak on matters outside my electorate, because of what has been said about Rottnest Island in recent times. Many headlines have been devoted to the question, and I desire to make available a good deal of the time at my disposal to discuss the member for Claremont's erroneous ideas about the position. I hope that some member opposite will go looking for the hon. member and bring him back to his seat, because what I have to say will in all probability

be of interest to him; it will refute many of the statements he made last week in this House.

The honourable member regaled the House with merely a rumoured description of what went on at Rottnest. Throughout his address he used many pieces of second-hand information. He employed terms such as "I understand;" and, "I believe," "I am informed;" or, "I have heard;" and, "I suppose." Finally—and the prince of all understatements—he said, "I do not know."

That sums up the whole of the hon. member's remarks. He just did not know. Accordingly, he came here to this Chamber with a lot of second-hand information which he had collected, and made up a story in an endeavour to convince members as to the position he thought obtained at Rottnest. In one part of his speech he said, "In my opinion it has not improved at all in the last few years." Of course, the hon. member would not know; he has not been to Rottnest in the past few years.

Mr. Crommelin: Hasn't he?

Mr. KELLY: As a matter of fact, he has not been there since he was Commodore of the Claremont Yacht Club. He may have made a few appearances, but did not stay there.

Mr. Crommelin: That was over seven years ago.

Mr. KELLY: And it took the hon. member all that time to make up his mind to say what he had to say the other night. It is possible the hon. member may have visited Rottnest in a yacht, but he certainly was not resident there at any time during that period, and he had little opportunity of acquiring more than a hearsay knowledge for most of the remarks he passed in this Chamber. He is completely out of touch; and if we relegated his remarks into the category of common poppycock, that is where they would rightly belong.

The majority of his remarks were not only unjustified; they were harmful. There was nothing constructive in the suggestions he put forward. Of course the hon. member is quite happy about private enterprise taking over Rottnest. I want to say, at the outset, that I have no hard feelings whatsoever as far as private enterprise is concerned; because in many walks of life private enterprise has a definite part to play, and plays it very well. There are many other aspects about which we are not at all happy.

The hon. member dealt with a number of matters; and I am surprised that one of them was so feebly reported in the Press, particularly when we have in mind the verbatim publicity given to the remarks made by the Leader of the Opposition and the member for East Perth, when attacks

were made on both those honourable gentlemen. I am surprised that *The West Australian* saw fit to let the member for Claremont down so lightly in its headlines. It would seem that the paper must be hard up for news for it to feature Rottnest in its headlines so constantly. It shows there cannot be much of importance occurring elsewhere; because, if there were, *The West Australian* would not feature the affairs at Rottnest to such a great extent.

I will now read to the House what the member for Claremont had to say. One statement was—

I have been told that the staff there have never done an honest day's work for years.

What a dreadful indictment to make! What a sweeping statement that is, covering as it does all the employees on Rottnest Island! It is despicable to say the least; and it is amazing to think that any man would make such an assertion. We find, however, that in its headlines the newspaper said, "Some of the staff on Rottnest Lazy."

Why did not the newspaper give as much force to its headlines in connection with the statement made by the member for Claremont, as it did in relation to the remarks made by other members? Those remarks were to be kept as a belting medium to be used at some future time. The Press watered down the hon. member's remarks, and came up with a miserable weak headline; and it was quite obvious what the member for Claremont had in mind when he made that statement.

I consider it was mean and unwarranted. There is no doubt at all as to the malice contained in the statement. It was malicious in the extreme, embroiling, as it did, not only one or two people, but the whole of the staff on the island. Not only was the statement unfair, but it was damaging. It is a statement that would not be made except under the cover of privilege.

Another statement made by the member for Claremont was—

I understand that the hotel is open at any time of the day.

Of course it is open at any time of the day; it is open at the regular hours, from 9 a.m. to 9 p.m., just the same as hotels are on the mainland.

Mr. Crommelin: Never later?

Mr. KELLY: I would not say that. It may be so. But that is not a matter for the Board of Control to determine; it is a matter for the licensing authorities on the mainland.

Mr. Crommelin: They have no control.

Mr. KELLY: Oh yes they have! They have control similar to that which they exercise on hotels in country areas, where no policeman is resident.

Mr. Crommelin: Why don't they exercise it?

Mr. KELLY: The hon. member would not know whether they were exercising it or not; he does not know whether they have the authority or not.

Mr. Crommelin: I have been there myself.

The SPEAKER: Order! The member for Claremont will stop interjecting; and I suggest to the member for Merredin-Yilgarn that he address the Chair.

Mr. KELLY: In order to endeavour to make his point, the member for Claremont had to indulge in rumour-mongering; he had to bring to this House information which he had received at ninth or tenth-hand. I do not know why! I do not know whether he intended to harm somebody; or whether it was meant to project the limelight of publicity on to the island as a tourist resort. I am at a complete loss to understand why the hon. member said what he did.

Apart from the remarks to which I have referred, the hon. member also made further allegations against the Board members; and had not the Premier pulled him up on those utterances, he would have left it to the House to feel—and the public through the Press to feel—that the Board members were embroiled in something of an unsavoury nature. Nothing is further from the truth where the Board members are concerned.

Mr. Crommelin: I agree with that; and I withdrew my remarks.

Mr. KELLY: The hon. member withdrew his remarks; but he could not substantiate any of them. It was unfair to make such statements. Apart from being unfair, it was thoroughly irresponsible; and the hon. member should be more certain of his facts, to ensure that they cannot be disputed.

The member for Claremont proceeded further in making allegations against the running of the grocery store. This is what he said—

If the highest tender is accepted, the man who pays £24 a week rental for the lease of that shop is going to make certain that he is recompensed; he would have to. Consequently, anyone who takes his family to Rottnest and hires a cottage will have to pay fantastic prices for any provisions he requires.

What would the hon. member know about the turnover of that store, or what the value of the business is? Why should he impugn a man who has just taken over that store? It is only supposition on the hon. member's part.

There have been times when I have complained, and complained direct to the storekeeper resident on the island, about prices; and at times he has been brought before the Board. I am not speaking of the

present man, because there has been a change. New tenders were called, and the store was given over to another storekeeper. As a matter of fact, the person concerned was on Rottnest for some years and ran an excellent store. The majority of the people who visited the island often remarked at the wonderful array of goods that were available; in some cases they were better than those available in the stores on the mainland.

The store was most efficiently run, and everything in connection with the business—including the prices and civility offered—was highly spoken of. Unfortunately, for reasons best known to himself, the gentleman concerned did not care to tender again, and we got another storekeeper. There had been complaints, but we were not a price-fixing authority; we could only keep him within reasonable bounds, and bring him before the Board from time to time to make him understand that his prices had to be lowered.

We found later that he was purchasing, in an indirect manner, stores going into his business; and so, to make any sort of profit—and because of his bad buying methods—it was necessary for him to keep his prices unusually high, which he did. On the other hand, many of his prices were equal to those placed on goods in Perth, where it was not necessary to add freight. This makes me think that the prices in Perth are higher than they should be, because this man could afford to pay freight costs and still give the people on the island the benefit.

The present lessee of the store is, I suppose, one of the most efficient storekeepers in Western Australia. I am qualified to make such a statement, because I was a storekeeper myself for 10 or 12 years, and I should know something about the storekeeping business. The man who has taken over the store now is not only efficient, but he has reduced his prices, and provides an excellent service. In spite of this, we have this diatribe put over by the member for Claremont, in which there is not the slightest semblance of truth.

I would wager—if I were permitted—that this man will run his store equally as efficiently as any store is run on the mainland; he would run it quite as satisfactorily as any other store we might know of.

The member for Claremont made some further wild statements which again he dragged from a sky-hook, or some other obscure source. He said that rentals were expensive. What does the hon. member expect? Has he compared the rentals charged at Rottnest, together with the services given, with those rentals charged in many other parts of the State? I have. I made a tour for that particular purpose, in order to draw a comparison which would help in the administration of Rottnest; and I would say without fear of contra-

diction that quid pro quo the Rottnest administration gives value equal to, if not better than, that obtained on the mainland.

After all, is it not different from the mainland? It has quite a different appeal to people; it is situated differently in every regard; and even though the rentals in some cases were equal to those charged on the mainland, they were not excessive. If the hon. member visited Rockingham, Garden Island, Safety Bay, or any other holiday resort, he would find nothing better than he would receive at Rottnest.

A statement of the kind he made is a very poor reflection on a set-up that is unparalleled in this State. The hon. member made some comments in regard to water. I do not criticise him for that, as water is one of the matters that has exercised our minds. However, for the hon. member's edification, I would point out to him that the Board has not been inactive regarding a water supply on the island; and, as a matter of fact, there is quite a history in regard to the search for water. For several years, during the Army occupation, a number of bores were put down, some of them to a depth of 1700 ft. However, no potable water was discovered.

Mr. Brand: When were they put down?

Mr. KELLY: During the last war, while the occupational troops were there. From a geological point of view it has been an enigma, because some miles away at Garden Island there is an abundance of water at shallow depth. It is very good water and makes excellent tea. Whether it will stand a continued draw I do not know.

There is an entirely different geological strata at Rottnest than at any of the other islands, therefore, geologically, it has been ruled out as a source of underground water supply, except to a limited degree in regard to second-class water, which is salt and brackish after it has been drawn on for any length of time.

Consideration was given to the possibility—as has been done in some other parts of the world where they have more money to spend than we have—of bringing water from the mainland or an adjacent area. However, the cost is prohibitive and runs into six figures. Replacements and renewals would be great; and in every way, it would be far more costly than the method that has been adopted.

Mr. Bovell: Water is the main consideration in the development of Rottnest.

Mr. KELLY: Yes. It is the keynote of the expansion of the island and has been, over the years, a restraining influence in development. The member for Claremont made some comments regarding the lack of modern ablution blocks. He said sanitary facilities were poor, and that the Board did not provide for the public at all. That is all eye-wash. We have provided for the public, and the camping



areas as well. The member for Claremont is mainly concerned about the yachtsmen who visit the island. We have provided all sorts of facilities for them. It is too silly for words to say that they are not provided for.

Mr. Crommelin: What do you provide for them?

Mr. Jamieson: Water.

Mr. KELLY: We provide the normal type of ablution blocks which can be found at Mandurah, Rockingham, and Safety Bay; and they are considerably better than those at Garden Island.

Mr. J. Hegney: Do you find soap?

Mr. KELLY: I suggest that the member for Claremont might take a trip there.

Mr. Crommelin: I have been there.

Mr. Lawrence: You don't believe in washing apparently.

Mr. KELLY: Many of the yachtsmen who visit the island do not buy as much as a toothpick. We encourage them to visit the island, but many do not make a landing. However, they go to the end of the jetty and fill up their tanks with fresh water, which is difficult to maintain for people who are residents on the island, and the tourists. We went to the trouble of getting the companies to put in a point on the end of the jetty so that yachtsmen could get petrol without carting it any distance.

All these things have been attended to. But because of a lack of knowledge, the member for Claremont would have the House believe that we are just a lot of—I read this in the paper this morning—big bad wolves doing nothing for the public.

Mr. Crommelin: What about sanitary facilities at the Basin?

Mr. KELLY: The sanitary facilities are equal to any found along the mainland coast. Therefore, why single out Rottnest? The hon. member does not seem to realise the tremendous amount of finance that would be needed to give effect to the things which he has in mind.

Mr. Crommelin: I suggested that it would cost the Government a great amount of money to do it.

Mr. KELLY: The hon. member complained that it has not been done.

Mr. Crommelin: It hasn't.

The SPEAKER: Order!

Mr. KELLY: It has been done. The hon. member should sail over and see for himself.

Mr. Crommelin: We will sail over together.

Mr. KELLY: I feel that the present Minister controlling the island would be pleased to sail over as well.

Mr. Bovell: Make it a threesome.

Mr. KELLY: If the hon. member is not proved wrong, I will eat my hat. He said the Board should comprise representatives who know and continue to experience all angles and phases of island life. In other words, members of the Boards of the past, and the present Board, are nincompoops and have done nothing for the island.

Members of the Board do not receive any remuneration or meeting expenses; they just love looking after Rottnest. The members of that Board have had little, if any, recompense in any shape or form. Despite this, they have devoted a tremendous amount of time to Rottnest. However, the hon. member does not seem to be satisfied; he has an erroneous idea about the Board. I suppose he desires to see a resident Board so that the members can mix with the 70 or 80 residents for seven or eight months of the year when there are no visitors at the island. That is not likely to take place even under the present Minister for Lands.

The present Board has done an excellent job over a period of years, and I do not relate it to the time when Labour was in office. Many of its members have been on the Board for a number of years, and they have done an excellent job. They have been conscientious, keen, and capable at all times in the execution of their care of Rottnest.

Mr. Bovell: I have found their services invaluable.

Mr. KELLY: I am sure the Minister would. The attendance at meetings by members would measure up to the standard set by any other Board operating in Western Australia.

Mr. Jamieson: One or two have been tardy.

Mr. KELLY: One or two were not tardy at all. There were several instances when some were away. One member missed four meetings because he was overseas. In another case I think a member missed three consecutive meetings, and he was also overseas. Rarely have there been periods when there has not been a full attendance of members.

Let us take a look at the personnel of this Board which the member for Claremont has maligned. There is an ex-banker and a Minister. The credentials of the former would be equal to those of any member in this House. There is a business director—I do not hold that against him; there is an architect, who has given many years of service in an architectural capacity as well as serving in an honourable manner over a period of years; and the Director of Works is a member. There has been a Director of Works on this Board for at least a decade. It is receiving excellent treatment from a man of that calibre.

There is also on the Board an ex-director of the Teachers' Training College—another man who devotes a tremendous amount of time to the island. He has had the tree growth of the island under his control for some time, and has been responsible for a solid tree-planting campaign. He has been in charge of operations since the major fire took place and the island was devastated. There is also a lawyer on the Board. The Board is well equipped with legal men, as there is a coroner and magistrate in its membership. These are all highly qualified men; they are not nondescripts. Finally, there is an ex-minister on the Board.

These men are constantly in touch with the island and its difficulties. They realise what should be done and what could be done if the finance were available. However, the Board has virtually had to live on its own resources for a period of years. It had a very old set of buildings on which maintenance has been heavy. Most members know that Rottnest is an island which has been built up from its prison days when the buildings were used purely and simply as a prison. For this reason, adaptations have been very expensive. It was necessary to alter these buildings in order to turn Rottnest into a tourist resort, and additions have been made from time to time.

The member for Claremont said that expenditure on the island has been inadequate, and I agree with that; but I cannot agree to his other innuendoes in regard to the island. I will now give some indication as to what has transpired in the last six years.

Mr. Crommelin: Did you say I maligned the Board?

Mr. KELLY: What did the hon. member say?

Mr. Crommelin: Did you say I maligned the Board?

Mr. KELLY: Yes.

#### *Point of Order*

Mr. CROMMELIN: I take exception to the remark of the hon. member when he says I maligned the Board. I will repeat my remarks from *Hansard*. They are as follows—

The representation on the Board of Control should be by people who know and continue to experience all angles and phases of island life, particularly in relation to the domestic sphere.

I would ask the hon. member to withdraw the remark that I maligned the Board.

The SPEAKER: I would point out that these points should be taken immediately they occur. I will let this one pass and ask the member for Merredin-Yilgarn to withdraw.

Mr. KELLY: The tenor of the criticism by the member for Claremont is far from complimentary so far as the Board is concerned. I feel that he should withdraw his remarks with regard to the Board and not only in that instance, but in his previous statement.

The SPEAKER: The hon. member must bear in mind the remarks I just made about points of order and objections being taken at the time they occur.

Mr. KELLY: What the member for Claremont has said is in *Hansard*; so, in those circumstances I will withdraw.

#### *Debate Resumed.*

Mr. KELLY: I was about to give the House some idea of the main factors in connection with island administration over the past six years. The income during that period was £175,100; and the expenditure, £177,749. Therefore, in that period £2,643 was overspent. The assets of the island, according to calculations taken some little time ago, would be not less than £250,000.

During the six years that I had the honour and pleasure to be in control of the island, the capital expenditure amounted to £67,183. Let me digress slightly and turn to the criticism of the member for Claremont, who stated that nothing had been accomplished; that no improvements had been made to the island. I do not wish to make this a political matter; but I point out that in the previous six years an amount of only £20,315—one-third of the amount spent in the last six years—was spent on capital improvements.

Some 16 new tourist dwellings were, during the last six years, purchased and erected at a cost of £18,724. In addition, three new staff houses were built at a cost of £4,522, and many of the existing staff quarters were greatly improved. There has been no period in the history of Rottnest when more activity has taken place, and greater improvements have been made, than in the last six years. No matter how far back we go in the island's history, this is the only period during which any concerted effort has been made to make the island attractive to the people of Western Australia so that they can go there to enjoy a holiday period.

I do not say that Rottnest is a tourist attraction in the same way as are some overseas places; and I do not claim that tourist control has been closely exercised there, but it is a place where the people of Western Australia can, in congenial conditions, enjoy a respite from the mainland.

The hostel improvements during this period ran the Board into a cost of £7,897. Again, because of its being an old building, and because the previous lessees had not bothered about making any substantial

improvements, the hostel needed to be improved tremendously; and it still requires more improvements to be made to it. So the amount spent on the hostel was fully justified.

A new water catchment was provided. The Minister for Industrial Development will know that in recent times the water supply on the island has greatly improved. The catchment cost £29,399, and was put in during the last three years. At this point I, as the outgoing Chairman of the Board, convey my thanks to the Public Works Department for a wonderful job, excellently carried out and beautifully finished.

The reservoirs and reticulation ran into a further £6,400. A feather in the cap of the administration of Rottneest is the fact that in 1958 no water rationing was imposed. A graduated scale of supply to all cottages was fixed; and everyone had, within reason, as much water as he wanted, although there was no margin for waste. But the main feature is that the island was able to get through without the turning off of water at any time. Supplies were available during the whole period.

The future of the island is the responsibility of the present Government. But when the change of Government took place there were, on Rottneest, materials for the erection of a further 21 dwellings. The Board was able to purchase some buildings for re-erection—it had to dig deeply into its coffers—and in due course they will be rebuilt on the island; and that will make a tremendous contribution to the availability of accommodation for tourists.

Repairs and renewals are a big item in an area where everything is comparatively old. In the past six years, the cost of renewals and repairs totalled £40,844. Several loans were raised for the purposes of the island, and the repayments are now falling due; and these repayments require quite an amount of money to be found in lump sums. During the period, interest amounting to £9,489 had to be met, and also the repayment of principal amounting to £7,993, or a total of £17,482.

It will be seen from these figures that the Rottneest Board of Control, far from allowing the grass to grow under its feet, did, within its resources, an excellent job; and the members of the Board rendered yeoman service to the State in carrying out a difficult task because of the many features with which they were faced, which are different entirely from what applies on the mainland. I am sure that every member who has visited the island from time to time will realise that the Board has done a tremendous job.

For some time we have realised that if the island was to extend, it could not live within its own means, but would have to call on outside finance. This would have to be done before the improvements, to which the Board had committed itself, could be effected.

So in August of last year three committees, with separate undertakings designated to them, were appointed for the purpose of considering the possibility of adopting a five-year plan.

The previous Premier (the member for Northam) was approached regarding the possibility of Government assistance; and he said, "Prepare your plans and submit them to me, and I feel you can be encouraged to think that we will help you." The position at the present moment is that a five-year plan has been adopted by the Board, and the present Minister is having the matter examined; and in due course, no doubt, a decision will be conveyed to the people of the State.

I seem to have taken up a lot of my valuable time in addressing the Chamber on refutations, and analysing the erroneous speech delivered by the member for Claremont. I hope I shall not have to lose as much valuable time on future occasions. I wish now to have a little to say regarding meat export, particularly as it applies to beef.

I feel disturbed at the export figures recently released. In any event, I would regard the export of meat as being detrimental to our best interests if it were not for the circumstances surrounding the export of meat from Western Australia. I realise that the export of meat, as a dollar-earner, is a most valuable trade. Our whole endeavours are concentrated on getting to the point where we satisfy our own requirements and are able to step up our export figures.

In 1958, some 13,817 tons of beef were exported from Western Australia. In 1959, the figures were an all-time record when our exports of beef reached a total of 23,367 tons. A large part of that beef was exported to the United States. As a matter of fact, the greatest increase was in the amount sent to the United States. It can be said, I think, that most of the increase went to satisfy what is a boom demand for third-class meat; and that is the point where I feel danger exists. The strong demand for that type of meat still continues, and the meeting of that demand could have repercussions on this State.

Up to the present time we have enjoyed an excellent name for quality. Very little, if any, meat up to the last 12 months has been allowed to leave the shores of Australia without its being top-grade meat. The standard has been kept very high. The export of this meat is having a detrimental effect on the cost of living in Western Australia. That is only one of the factors that are being adversely affected by the huge amount of third-class meat that is going from this State.

I fear that, because of the enticements that are being offered to producers, the export of third-class meat will greatly increase; and it could increase to our detriment, by the slaughtering of a number

of cows. This should not take place. But because of seasonal conditions, and other reasons, the producers find it expedient to slaughter their cows for export as third-class meat.

Any members of this Chamber—particularly those who are surrounded by people following agricultural pursuits—will know that the question of cows, for breeding purposes, is one that is exercising the minds of quite a number of people in Western Australia. These people are critical because a greater supply of breeding cows is not available to them. I have spoken to three or four such persons within the last fortnight, and they have told me that they have plenty of feed going to waste.

This, of course, does not apply in all parts of the State; but in the particular areas concerned, plenty of feed is going to waste, and there is an insufficient number of large stock for the pasturing of the properties. The people to whom I have spoken tell me that the reason for this is that in the first instance they cannot afford to buy stock; and in the second, cows of the type they require are not available.

My point in regard to the export of the third-class meat, and the possible increase that will take place, is that a lot of these cows which should have been drifting into the market, are bought in a store condition, or in a poor condition, by people desirous of building up their herds, even although the cows may not be of the best type.

Quite often, although the sire might not be of the right type, beef progeny can be produced that will include calves that will eventually become useful cows to the average man breeding beef for meat purposes. If we deplete the number of cows, by virtue of selling them to meet the demand for third-class meat, we will find that instead of there being an increasing number of that type of cow available, they will be slaughtered and exported for the high price they realise in the overseas market. This is a factor which should exercise the mind of the Premier in the near future. Again, the killing of this light stock means a tremendous weight loss.

I had been confining my remarks concerning the excess export of meat under four main headings. I had stressed that I considered our reputation for quality meat would suffer if this excess export of meat continued and undoubtedly the local prices will not only remain at a high standard, but also will have a tendency to increase still further. The matter is serious because of the loss in condition of the stock and, ultimately, the loss of weight. By that I mean to say that a bullock that was slaughtered to satisfy a third-class meat standard of quality would probably turn the scale at approximately 550 lbs. whilst in condition that same animal could, quite conceivably,

weigh 800 or 850 lbs. So the loss in weight in that animal represents a considerable economic loss if we allow this third-class quality cattle to be slaughtered in large quantities.

I think, too, that the final effect would be the tendency to cull and slaughter a large number of cows in excess of the normal number. So we would be faced with the awkward position—because of the lack of condition—of many cows being slaughtered, which would have a serious effect on the increase in the total number of cattle slaughtered in a very short period.

I want to speak for a few moments on the cost of beef locally. There have been many references recently to this matter, all of which have pointed out the quantity of beef that has been exported in excess of that normally exported from Western Australia and that this was bringing about a much higher price for beef locally. Mr. Hansen, who is the President of the Meat and Allied Trades Federation, drew attention to the fact that this excess export of meat was having a noticeable effect on local prices. He said that most kinds of meat have increased by 3d. to 6d. on the prices that were charged last year.

It could be argued that the seasonal conditions had something to do with that, but I do not think that is the cause so much as the fact that the higher price locally is due to the demand locally for high-quality beef. According to this newspaper report I have before me, taken from *The West Australian* of the 3rd July, 1959, Mr. Hansen was reported as having said that—

The chief cause of the high prices was a strong American demand for lower grade beef which had drained local supplies. There was also a normal seasonal shortage of better-quality meat.

That, of course, is understandable. The newspaper report goes on—

Because so much low-grade beef had been sent to America local butchers had to rely on available stocks of top-grade meat.

Beef prices will probably remain high while exports to America continue.

The shortage of beef in America is also being reflected in Western Australia in high prices for bullock hides and kangaroo skins.

The price for some types of hides has also doubled during the past 18 months and kangaroo skin prices are at their highest for about four years.

Not only is the high cost of meat going to affect the cost of living, but it will also have a detrimental effect on the purse of the consumer and his income when he comes to buy footwear to meet his family's

normal requirements; and, in many other ways, the effects will be considerable. The basic wage rise has been quite marked—I understand the latest rise will result in an increase in Government expenditure of £1,000,000 for the year—and such an adjustment in the basic wage will, of course, have a tremendous effect in the individual homes.

To continue the circle, the increase in the cost of living will again be reflected in the next decision made on the basic wage—which, of course, is a spiral which we are unable to arrest. One of the chief causes of this spiral of rising costs is the excess export of meat. I have said before that I am pleased to see an increase in our export trade, but we have to examine all the other factors surrounding such trade, and balance the advantages against the disadvantages.

The **SPEAKER**: The hon. member has another five minutes left.

Mr. **KELLY**: In connection with the recent rise in the basic wage, the employers' representative on the Arbitration Court was reported in the Press as having said that—

The 3s. 6d. rise in the metropolitan cost of living was due mainly to meat prices having risen almost twice as much in the June quarter this year as in the same quarter of 1958. This increase was caused by the strong demand in America for Australian meat.

The newspaper then went on to report as follows:—

"For the sake of trade we welcome America's interest in our meat," a federation spokesman said.

"Internally, however, it indicates how heavily outside influences can affect W.A.'s production and distribution costs."

So this matter has to be closely watched if we are to maintain a balance and do the right thing by all sections in Western Australia. We have to consider the producer, the ordinary rank and file worker, and the economy of the country. All sections are affected considerably.

This matter could be linked with one other suggestion. I notice that the Minister for Agriculture has already met a deputation from the Union of Australian Women, whoever they may be. They approached the Minister on the question of the slaughter of young heifers. Apparently a custom has sprung up whereby a great number of young heifers are being slaughtered.

Mr. Mann: Mostly baby beef.

Mr. **KELLY**: If such slaughter were confined only to the male beast it would not be so bad, but when the female beast is killed in large numbers we should appraise the position, because our difficulties will be intensified if we do not arrest

such a trend. These women, of course, had been watching the position closely, because they were concerned mainly about the high prices which this practice was causing.

However, there are other aspects that are more important than the high prices which are brought about by the slaughter of these young heifers. The newspaper report which dealt with the approach of this deputation to the Minister reads as follows:—

The deputation expressed concern at the slaughtering of young heifers, which, it claimed, was having a disastrous effect on herd numbers.

How they come to know that, I do not know. Apparently they analysed the position. Continuing with this report—

More heifers than usual are being slaughtered to make up the local deficiency caused by the export of third-grade beef to the U.S.

So the Government should examine very closely these matters which relate to the future of our beef industry, in an endeavour to reach some equitable basis of control. Even if the Government cannot exercise some direct control, it may be able to improve the position by offering advice and guidance so that this matter will be placed on a far better plane. Unfortunately, my time has nearly expired. There are many matters upon which I would like to speak, but I hope I will be given the opportunity to elaborate upon them in the near future.

Mr. Mann: I suppose you could have gone on for heifer and heifer.

**SIR ROSS McLARTY** (Murray) [7.42]: Like previous speakers, I congratulate you, Sir, on being elected Speaker of this House; and I, too, feel that you will carry out your duties with efficiency and uphold the dignity of your office. I also congratulate the member for Bunbury on being appointed Chairman of Committees; and I am sure that he, too, will be an efficient Chairman. Of course, I must congratulate the Premier and his Ministers on becoming the Government. I am pleased indeed to sit behind them, and I must say that I am extremely comfortable in this seat which I now occupy.

Mr. Rowberry: You may be able to take up some bowling this year.

**Sir ROSS McLARTY**: There has been a lot of bowling this year. Many wides have been bowled.

Mr. Tonkin: There will be a few bowls on the middle stump before long.

**Sir ROSS McLARTY**: The member for Melville will have to reach better form. This is the third time I have changed positions in this House. When I first entered Parliament I sat on the cross-benches where my old friend from Avon Valley now sits. Then I went over to the

cross-bench on the opposite side of the House, and from there to the front bench on that side and then over to the opposite front bench. So I am hoping that the rest of my days in politics will find me sitting on this side of the House behind a very active Government.

Mr. W. Hegney: You will have to change it.

Sir ROSS McLARTY: I want to congratulate the new members and also to say that they have made an excellent debut at the opening of their parliamentary career. We have heard most interesting speeches from them, and the member for Subiaco is the first hon. member I know of who has earned a leading article in *The West Australian* on his maiden speech in Parliament.

Among the new members in this House, I find a lawyer, a doctor, a teacher, businessmen, and the secretary of a trade union. Their former occupations were diversified, and they had come in contact with many different sections of the public.

I wonder what were their reactions when they came into Parliament. I will not reflect on Parliament; but I say that if they had not learnt any manners before they came to Parliament, they would not learn any after their election to Parliament. They were accustomed to being heard with rapt attention, in the case of the doctor, the lawyer, the school teacher, and the others. In this place, during their maiden speeches, they were accorded the courtesy of a most attentive hearing, with the members sitting quietly and listening, and with no interjections, although at times members found it extremely difficult not to interject. That is an unwritten rule in this Parliament which has been handed down many years; it has been adhered to strictly. Those members already realise that will not be the position on future occasions. They will not receive the rapt attention to which they have been accustomed in their occupations and professions.

Dealing with the subject of good manners, we know that when a member in this House speaks, often conversation takes place. Some members read books and others walk outside, and some even fall asleep while a speech is being made. That is the position in parliamentary life, and that is a position to which the new members will have to become accustomed. They need not suffer from any inferiority complex to the slightest degree; if they do, they will not get anywhere.

The use of the word "congratulate" used to get on my nerves when I was in the Opposition and heard members talking about congratulating the Government. But this evening I want to use that word and congratulate the Government on taking immediate steps to put its policy into operation. It has made a good start. I say, "Go on with it!" The Government will earn much more respect from the people

in this State by putting its policy into operation than by being intimidated into inaction.

Mr. W. Hegney: You did not put your policy in operation for six years.

Sir ROSS McLARTY: Yes; my Government did. I cannot help but believe that international politics are to play a very important part in the politics of Australia in the next few years, and over the next decade. My remarks apply mainly to Federal politics, but international politics will undoubtedly have an effect also on State politics.

I do not want to discuss international politics at any great length; but everyone of us knows what is the international situation today. Unfortunately, the people concerned do not seem to be able to arrive at any satisfactory solution. Day after day we read about summit conferences; about world leaders visiting various parts of the world; and about some of them making threats of the action they will take, even to the extent of going to war. All this talk is bad, and it must have a very adverse effect upon the politics of all countries, even though some countries wish to keep aloof. Perhaps many people in our own country would like to do the same thing, and keep aloof from international politics. But that is not possible.

The other day I read a statement made by a Federal politician who had returned from an overseas trip. He had visited some Asiatic countries. He said that in 30 years' time every second person on this earth will be a Chinese. I suppose that is factual, and it is something to which all of us should give some thought.

Mr. Nulsen: I think he was indulging in a little guess-work.

Sir ROSS McLARTY: I do not think so. If the hon. member were to consider the very many millions of people in Asia about whom he spoke the other evening, he would realise their great effect on international politics.

During this debate, the Leader of the Opposition dealt with a number of matters the other evening. I am interested in his remarks because I had to face him for so many years and cross swords with him. I propose to discuss some of the points to which he referred.

The first one is not of major importance, and he referred to it at considerable length; that is, the naming of the Narrows Bridge. I commend the Government for adopting that name, because I believe the name should be the Narrows Bridge. Some time ago the newspapers sought the opinions of various people, whom the newspaper considered to be of some standing in the State—I was flattered when I was asked for my opinion—as to what should be the name of the bridge over the Narrows. That took place some considerable time before the name was announced. I said that I thought it should be named the

Narrows Bridge. In that view I find that I have the support of a large number of people. When a name has been associated with a locality over many years—in this case since the very inception of the State—I do not like to see it changed.

Mr. Graham: There was never a bridge over the Narrows in the early years.

Sir ROSS McLARTY: There was the Narrows.

Mr. Graham: Do not forget you were once Mr. McLarty, and you were a Nationalist.

Sir ROSS McLARTY: The place where the bridge now stands has always been known as the Narrows. It is the historic name.

Mr. Graham: No-one is interfering with the Narrows. It can still be called as such.

Sir ROSS McLARTY: I am referring to the bridge. I commend the Government on giving the bridge this name. I think it is the proper one. Once a name has been given it should not be changed. I still hold that view. I am rather conservative in this respect; but rather radical in others, as some members know.

Mr. Nulsen: The world knew of the name "Golden West" before it knew the Narrows.

Sir ROSS McLARTY: I am firmly convinced it should be called the Narrows Bridge. Nothing which the hon. member can say will alter my view.

I now refer to the name of an institution in this State which I consider should be changed. The name of the home for aged men is *Sunset*. If it ever became my lot to be told that I had to enter the *Sunset Home*, the name would have a sad ring in my ears. It might as well be called the "Last Post" or "Journey's End." The name of a home for the aged should be a cheerful one, and its surroundings should also be cheerful. A famous man once said, "What's in a name?" Perhaps the member for Mt. Hawthorn could tell us who said it.

Mr. W. Hegney: It was Shakespeare.

Sir ROSS McLARTY: There is a good deal in a name. In this particular case a change in the name of that home will be an advantage.

Mr. Oldfield: You are not thinking of ending up there, are you?

Sir ROSS McLARTY: One does not know one's fate in this world.

Mr. Hall: Do you think it should be called "Paradise Lost?"

Mr. Nulsen: I agree that the name should be changed.

Sir ROSS McLARTY: I am glad to have the hon. member's concurrence. The name should be changed to a more cheerful one. Years ago people referred to mental homes

as lunatic asylums. That sounded very harsh. It is much more pleasant to hear of someone entering a mental home.

During this debate the Leader of the Opposition made some disparaging remarks about the visit of Ministers to the North-West. I cannot understand why he should be the least bit resentful. The more Ministers visit the North-West and Kimberleys, the better will it be for that district. When speaking the other evening, the member for Pilbara agreed with what I am now saying. He welcomed the visit of all Ministers to his electorate.

Mr. Graham: Provided they go there for more than chasing votes.

Sir ROSS McLARTY: In dealing with this great area, the further we get away from the party-political outlook the better for the district. I have seen many members get up year after year, and talk about what should be done for the North; but if we give it a purely party-political outlook we will not get very far. I do not think that the Ministers who visited the North went there with a view to gaining a political advantage.

Mr. Fletcher: Don't you think the member for the district should have been included in the tour?

Sir ROSS McLARTY: The members for the district should be made aware of what is taking place.

Mr. Jamieson: You included those members when you were in office.

Sir ROSS McLARTY: I did.

Mr. W. Hegney: You have good manners.

Sir ROSS McLARTY: I am noted for that. The member for Pilbara and the member for Kimberley wound up their addresses in a very unsatisfactory manner. The member for Pilbara referred to my own Government and how little it had spent on developing the North. I do not wish to be disparaging when I say that he is practically a newcomer to this State.

Mr. Bickerton: I suggested that the present Government should do more.

Sir ROSS McLARTY: During the six years when we were in office—I can give the figures although I have not got them with me—we spent more on road construction than any previous Government. I remember going into the hon. member's electorate and meeting the people of Port Hedland who turned out in force.

Mr. Tonkin: That would not be right.

Sir ROSS McLARTY: What?

Mr. Tonkin: That statement you made about spending more in the six years you were in office.

Sir ROSS McLARTY: I will come back to that. I will not dodge it. I remember going into Port Hedland; and, as I say, the people turned out in force. I strongly

advocated—and had been doing so for years—that they should be given a water scheme from the Turner River. I announced in the public hall up there that the Government had decided to put by £50,000 in order to provide Port Hedland with a water scheme.

When I had made the announcement. I paused briefly so that the applause could subside. But, much to my surprise, there was not a murmur. It would have been possible to hear a pin drop. And the then member for Pilbara, the respected late Mr. Rodoreda, to use a common expression, ticked them off. He said, "Here is the Premier making an important announcement about something you have wanted for years and not a clap can be raised amongst you." I remember one bright gentleman saying, "We will believe it when we see it." My friend, the Deputy Leader of the Opposition, says I am not correct.

Mr. Tonkin: I'm afraid you're not.

Sir ROSS McLARTY: Of course, as time goes on, in connection with road expenditure we get more, and still more, petrol money so that successive Governments have been able to spend more and more on road construction throughout the State. When we came into office, we decided that we could embark on a vigorous programme of road construction right throughout the North, and I visited the area myself; and wherever I went, I had this road problem put to me. I was extremely keen that we should carry out a most vigorous policy of road development, and that was done; and when I went to a Premiers' conference on one occasion I raised a special issue of more financial assistance for the roads in the North, particularly stressing the urgency of road construction.

If the Deputy Leader of the Opposition will look at the figures for the six years when I was in office, he will find that, apart from road construction and the water scheme I have spoken about, there was considerable expenditure on schools, hospitals, natives, missions, and all the rest of it. Therefore, I can assure him that the North was not forgotten in those days, and we provided all the money we possibly could in order to help with its development.

Mr. Bickerton: Would there be anything wrong in my hoping that this Government would do more?

Sir ROSS McLARTY: No. You keep on hoping. I hope the hon. member's hopes will be realised.

Mr. Bickerton: Will you use your influence to get a water supply for Point Samson?

Sir ROSS McLARTY: I can quite realise the need for a water supply in any of those towns, and I can assure the hon. member that he will have my full support when it comes to water and other amenities in his electorate and others.

Mr. Brand: We are also trying to assist Broome.

Mr. Tonkin: I hope the talk of water has not caused the hon. member to forget those road figures.

Sir ROSS McLARTY: I said we had spent more money than any previous Government on road construction in the North during our six years of office.

Mr. Tonkin: I thought you said more than any Government.

Sir ROSS McLARTY: Oh, no! More than any previous Government. I am careful to choose my words. Then I went on to explain that successive Governments have had more and more to spend on roads from the petrol tax. Of course, I say this: that not so long ago—I do not know exactly how long—the Prime Minister paid a visit to the North; but it was what can be described as a fleeting visit. I often think it rather remarkable that we have been federated for nearly 59 years and only one Prime Minister has found time to visit our great northern areas, and then for a very limited time. It seems to me a remarkable thing that a Prime Minister of any country would not think that it was absolutely essential he should get some practical knowledge of an area consisting of something like 600,000 square miles.

I know Prime Ministers are extremely busy people. They have to attend to government, visit all States, attend to international affairs, and travel—all of which takes time, and all of which is very necessary. But if we are to develop this country along the lines suggested by the member for Pilbara and others—and rightly suggested—it is absolutely essential that the Prime Minister of Australia, whoever he is, should endeavour to get a more practical and closer knowledge of our northern problems in order that he can give more attention to them. I mentioned international politics just now, as a passing reference; but when I think of international politics I think of the challenge that our great North presents to us, and I think that more should be done for it and a greater interest shown in it by our national leaders.

Mr. Bickerton: Would you agree that lack of voting percentage is the reason that our Federal politicians do not get to the North?

Sir ROSS McLARTY: No; I do not think so. Certainly as a State we suffer because of our isolation; and I suppose there is some truth in what the hon. member says, because of our not very great political strength. I think this applies to all wide-flung areas. The other night, the member for Eyre talked about the State being too large for one Government to handle; and I think there is something in his point of view that in a State of nearly 1,000,000 square miles it is extremely difficult for a State Government to handle affairs as they



should be handled and to develop the State as it should be developed, because it has not the means to do so.

I was very interested indeed the other day to read some remarks from the Premier in regard to the activities of the B.H.P. Rolling Mill, and I notice that the mill is now working three shifts and is doing a worth-while job for the State. I mention this because when we were in office we were responsible for bringing this industry to Western Australia, and we received considerable criticism for so doing.

Mr. Graham: No. For giving away the iron-ore deposits.

Sir ROSS McLARTY: Yes. I have the *Hansard* here. I have no regrets about that.

Mr. Graham: The company had some regrets, because it put up the royalty.

Sir ROSS McLARTY: I attended the opening of the B.H.P. Rolling Mill with my colleague, the then Deputy Premier. I remember we were in the outer, standing up watching the procedure. It so happens, of course—it is the wheel of fortune—that one Government will start something and another Government will finish it; and so it goes on. But I do remember a gentleman coming up to me on that day and one saying, "Well, old fellow, how are you getting on?" I said, "Very well, thank you. A bit tired of standing; otherwise I am all right."

He made this remark to me: "You know, after listening to the Premier I don't think this fellow Hawke is a bad sort at all." I said, "I never did think he was bad. There is a difference between being bad and politically dangerous." And I thought as he walked away, "He would tickle you up, old boy, if he got the chance".

However, the following is a statement made by the Premier recently—

When the plant began on a five-shift-a-week basis three years ago, its annual output was at the rate of about 24,000 tons. The mill's labour force in July, 1956 was slightly more than 100.

With output now geared to more than 100,000 tons, it is employing 270. The Kwinana mill is now meeting all local requirements of merchant bar sections. Production now permits more than three-quarters of its output tonnage to be sent to the Eastern States.

This was an important development from Western Australia's point of view because of the State's heavy adverse trade balance with the Eastern States.

Then he went on to tell us about steel fence posts and how they are being exported and the benefit to the State. I was pleased to read this; and I am sure the Deputy Premier was, because he must be given great credit, I would say, for what he did to establish this industry in Western Australia.

Mr. Bovell: Against great opposition.

Sir ROSS McLARTY: Against considerable opposition. I have the *Hansards* here of the time when the Leader of the Opposition said that the mill would only work for a certain period of the year; that the men would then be sacked or put off; and that it would never be a paying proposition so far as the company was concerned. Time has proved him to be wrong; and, as I say, I was very pleased indeed to be associated with a Government that—

Mr. Tonkin: Gave away the iron ore.

Sir ROSS McLARTY: —brought such a good industry to Western Australia, and one which is doing so much to create permanent employment in this country under the very best conditions.

Mr. Graham: At what price!

Sir ROSS McLARTY: Forget about the iron ore.

Mr. Graham: Oh yes!

Sir ROSS McLARTY: I remember that the Labour Government wanted to sell the iron ore to Japan at 3d. a ton and not keep it in the State.

Mr. Brand: There are plenty of records to show that you would have sold it to Japan if you had had the chance.

Mr. Graham: It is being shipped to the Eastern States.

The SPEAKER: Order!

Mr. Brand: If you had had your way, it would have been shipped to Japan.

The SPEAKER: Order!

Sir ROSS McLARTY: The Leader of the Opposition referred to what is known as the Unfair Trading Act. There is not any possible doubt at all that this particular Act has been to the detriment of Western Australia and has prevented industry coming to this State.

Mr. Graham: Tommy-rot!

Mr. Tonkin: You cannot produce a single example.

Sir ROSS McLARTY: It was detrimental to the hon. member when he led a delegation overseas.

Mr. Tonkin: There were two strong Liberals with me; and they don't hold that opinion.

Sir ROSS McLARTY: I hear things and read things; and I am satisfied that what I am saying is true; and the sooner this Government takes this rotten piece of legislation off the statute book the better it will be for Western Australia.

Mr. Tonkin: Read a certain issue of *The Farmers' Weekly*.

Sir ROSS McLARTY: I heard the Premier tell us what the Farmers' Union president says; but I am convinced that this Act has been detrimental to the State.

The Premier: Did you ever read the issue of *The Farmers' Weekly* in which the members of the meat section mentioned that Act?

Mr. Tonkin: I read about the meat prices.

The SPEAKER: Order; The member for Murray must proceed.

Sir ROSS McLARTY: I may be provocative; but I firmly hold that view.

Mr. Court: You are on the right track.

Sir ROSS McLARTY: I am glad to have the support of the Minister for Industrial Development, in whose judgment I have great faith. The Leader of the Opposition mentioned basic wage adjustments; and I appreciate his views. The Premier said, by way of interjection, that basic wage adjustments, when they should be made, should be left to the discretion of the Arbitration Court. I agree; and I do not think that implies—I do not mean it to—that basic wage rises should be withheld from the workers if it is to their detriment. But I cannot help feeling that quarterly adjustments upset the economy of the State.

Mr. W. Hegney: But your Government introduced them.

Sir ROSS McLARTY: Yes, in the difficult days of the 1930's; times which I hope will never return. Times have changed. The hon. member has read deeply and has remembered what he read. He often quotes various things in this House. I once went into a Government office and saw on the wall a quotation which read, "Growing old means inability to absorb new ideas."

Mr. Mann: Do you believe in those words?

Sir ROSS McLARTY: I do, and I hope you practise them. Over the last 30 years I have had some ideas and have changed my mind.

Mr. Lawrence: Apparently you are not growing old.

Sir ROSS McLARTY: I can absorb new ideas even if I have not young ideas. The basic wage adjustments should be left to the Arbitration Court, which takes into consideration what industry can afford to pay. We have all accepted that principle; but if we have changes every three months, that must have an unsettling effect.

Mr. Graham: The changes are only made because of what industry has previously done.

Sir ROSS McLARTY: If it is a substantial rise I have no objection to the increase being granted; but to bring about stability we should leave to the Arbitration Court the decision as to when the adjustment should be made. I do not think the workers of the country suffer any disability under that arrangement.

Mr. Graham: And the business concerns would suffer no disability if they paid another bob or two per week to their employees.

Sir ROSS McLARTY: It has the effect of immediately raising the cost of living.

Mr. Graham: It is paid because the cost of living has already risen.

Sir ROSS McLARTY: Today everyone must contribute—

Mr. Jamieson: Is it not better to have gradual increases than to have one big lump sum such as the Commonwealth recently granted?

Sir ROSS McLARTY: The hon. member probably has something there.

Mr. Jamieson: The Commonwealth has practically caught up with the leeway; but it has been done in one step.

Sir ROSS McLARTY: I still think the decision should be left to the Arbitration Court.

Mr. Rowberry: Don't you think that if there has been a rise in the cost of living the court should grant it?

Sir ROSS McLARTY: That is a matter that the Arbitration Court takes into consideration in delivering its judgment. I will deal next with the difficulties at present facing our primary producers. I will not go deeply into the subject now; as I will have opportunity of dealing with it fully when the Agriculture Estimates are being debated. There is no doubt that primary producers are facing increased costs through no fault of their own. We are exporters, who must compete on world markets; and unless we can do something to stabilise costs of production we will find ourselves in trouble.

At present seasonal conditions are not as we would wish them to be; and we all hope that during the next few weeks we will get the bounteous rains which would mean so much not only to the farmers but also to everyone else in this State. Some people say that primary production is not as important as it used to be; because there has been a great deal of industrialisation, which has countered any recession in the price of primary products—

Mr. Lawrence: The true wealth is primary production.

Sir ROSS McLARTY: Yes; and this State, more than any other in Australia, would feel it acutely if we had to face a bad season. Not only the primary producers, but also every section of our community would suffer, because this State is so dependent upon its primary products. Increased costs are being brought about by a number of factors, of which pests are one of the greatest.

It seems that the more we improve our country, the better pastures we develop and the heavier we make our carrying capacity, the greater the number of pests

and diseases we have to face. It is only during the past few years that we have had to spray our cattle against lice, at very considerable expense. We established our clover, the best of fodders, and thought that our troubles were over; but what happened? We have now the ravages of red mite and lucerne flea. The rabbit caused great damage to pastures and so do these pests. One prominent primary producer said that the damage they cause is probably as great as that formerly caused by the rabbit. That may be an exaggeration; but there is no doubt that these pests are greatly reducing the carrying capacity of our country and consequently diminishing its wealth.

The scientists have done great work in helping us to combat pests; but we find now that spraying to kill lucerne flea and red mite kills also other insects that are of great value. A huge job lies ahead of the scientists in finding just how far we can go. Many farmers have told me that they do not intend to spray and do not consider it is economical. They prefer to take the risk of losing a great amount of their pasture owing to the ravages of these pests—

Mr. Graham: The destruction of timber country and bird life has also had a tremendous effect.

Sir ROSS McLARTY: That is quite right. In my youth I saw, in my own district, some beautiful birds—insect eaters—such as the robin redbreast, the blue wren, the wag tail, and many magpies. Those birds have largely disappeared; why? The fox has been with us for not very many years, but since it has been in Western Australia it must have got thousands of birds, wild turkeys, and others.

Mr. Lewis: They do not eat red mite.

Sir ROSS McLARTY: No; but they eat certain insects, as the hon. member knows. We have continued poisoning rabbits with strychnine and apple, and so on; and that has helped to denude the country of bird life and has upset the balance of nature.

Mr. Graham: The shot-gun has helped, also.

Sir ROSS McLARTY: The clearing of the land has contributed to it and has helped create additional difficulties for the primary producers of this State. The most recent pest worrying the farmers in my district is the web-worm, which the agricultural experts tell me has been in the country for 20 years at least, although it has never previously done much damage. Recently it has caused considerable havoc, and when it gets to work it leaves the country as bare as the floor. That is another pest which the farmers must combat by sprays and other means.

I have no doubt that the member for Moore could tell me more about this pest, because it is particularly damaging to wheat crops. The costs of the primary

producer in this State have increased steeply and rapidly through the causes I have mentioned; and that is something which must be of serious concern to all of us. I agree with those who advocate the appointment of more scientists; as they are doing a good job and are saving this country millions of pounds.

I am pleased to see a familiar face back in the House once again. I would like to take this opportunity of telling the Leader of the Opposition that I have been dealing with some of the matters which he mentioned in his speech. Even as a back-bencher I had the temerity to criticise some of his utterances.

Mr. Hawke: Thank you Ross.

Sir ROSS McLARTY: The Leader of the Opposition said something about a mandate. It is a blessed word—mandate. He went on to say that the Government did not have a mandate. The Government is on this side of the House and the nod of the Deputy Leader of the Opposition clearly indicates that. Until the Government can be shifted it has a perfect right to carry out the policy upon which it was elected, and to carry on as it has been doing. I say to the Government, "Carry out your policy; you have the mandate all right, or else you would not be on this side of the House."

The Leader of the Opposition talked about the two Independent Liberals and the thousands of pounds that had been spent in trying to defeat them. Everybody here knows how he can play with words; he can wave his arms about and convince certain people.

Mr. Tonkin: You ought to have read the letter the Premier wrote to the electors of South Perth.

Sir ROSS McLARTY: The Liberal Party did not spend thousands of pounds on those electorates. The Leader of the Opposition knows that they were Liberal electorates; and if he had thought for one minute that he could defeat either of those men, he would have put candidates into the field.

Mr. Hawke: You are quite right.

Sir ROSS McLARTY: He is pretty ruthless when it comes to politics. Although he has known me for thirty years, if he thought he had a chance of putting me out he would have a candidate against me at the next election. I would not trust him for two minutes.

Mr. Hawke: The Country Party will be after you next time.

Mr. Rhatigan: You had difficulty in fighting a couple of Liberals not long ago.

Sir ROSS McLARTY: I was talking about the hon. member just now.

Mr. Rhatigan: There was nothing detrimental I hope.

Sir ROSS McLARTY: You get the member for Pilbara to tell you what I said. It was nothing detrimental.

Mr. Bickerton: It was quite educational.

Sir ROSS McLARTY: I say to the Government, "Go ahead and carry out your policy and do not be bluffed!"

Mr. Tonkin: And fire nobody.

Sir ROSS McLARTY: The Premier should not worry about any slight defeats. I say to him, "Don't resign! Resign only when a no-confidence motion has been carried against the Government."

Mr. Bovell: That will never happen.

Sir ROSS McLARTY: Follow the example of the Leader of the Opposition. We could not get him out.

Mr. W. Hegney: You went red in the face very often trying to do so.

Sir ROSS McLARTY: You look pretty red in the face. Either you have been out in the sun, or you have been doing something else.

The SPEAKER: The hon. member will address the chair.

Sir ROSS McLARTY: I will, Sir; and before I run foul of you, I will sit down. I say again to the Premier, "Stick to your guns and carry on with your policy because you have a mandate to do it!"

Mr. Hawke: And keep your hair on.

MR. SEWELL (Geraldton) [8.35]: First of all, Mr. Speaker, I join with other members of this House who have congratulated you on your elevation to the highest position in this Chamber. I feel sure that you will conduct yourself with dignity. I would also like to congratulate the member for Bunbury on being elected as Chairman of Committees. Those of us who have been through the mill know that the Chairman of Committees is the working bullock; he does all the work around the place but does not get many pats on the back for it.

The SPEAKER: I hope the hon. member is not reflecting on the Speaker.

Mr. SEWELL: No, Sir. At this stage I would like to thank the members of both Chambers in this Parliament for electing me as one of the delegates to the Fifth Area Conference of the Commonwealth Parliamentary Association held in Adelaide this year. My co-delegate was the Hon. R. C. Mattiske, M.L.C., and we were ably supported and assisted by the Clerk of this Assembly, Mr. Islip. The thanks of my co-delegate and myself are extended to him for the able manner in which he assisted us.

I also wish to mention the hospitality which was extended to us in South Australia. We very much appreciated what was done for us, and no words of mine could properly express our thoughts on the

hospitality we received. That trip was one of the highlights of my life, and the treatment we received from the South Australian Government, and all those who had anything to do with the Conference, is beyond description. I understand that Western Australia will be the host State for the 1961 conference, and I hope that those responsible will make sure that similar hospitality is extended to those delegates who come here.

For the benefit of members I wish to quote some remarks made by Sir Thomas Playford, the Premier of South Australia, when he opened the conference. Quoting from *The Bulletin* of the 3rd June—

The South Australian Premier in opening the Fifth Australian Area Conference of the Commonwealth Parliamentary Association in Adelaide last week, called for closer co-operation between States. He instanced current co-operation between his own State and Victoria and New South Wales in using the waters of the Murray and Darling.

He suggested they should do the same sort of thing on similar matters of more local interest.

Mention of using the waters of the Murray and Darling reminds me of a reference I wish to make about water supplies. While in South Australia we had the pleasant experience of touring Whyalla, Port Pirie, and some of the other large industrial centres there. I say, without fear of contradiction, that had it not been for the socialistic legislation that enables the waters of the Murray to be piped to these centres, there would be no large industrial sites which the South Australian people are so proud about. What the engineers have done with the water of the Murray River is wonderful to see.

I suggest that the Government, every member of this House, and every organisation which takes an interest in public affairs, should do everything possible to increase the water supplies of this country. It is a well-known fact that the population this State can carry is governed by the amount of water available. I suppose everyone of us saw the picture of the Canning Dam in *The West Australian* recently. That picture indicated that the dam is nearly empty and the State is in a serious position for water supplies.

This afternoon the member for Claremont asked the Minister for Works certain questions about water supplies, and he wanted to know whether we would be facing water restrictions this summer. The Minister was forced to reply that unless we experienced heavy rains during the remainder of the winter the State would most certainly be faced with water restrictions. Because of this serious problem, every shilling that the Government can find, and every bit of manpower we have should be used to provide increased water supplies for this State.

Instead of sacking men from the Public Works Department, and spending a thousand pounds a day on a Commission to enquire into betting—and in my opinion that is nothing else but a face-saving act on the part of the Government to honour an election promise—the Government should spend the money on finding ways and means to augment the water supplies in this State. This is a problem which confronts not only those who live in the metropolitan area; it is one which has to be faced by every citizen in this country. Unless we get heavy rains soon the position will be serious in my own district.

Mr. Roberts: How did you get on over the last six years.

Mr. SEWELL: We had water restrictions last year. Our water comes from bores; and unless we get heavy rain, the position will be serious. We have had an abnormal winter, but that is all the more reason why something should be done quickly. It is futile for any Government to spend a thousand pounds a day on a Commission to inquire into something when we know all about the subject. Most of us know the remedy, and there was no reason at all for the Government to appoint this Commission simply because it made such a promise on the hustings.

Instead of men being sacked from the Public Works Department they should be used to find ways and means of conserving water, and tapping the known sources of underground supplies in this State. But we are going along with the same old routine, as though we have had a wet winter. If the Government tries to do something about this matter it will receive support from everybody in the State.

Mr. Brand: If we implement a policy of that kind, will it be something new?

Mr. SEWELL: Something should have been done about this before now. I have said before in this House—and other members have said it too—that something has to be done about the water supply position. Our seasons run in cycles; and with a dry winter, we are just as likely to be faced with a dry summer next year. Because the population has increased, and the stock population has increased, the position has become worse.

In Geraldton we depend upon bore water. Last year the reservoir overflowed. That, of course, is rainwater, but only a small percentage of the water used in that area is rainwater, and if anything should happen to the bores in a long, dry summer after a lean winter we will be in the same position as that which the metropolitan area looks like facing, from what the Minister for Works said this evening.

I would like now to mention a few items which I consider need attention. Some of them in my electorate require immediate attention. The Minister for Education

has agreed to put one more schoolroom on to the Beach Land School. I would earnestly entreat him, when he is making provision for that job on the Estimates, to provide enough money to add two more rooms, because two more are required. The present Government claimed it was going to save money in all sorts of directions, and I would point out that here is one manner in which it could save money; because we know that if we put on one room this year, and another one later, costs will have risen and the job will accordingly prove more expensive.

The additions to the Geraldton High School are well on the way; they are being done by a private contractor. About £63,000 has been spent on that school, and the thanks of the people in Geraldton go out to the Hawke Government for making that money available for extensions to the school.

I would like to quote from the local *Guardian* to show the increase in the school population, and the high school attendance since the time when the late J. C. Willcock opened the school in 1938. In that year the enrolment was 186; whereas today there are 586 boys and girls attending that school from the northern part of the State—and, in some cases, from the islands north of Australia. So it will be seen that the previous Government knew it was doing the correct thing when it made that £63,000 available for extensions and additions to the Geraldton High School.

At this stage I would like to have put on record the fact that I commend the staff of the Geraldton High School greatly for the work they are doing. That applies also to all the schools in the Geraldton district. I visit them frequently; and I can assure the Minister for Education, and members, that the standard of education and the standard of teaching in the Geraldton district is very high indeed. They are doing an excellent job.

The same applies to the hospitals. They are in a good condition. The previous Government kept them up to the mark, and our thanks go to the previous Minister for Health (the member for Eyre). These hospital buildings were kept renovated and up to standard all the time. We do, however, urgently require a regional hospital, and that is something for the Premier to bear in mind. Prior to the election—I think it was in January—Mr. Nulsen, the then Minister for Health, announced that a start would be made by 1962 on a regional hospital in Geraldton.

The then Leader of the Opposition—the present Premier of this State—prior to the election said that he would see, if he were elected and became Premier, that the hospital would be commenced long before 1962. I hope the Premier will remember those words.

Mr. Brand: Where did I say those words?

Mr. SEWELL: The Premier said them in Perth; they were quoted at the time. I would now like to refer to the jetty for the crayfishing industry in Geraldton. I think this matter is already on the files of the Public Works Department; but if it is not, I will now bring it to the attention of the Minister for Works. There is great need for a jetty to serve the fishing industry operating in Geraldton waters. At present, they use a small jetty that has been extended from time to time. Unfortunately the Public Works Department could not carry out the entire work, due to lack of funds; and, as a result, each year an addition is made to the jetty. I can assure members that this jetty is most inadequate for the fleet that is anchored there at present. I say that, because the boats today are two or three times longer, and draw far more water, than did the fishing boats in the olden days.

It is necessary for crayfishermen to go into deeper water to earn their livelihood; and where previously it was possible to tie up one boat, it would not now be possible to tie up half a boat. It is necessary that another jetty be built for the fishermen alone. Soundings have been taken in the vicinity of the breakwater, and our thanks are extended for this to the previous Minister for Works (the member for Melville). I understand it is now only a matter of finance; the cost is estimated to be about £16,000.

If this facility were provided, it would take the fishing fleet away from the hazards of the harbour, where it proves a menace to other shipping; it would also enable fishermen to bring their boats in for refuelling and restocking for the fishing season. The same thing applies in the harbour itself. We are most grateful to the Minister for Works at the time—namely, the member for Melville—for the extended programme of repairs that has been carried out on the wharf. Members will no doubt have heard me, year after year, saying that this should be done. The previous Government started that work; and I am pleased to say that the present Minister for Works is carrying it on, and it is to be continued until the concrete wharf is thoroughly renovated.

However, we must not stop there, we must go on until we have a deeper harbour and good berthing facilities. I have here the words of the Premier, uttered when he was Leader of the Opposition. While he was at Geraldton, he said that that was one of the things that he would see done when his party became the Government. I hope the Premier will find the necessary funds to do just that.

Tonight I have heard a good deal about roads. We all know that the member for Murray is one of the most experienced men in this State. He has a lot of political experience, and experience of country life, and all that it entails. I would like to

commend the Governments, and the departments of the day, on the programme they initiated for the extensions to our roads—not only in the southern areas of the State, but also in the northern areas.

That programme is still being carried out; and I can assure members that the taxpayers of the country are getting good value for their money. A lot of the money that has been spent on the Northampton Road in the past has helped to improve it immensely. In past years we have been inclined to skimp on our road work with the result that in a short space of time the roads go to pieces. They are not made to last.

Mr. Nulsen: Mr. Leach, our present Commissioner, is doing a wonderful job.

Mr. SEWELL: He certainly is; and that applies also to the other officers in the department.

Mr. W. Hegney: And the men who are doing the job.

Mr. SEWELL: Apart from the scientific and engineering staff, they are the people who do the job, not only on the roads, but throughout the country. They are the backbone and inspiration of the country.

Seeing he is Minister for Tourists, I would draw the attention of the Premier to the tourist possibilities in the Geraldton district. He has probably read the advertisement published in connection with the Geraldton festival. If there is anything I can do to assist him in his purpose I will be glad to do it, particularly if it means encouraging tourists to this State.

The Tourist Bureau is doing a good job in Geraldton, and any member who has a holiday in August would be well advised to attend the Geraldton festival and enjoy the warmth and hospitality of the people there. Horrocks Beach and the township of Calbarry at the mouth of the Murchison River, are well known to professional men as ideal places for a holiday. Both these roads are dirt tracks and they are dependent on the Main Roads Department for money from the Grants Commission to keep them in order.

I think it can be said that the road to Calbarry, at the mouth of the Murchison River, was one of the worst roads in the world until the Main Roads Department—through the good offices of the member for Merredin-Yilgarn, who was at that time a Minister—made money available to put that road in a trafficable condition. There are about 50 miles of sandplain to be negotiated, and it will be necessary to make some grant for this purpose.

The Horrocks Beach Road is in need of a bitumen surface. It is a good tourist resort, and the local governing body has ideas of extending facilities there for tourists. So far as climate, fishing, and

the beaches are concerned, there is nothing in Australia that will beat those there. They might compare favourably with these facilities, but they will not be better in other parts of Australia.

The Minister for Police is not in his seat tonight; but I hope it will be possible for him to visit Geraldton and Northampton before long, particularly to see the police station and the constable's quarters there. There is a great necessity for a courtroom at Northampton, and I intend to use every endeavour with the department concerned to see that Northampton gets proper courtroom facilities, and that it is provided with a police station.

The State Battery at Northampton is doing a good job, as it has done in the past. I believe in giving credit where it is due. Mr. Simpson, who was a previous Minister for Mines, on representations made by myself and the mining people in the district, agreed to establish a battery there to treat lead ore. With the change of Government, the succeeding Minister honoured the promise, and the work started by Mr. Simpson on that battery became an established fact. I understand it is the only battery in the southern hemisphere that treats lead ore. It does a wonderful job; and, if it had not been for that mining area, Northampton would have been closed down.

Things are bad enough with the low prices paid for base metals; but the power, drive, and good sense of those concerned with the mining industry has been a great impetus to the area. If it can be kept going, it will not be long before Northampton will be one of the best centres so far as workers in the mining industry are concerned—particularly if there is an improvement in the price of base metals.

I am sure we all hope that will happen soon, because the people concerned have always been willing to take a gamble and invest their money in it. Some of them have lost their money, and those who persist deserve some return. Quantities of ore are exported to Japan from the port of Geraldton—which, of course, makes for more employment in the district. I would like to quote a few figures to show the improvement that has taken place in Geraldton.

I mentioned the figures of schoolchildren attending the high school at Geraldton. These children come from outside the Geraldton township. The total revenue from the port of Geraldton last year was £53,186 as compared with £901,606 the previous year. I do not want to bore the House with a lot of figures, but give these to remind the Premier and his Ministers that the Geraldton district is one of the richest districts in this State—if not the richest—so far as primary production is concerned. It also has a mining industry which, some time in the future, could be

a great asset to this State because of the potential so far as lead and copper are concerned.

We have quite a lot of contact with the various Government departments. A further approach will be made to the State Housing Commission and the new Minister for Housing. The programme which has been announced is not adequate enough for Geraldton. I would say it is 50 per cent. deficient. If the State Housing Commission says that Geraldton should have 25 houses, I could easily prove that it should receive at least 50 houses during the next 12 months.

I would like to commend the State Housing Commission on behalf of the aged people and pensioners for the flats which have been built in Geraldton and other places. I would like it placed on record that the people fortunate enough to get one of these flats—they are in great demand—give their thanks to the previous Minister for Housing (the member for East Perth). The people who are able to live in these flats do not have to pay an exorbitant rent.

If there are any members in the House who do not have these flats in their electorates, I would recommend that they visit the Housing Commission to have a look at the plans. The flats are near enough to being ideal for the people they are meant to house. The houses built by the State Housing Commission are of different design; and I find that in some of the smaller places than Geraldton where the State Housing Commission has set a standard, housing generally has been improved.

We now have a new Government in office; and although it is not for me to say what is the best for this State, I would commend some of the matters I have raised here tonight to the Government. I believe that it could take a leaf out of the book of the previous Government. That would certainly do it no harm. I hope it will not only remember the metropolitan area and the South-West, but other important places associated with primary production; and I refer not only to Geraldton.

I would like to thank the previous Government for the ready assistance that was always given in the northern area. I know the same thing has applied to the boundary over the Murchison River. Thanks are also due to the various departmental heads who make up the great Public Service. I would refer to the Health Department, the Geraldton Hospital and its staff, and the Water Supply Department. I do not want to omit the staff of Parliament House from my thanks, because people like myself from the country—more readily than others—appreciate the value these folk are to us with their guidance, words of advice, and assistance which is always willingly given when we try to do something of benefit to our electorates.

**MR. GRAHAM** (East Perth) [9.6]: It seems a pity to speak in terms of criticism after the very light and pleasant time we spent, in the main, when we heard an address from the member for Murray. This evening, I intend to express myself as clearly and forcibly as I can in criticism of the Government for certain matters; but in respect of others, to make submissions which I trust will be heeded by the Government, at least to the extent of taking some notice of them.

Might I, Sir, congratulate you upon attaining the position you now occupy. I should, perhaps, qualify that by congratulating you for your political integrity, as a consequence of which you sit in that distinguished Chair instead of one of the ministerial seats. I, Sir, am naturally familiar to the nth degree with the shocking display of two-timing indulged in by the members of the Liberal Party in this Chamber in connection with the Bill which set up the Metropolitan Passenger Transport Trust; and how certain influences outside Parliament—and these influences were not the bus proprietors—got to work on your colleagues. But you refused to be intimidated. Because of that, you are paying the penalty of being the Speaker of this Chamber instead of being a Minister of the Crown. I desire to compliment you on the way you have, after such a short experience of your new office, conducted yourself and the proceedings of this Chamber.

I desire, first of all, to make some reference to the newspaper report of remarks of mine in connection with the Royal Commissioners' Powers Bill. Having made the speech which I did, I read the newspaper report without its making any great impression on me, because I knew what I had said. But only this evening one of my colleagues pointed out to me that a wrong impression was abroad, and a reference to the Press and my own remarks gives point to that.

It will be readily recalled that I said something with regard to using the term "scum of the earth." *The West Australian* reported it, but omitted certain words, which would give—and have indeed given—an entirely wrong impression. The issue on the 24th July says, "Graham, East Perth, said that racing attracted the scum of the earth." I suppose the natural conclusion to be drawn from that is that those people who are interested in and follow that sport and participate in it are the scum of the earth.

What I said was, "Everybody knows that amongst others the game of horse-racing attracts the scum of the earth; the lounge lizards; the spivs," and so on. In other words, by no stretch of imagination was I embracing every person in that term. I stated that people of that particular type and calibre were attracted to the game of betting and racing, and the activities

associated with it. I stand by the statement I made here and will pursue the matter no further.

My prime thought in regard to the new Government that has been in office for a few short months only is that it is composed of little men, and that they have condemned themselves. It is childish in the extreme, and something one would expect of children, that Mary, out of revenge or spite, will destroy something that Nelly has done. We find that this Government, in contradistinction to the history of Governments and the change of Government in Western Australia—indeed in every part of Australia—has set about the childish procedure of endeavouring, so far as possible, to erase everything and anything that was set in motion or established by the previous Government.

**Mr. Lewis:** Which one of the Opposition front bench would be Nelly?

**Mr. GRAHAM:** My reference was to the Government. Apparently the member for Moore has an uneasy conscience even though he is not one of the Ministers. Even the member for Murray this afternoon, or earlier this evening, mentioned two alterations: the change of the name from the Golden West Bridge to the Narrows Bridge, and the name of the Golden West Freeway to the Kwinana Freeway.

This was an endeavour to dissociate as far as possible—it was not possible to destroy the new structure of the bridge—the previous Government from that giant and essential undertaking. To suggest that people would not become accustomed to the new name is, of course, not facing facts and realities. We know there was, in South Perth, a street known as Suburban Road, which is now known as Mill Point Road. We know there was a town which was known as Newcastle, but which is now known as Toodyay, and so on. There are many examples of changes made and names given for certain reasons, and in a short period of time they are accepted by the public. "Narrows" is the name which is applied to a small channel and narrow stream of water. That is not being interfered with in any geographic sense; but an entirely new structure is being built over it. That was given a name with some definite association with the State of Western Australia.

Notwithstanding that the previous Government—let us forget the niceties of its being in its dying hours—had given effect to the law of the land as introduced and carried by Liberal and Country Party members in both Chambers, by setting in motion the procedure for the redistribution of seats, this Government of little men said that that action must be undone.

The previous Government was granting assistance to the most underpaid and needy section of the community—those poor beggars whose misfortune it is to eke out an existence on £3 5s. a week.



Assistance has been granted to all sorts of people, but those persons—receiving less than anyone else in the community—had money snatched from them by this Government. Obviously that was done to obliterate an activity of the previous Government. The saving was in the vicinity of £50,000.

Almost in the same week this Government, without inquiry—far worse than that; an inquiry had been made but consideration was not given to it—decided, on figures supplied this afternoon, to hand £45,000 a year to the farming fraternity in the areas no longer served by railways; and that was done irrespective of the income or the financial circumstances of the farmers. Some of them, perhaps, were in need of assistance; but some would not be. But even the humblest of those farmers, I suggest, would not be in the dire straits of a man without a job and in receipt of only £3 5s. a week on which to exist.

Whilst I am on this matter, I point out that we were told by the Government—it can get away with anything because it is protected by the Press—that the matter had been examined and it was found that a whole lot of people—who were, in fact, not entitled to this consideration—were battenning on the State. I asked for there to be laid on the Table of the House all the papers relating to the inquiries leading to that decision.

No inquiries were made by the Minister for Child Welfare. Not a word or line in the file is to be found to show that he made any inquiries. When the assistance was discontinued, some 1,122 single persons were in receipt of additional aid from the Child Welfare Department. On the file, a note dated the 21st May, from Mr. Young (the Acting Director of the Department) states that two single persons were prosecuted for imposition on the department. Two persons had been found to be not playing the game, and 1,122 were denied 17s. 6d. a week!

As is well known, in respect of age pension payments, unemployment benefits, or anything else—even the filling in of taxation returns—there is a certain percentage, be it large or small, who crib a bit.

This file, without a tittle of evidence reveals, surely, that the Government is so anti-working class—or, harking back to my earlier remarks, is so seized with the necessity to do away with anything the previous Government did—that it chose to do this to the most unfortunate section of our community. No inquiries were made by the Minister; and the Premier can check that. No information about people imposing on the funds made available by the department was even asked for by him.

I have already mentioned the road subsidies granted in accordance with a formula outlined a couple of years ago to

this Parliament. It was on the condition and understanding of that formula that the railway operations ceased on certain lines. But this Government has decided to grant subsidies which will this year cost an additional £45,000; next year, an additional amount of probably £70,000; and so on, increasing to a total of £134,000, apparently for ever and a day.

An application was made by a company to establish an air service to the northern portion of this State and to certain rural districts. Because the Minister for Transport—he used an extravagant word—said the Government had done something illegal, that featured in the headlines. I have already indicated that nothing illegal was done. The Government is the supreme authority when it is laid down in an Act that the department is subject to the Minister. *The West Australian* was critical of the action taken and asked, "Why the urgency?"

Representatives of the company waited upon me and informed me by, I think, Thursday of the following week that they wanted to be in a position to give assurances to the directors of a certain oil company who would be meeting in London on, I think, that day. Several million pounds were to be invested in this concern which felt it could give a better and cheaper service, and that it could exploit opportunities that were not then being exploited.

What would have been the position if the previous Government had allowed red tape to play its part so that week after week—perhaps month after month—would have gone by while inquiries were carried out and trips made to the North-West, and the opportunity that was presented was lost? We would then have been castigated by the Press and by the present Government for driving away a business concern which sought to establish itself in Western Australia.

Mr. Brand: Did not the principal in Melbourne—according to a report over the air—say he had withdrawn his application and interest months before?

Mr. GRAHAM: No, not at the time the approach was made to us. Accordingly, subject to certain conditions and safeguards, the Government decided the application should be granted. Then, wrongly in every respect, the Minister for Transport stood up and made the extravagant statement about the Government's action being illegal; and again—being thoroughly consistent—the present Government decided to wipe off what the previous Government had done, and asked the company to submit another application.

Mr. Rhatigan: Despite the fact that another air service is urgently required in the North-West.

Mr. GRAHAM: That may well be. Whatever the Labour Government did was wrong! Having said "Yes," expeditiously, we are criticised. If we had said "No," we would have got the rounds of the kitchen for our attitude.

Mr. Wild: Did you consider that this company would have required an air subsidy the same as the MacRobertson-Miller Company?

Mr. GRAHAM: That would be entirely their own business; or the business of the company and the Commonwealth Government. What was first required was for the Transport Board of Western Australia to say "Yea," or "Nay."

Mr. Wild: In view of the fact of that company having to be subsidised—

Mr. GRAHAM: The company can speak for itself. I am not here to press its claims or give its reasons. Suffice it to say that I spent a long period with first one and then another principal of the company, and I sent the first gentleman to the Chairman of the Transport Board to have a talk with him. I do not want to canvass the rights or wrongs of this question; I am merely giving instance after instance of the endeavours of this Government to turn upside down what was done by the previous Government.

Mr. Court: Did not that company just want to select what are normally regarded as the payable freights?

Mr. GRAHAM: No. The Minister is completely wrong.

Mr. Court: I am not.

Mr. GRAHAM: The previous Government decided that a large block of flats—estimated to cost £430,000—should be built in South Perth in order that the State might provide for the first time, accommodation for single-unit persons—spinsters, widows, and the like. All other sections in the community have been catered for. Talk about the needs of large families.

If we had done all that was prated about in that direction nothing would have been done for the pensioners; but on this occasion something was done for them. The land in South Perth was purchased by the Housing Commission for the purpose of erecting thereon a large block of flats. It was obtained at a reasonable price. The present agreement expires in two years' time. Certain moneys were put aside to provide for this project, and work had been done in connection with the plans. In addition, an undertaking had been given to women's organisations, and tests had been carried out on the land itself. All these things had been done; yet this Government, apparently at first consideration, has decided that the scheme shall be abandoned. I suggest that this was done, more than anything else, to efface from the records or from the skyline another monument to the Labour Government.

Mr. Brand: If it is so wrong, will it not be reflected in the ballot box?

Mr. GRAHAM: We are anxiously awaiting the day when the ballot box comes into play.

Mr. Brand: I bet you are!

Mr. GRAHAM: A Royal Commission was inquiring into the railways. As everyone knows, the railways are the heaviest single drain on the exchequer. That department, because of the size of its ramifications, requires a great deal of detailed investigation. Mr. A. G. Smith was appointed to the task and was proceeding with it. But this Government decided that the Royal Commission should be given the bird, and Mr. Smith has been told to get out.

Mr. Court: You don't seriously suggest that you were going to continue him much longer after he had been there 2½ years?

Mr. GRAHAM: It is not a question of time, but of the job being done. I would not care if he took five or 10 years to complete the task, if he produced something worth while. This major problem has been with us for as long as I can remember public life. Certain changes were effected as a consequence of Mr. Smith's inquiries; and others were contemplated. No doubt his further reports indicate the necessity for still more changes. But this Government, without giving him an opportunity to complete his report, suggested that he should stop. When Mr. Smith said it would take a certain number of weeks for him to complete the work, he incurred the displeasure of the Minister for Railways because he could not finish a little earlier.

Mr. Court: He did nothing of the sort.

Mr. GRAHAM: We find also that this Government decided—on what grounds I know not—to somersault the issue in regard to the appointments of the Under-Treasurer and the Public Service Commissioner. As a result of many inquiries and investigations made by the present Deputy Leader of the Opposition after he had travelled to many parts of the world, a determination in connection with Fremantle Harbour was made; but this Government, apparently on the say-so of the Fremantle Harbour Trust, decided to throw that project overboard. I think that irreparable damage will be done to the metropolitan area on account of the reversal of that decision by this Government. There was also, because of weather considerations, some concern as to whether the outer harbour, Cockburn Sound, or any other part of the harbour area, could be used.

The then Deputy Premier was able to realise that there were considerations of far greater magnitude in that respect that could be overcome in other parts of the world, and therefore there was no legitimate reason why we could not proceed

with the seaward development of our harbour; and, overall, it would represent less cost, because the more we extend Fremantle Harbour, the more difficult it will become to make harbour facilities available elsewhere and the more it perpetuates the flow of our bulk goods through the heart of the City of Perth.

I have been one who has always felt there was no real need for a railway line to Fremantle on this side of the river, and no need for a Fremantle railway bridge. I consider that it should travel through the southern suburbs and down to Kwinana; and the sooner we are able to get berths provided in Cockburn Sound the better.

However, now that the move has been made for additional berths in the inner harbour it could delay for generations the move I have suggested; because I think I would be right in saying that the present number of berths is more than sufficient to meet the existing demand on harbour facilities, but if further berths are provided we will make provision for shipping for a generation or two. In any event, with this further accommodation we would have a tremendous harbour at Fremantle, and it would be more difficult to provide harbour accommodation somewhere else.

Mr. Court: When you talk about concentrating the line on the south of the river, do you mean to discontinue the Perth-Fremantle rail passenger service?

Mr. GRAHAM: That would be a separate matter. It would not be of concern to me personally whether there was a passenger service or a goods service provided south of the river. I do not think we should build a bridge merely to provide a line to cater for passenger traffic.

Mr. Court: I do not think you could contemplate a rail passenger service from Perth to Fremantle if there is no rail bridge at Fremantle.

Mr. GRAHAM: If the Minister for Railways is keen about ceasing the railway operations between here and Fremantle, that matter could stand on its own and be debated at the appropriate time. At the moment I am concentrating particularly on the transportation of heavy goods that pass through the City of Perth. I hope the Government will realise that it has been foolish in the extreme because of its desire to undo the decisions and the work commenced by the previous Government.

We now find that the present Minister for Housing, in order to curry favour with the Canning Road Board, went to the members of that board and said that if they wanted to change the name of Beeloo he would do everything in his power to see that it was changed.

Mr. Bovell: The Canning Road Board opposed the name of Beeloo.

Mr. GRAHAM: That has nothing to do with it. First of all, they wanted to call it Burton. Now they want to call it Wilson; but the Nomenclature Committee decided it should be named Beeloo for historical and other reasons.

Mr. Bovell: Are you sure that there was not some ministerial pressure applied?

Mr. GRAHAM: Apparently the Minister for Lands is applying pressure at the moment because he thinks his predecessors acted in a similar way.

Mr. Bovell: I merely asked you a question.

Mr. GRAHAM: Even assuming there was, the point is that the development in that area has been done almost entirely by the Housing Commission; and there is nothing new in the Housing Commission wanting this new suburb to be known by the name of its choice, which is subject to the approval of the Nomenclature Committee.

Mr. Brand: Doesn't the local authority have a say?

Mr. GRAHAM: The great bulk of it was and still is pure bushland.

Mr. Brand: Take no notice of me!

Mr. Tonkin: Is the Government going to listen to the North Fremantle Council in regard to the siting of the bridge?

The SPEAKER: Order! I ask the member for East Perth to resume his seat whilst I am on my feet. These exchanges across the Chamber must cease. I do not want to interfere with the debate to any extent, but I must insist that order shall prevail.

Mr. GRAHAM: The name of Beeloo has been accepted by the P.M.G., the Housing Commission, and other organisations. I make the statement from here that if the Minister for Housing and his Government insist on this change of name—because I have had enough of this trifling and of the members of the Government playing like little children—I will do everything in my power when returned to the other side of this Chamber, to restore the name of Beeloo to that suburb if the present Minister for Housing continues, for political reasons, to play up to one member of the Canning Road Board—

Mr. Brand: He must be an intellectual.

Mr. GRAHAM: —by changing the accepted and officially-designated title of the new suburb of Beeloo.

Mr. Roberts: Would you do that even contrary to the wishes of the local people?

Mr. GRAHAM: There are no local people. I have just informed the House that there is only bushland. Because of the hostility of a member of the Canning Road Board to our aborigines—niggers, he calls them—because of their colour and everything associated with them, he would not have an aboriginal name anywhere if he

had his way. Such is his intense hatred of the original inhabitants of this country. It is because of the approach to the present Minister for Housing that this change is being brought about. I do not think the official records and proper names of places should be altered merely to cater for the type of men and mentality that adopts such an attitude.

Mr. Brand: Do you think you are being very fair?

The SPEAKER: Order!

Mr. GRAHAM: I am being eminently fair; and if the Premier wants more details in connection with this, I am in a position to give them.

Mr. Brand: Go on; I am not impressed by your arrogance.

Mr. GRAHAM: I will. But I have not much time left at my disposal because of the time that has been taken up answering interjections by members on the Government bench.

Mr. Tonkin: Apparently you have a license to interject.

Mr. GRAHAM: Another instance of these little men exercising undue authority is that a decision was made by the previous Government in regard to the development of that area on the Causeway side of the present tramway car barn. That decision was made for certain reasons. One was economic and the other was aesthetic. I have roughly prepared a little plan of that area. Unfortunately I could not make it any larger. That portion which I have coloured blue represents open space. There is Haig Park, the old East Perth Cemetery, Gloucester Park, the headquarters of the W.A. Cricket Association, Langley Park, Heirisson Island, and so on.

It will be seen that there is a finger pointing to the middle of it. A salient! It is on this portion I have coloured deep red. On that spot it is proposed to erect buildings. Therefore, instead of having a broad vista and an open space, it will be blocked out by the group of buildings which apparently this Government proposes to erect. What we, as a Government, decided, was that the present open space, which is the existing vehicular park, should be compressed and gardens planted in a surround, including trees, shrubs, and lawns. This area would therefore still remain an open space at the eastern gateway to the city.

Mr. Brand: What was the recommendation of the Town Planning Commissioner in that regard?

Mr. GRAHAM: Surely we do not have to go into all that! We know that Professor Stephenson prepared a plan as a guide and as a basis to work upon instead of development proceeding higgledy-piggledy.

Mr. Brand: Surely you must credit him with noticing something such as that.

Mr. GRAHAM: Obviously he did not; because a glance will show that if these buildings are erected on that spot, it will be a mistake because they will be there for all time instead of leaving the area open as it is now to form a broad expanse at the gateway to the city. The Government proposes to put there bricks and mortar and all the rest of it to destroy the garden appearance of that area. Surely the Government is not so insensitive that it will not recognise the need to preserve this area in its present state from the aesthetic point of view! Nobody would claim that Professor Stephenson was correct in every single detail.

Mr. Brand: No-one has denied that Professor Stephenson was correct.

Mr. GRAHAM: I think the Premier made some such intimation a short time ago. I remember when this subject, among other things, was being dealt with by *The West Australian* newspaper; when both the newspaper and I had a bit of fun by the newspaper publishing something and my replying to it, and so on. That newspaper considered it was a terrible thing that, apart from the parking of the vehicles in that area, there should be an industrial establishment in Adelaide Terrace. It had never occurred to that newspaper, of course, that it had an industrial establishment in St. George's Terrace within which are employed 1,000 men and women on all types of machines that are worked both night and day; and yet nobody going up and down the terrace would know that they were there. What objection can there be so long as there is no interference with the aesthetic aspect of that particular locality?

Instead of yawning and gaping entrances to the car barn, it was decided that there should be an entirely new entrance to the building, and that the sheds should be entered from the inside and not from the outside. This would make the building on the present tramway car barn site comparable with any in St. George's Terrace. What was in the Government's mind although no final decision was made, was that that area, now occupied by the officers of the State Housing Commission and other Government officers, could serve the purpose of the Police Department by providing sites for the proposed central police station, police courts, etc. I could not see anything wrong with that. Overall, it would have the effect of retaining this broad expanse at the eastern gateway to the heart of the capital city. Therefore, I am pleading with the Government to give some consideration to that.

Whilst we have the Minister for Lands with us in this Chamber I would like to say a few words on immigration. I have noticed that he has stated there is need for more immigrants to be brought into this country. He is perturbed that the graph on immigration shows a downward trend

over the past few years. It is a complete fallacy, to my mind, to suggest that an increased number of immigrants will create more jobs.

Mr. Bovell: Of course it will!

Mr. GRAHAM: The Minister apparently wishes to apply that principle to the State of Western Australia; and he says, "Of course it will!" If we confine our area a little, it will become abundantly clear that it will not create more jobs. For example, if we were to dump 200 more immigrants in Busselton, would that create more employment for the residents of Busselton, including the 20 who are unemployed there at the moment? It would do nothing of the sort. All I am asking the Minister to do is to multiply that figure of 200 that I have suggested several times over, and that will represent the increase in the number of immigrants to be brought into this State.

But I am not averse to additional people coming into this country. I am not averse to their coming here now, if they are of a certain type. I am very definite and emphatic in this view, because I know something about them and I am closely associated with several organisations which might be termed foreign communities—the Italians and the Greeks in particular. I think it is criminal for any Government to talk about bringing in additional workmen at a time when we have migrants who have been in this country for 12 months and have only received a few weeks' work.

Mr. Brand: The time is never right!

Mr. GRAHAM: It is when there is a reasonable amount of work available; but during a time of shortage of work, then it is not propitious. I would suggest to the Minister for Lands, who is also the Minister for Immigration, that he have a close talk with his Federal counterpart.

Mr. Bovell: I have already had that.

Mr. GRAHAM: I am aware of many shocking cases of family units and relations being separated; of people who seek to come to this State but whose applications are being rejected on some small technicality.

Mr. Heal: By the hundreds.

Mr. GRAHAM: As the hon. member said, "by the hundreds," because he has close association with them.

Mr. Brand: Did you say "by the hundreds?"

Mr. Heal: Yes.

Mr. GRAHAM: I say this seriously: If I am challenged by a member of the Government to cite the cases, I can without any difficulty bring forward no fewer than 100 cases on 48 hours' notice. In one case a migrant has worked in this State for a number of years and obtained a home for his family. He is in permanent employment. His wife and four children were resident in Italy. Their department ruled that the wife and three of the children could

migrate to this State; but one boy aged nine, who was deaf and dumb but who had no signs of transmissible disease, was refused entry.

It became a question of either deserting the country which this man had come to like so well, or saying farewell to his family. Alternatively he could bring out a portion of his family and leave the nine-year old boy in Italy. There are ways and means of overcoming the position; and after a long and bitter fight, the department gave consent. I hate to say this, but it took some party politics to bring about that result.

Along the Wanneroo Road there is a man who has been in this State for over 30 years. He has developed a property for himself and also one for his son. They are both producing vegetables—and I daresay poultry, eggs, and so on. There are houses on both those properties. There is also a third property which has been set aside for that man's daughter, who is in Italy or Yugoslavia—I forget which.

This man has been a farmer in his own country. His wife is the daughter of a long-established farmer in this State. He wants his children to come out here. There is a house for them to move into and the property is ready to be worked. The property is at the producing stage and can maintain a family. Their entry to this State would cause no housing problem or aggravation of it. They would not add to the total number of unemployed. Their coming would make the father—a resident of long standing and a most honoured citizen in his community—very happy, because a missing link of that family, the name of which is Dhimitri, would be able to come to Western Australia, and they could live side by side and help one another. The old man is getting on in years and requires some assistance.

Mr. J. Hegney: What is the obstacle?

Mr. GRAHAM: It is difficult to find out. I have attempted to discover the reason. Is it one of political consideration? I have a sworn statement from a priest of long standing in that country that there is no doubt on that score. There is no doubt about the physical health of the man in question, who is a farmer in his own country. His police record is good. There might be a technicality. If there is something a little wrong, will the standard or morals of our people be broken down because permission is given to a few of these people to come here and join the members of their family? In the name of humanity, I am imploring the Minister for Immigration to bring about a change in the policy, which no doubt is common to the Commonwealth. His action would bring happiness to many hundreds of people in all States of this country, and at the same time bring in additional population.

Mr. Bovell: I have investigated a number of such cases. Usually there is a good reason, although I do not say that with

regard to the case you are quoting. In every case I have investigated there has been a legitimate reason, and mostly the people concerned will not come out.

Mr. GRAHAM: The person to whom I am referring actually sold his farm, because he thought it was a mere formality in obtaining the permit to enter the country. He was rejected at the last moment.

Mr. Bovell: I have gone into many cases, and in many instances the people have written in apologising for causing trouble.

Mr. GRAHAM: That might happen in some cases, but I can assure the Minister there are many cases in the category of the one I am referring to. Even if these people had been convicted of theft 10 years ago, or have been in a Communist state and got too close to the Communists—as though they had any alternative to being too close to them!—or if they have housemaid's knees and are not 100 per cent physically fit, they should be given a permit. How many of us have not something wrong with us in one direction or another? These cases would amount in the overall to a very small percentage of the migrants.

Mr. Roberts: In the case you quoted, have the individuals concerned received permission from their Government to come here?

Mr. GRAHAM: There is no difficulty in that connection. I am not criticising anybody, and I am not bringing party-political issues into this. It is too important and serious a matter. When I have a grown man coming to me and crying because of the distress he is in, I am impelled to do what I can to remove the impediment. Occasionally it is possible for me to achieve success, but there are hundreds who are being rejected and continue to be rejected.

Mr. Bovell: The Federal Minister is coming to this State as soon as the Commonwealth parliamentary session is over.

Mr. GRAHAM: I hope he will make himself available to me for a couple of hours. I can introduce him to hundreds of these cases. I pass on to another matter, and that relates to some questions asked by the member for Beeloo this afternoon. It concerns the magistrates. Surely it is no part of their duties to criticise or make slighting reference to a piece of legislation, or authority that is exercised under that legislation. Surely the magistrates are appointed to dispense justice! They are not appointed to be commentators on the law of the land.

It is time that some of the magistrates looked at themselves. I am now referring particularly to traffic matters. There has been a great inconsistency in the penalties they have imposed. I remember that a couple of years ago, the Police Traffic Branch was so concerned about this matter that it drew up a schedule of offences. The

schedule showed that for some trivial offences the offender received a greater penalty than the offender committing major offences. The schedule was submitted to the Under Secretary for Law. It was suggested that he discuss the matter with the magistrates with a view to getting a better perspective on the imposition of penalties.

Parliament itself has expressed its dissatisfaction with those who sit on the bench; because in many cases Parliament has made the penalty automatic, indicating that it did not have the confidence of those on the bench. Parliament could not leave it to the magistrates entirely to impose a penalty as befitting the offence. I am referring to the automatic suspension of drivers' licenses where the motorists were under the influence of liquor. I suggest that the magistrates could pay a little more attention to their proper duties and keep their noses out of matters which are not their concern.

I regret the Minister for Health is indisposed and is not here, because I am suggesting that he has something to do with the document I have before me. It was sent out to certain public organisations over the signature of the Secretary to the Minister for Health, and therefore with his authority. It is a more direct authority than one from the head of a Government department. This is what the letter addressed to non-political organisations, says—

In his policy speech delivered on the 3rd March, 1959, the Hon. David Brand said—

"Pensioners at present entering hospital are compelled by the Hawke Government to pay at the rate of 8s. per day. Now the Commonwealth Government, under the National Health Scheme, proposes that a pensioner by joining a recognised hospital fund may, for 9d. a week single and 1s. 6d. married, insure for hospitalisation costs."

Is it necessary when forwarding an official document to a non-political body and inviting representatives to a conference, to engage in party politics? That is a shocking state of affairs, and I leave it at that. I suggest to the Premier quite seriously that it would not be a bad idea if he had a talk with his Ministers, particularly the new ones, so as to ensure there is no repetition of such an action.

Mr. Bovell: What was the date of that letter?

Mr. GRAHAM: The date is not shown, for obvious reasons. The top half of the letter has been eliminated in the copy before me, although I am aware of the organisations to which it was addressed.

Mr. Brand: Is there anything wrong in quoting the existing situation and the policy speech, which is now the policy of the Government?

Mr. GRAHAM: I do not want to go into details. The policy of the Government is not a policy at all, because there has been no change. If a person belongs to one of these health organisations, then he is entitled to the Commonwealth payment plus the payment from the organisation.

Mr. Brand: Is it so wrong to quote the existing situation which was the decision of the Hawke Government?

Mr. GRAHAM: If the Premier does not see any impropriety in a letter that indicates the playing of party politics, then I can stand here for hours but he will still not appreciate the point I am making. I asked some questions the other evening about the opening of the Lord Street and the Moore Street crossing gates. The answer given to me was that these level crossing gates may possibly open in January of next year.

Everyone surely is aware of the position on the Beaufort Street and William Street bridge, and the necessity for an additional outlet from the city and inlet to the city in order that the heart of it may be bypassed. All I am doing now is asking the Government to endeavour to prevail upon the departmental officers—and the Railway Department principally—to get on with the job. They were instructed to get cracking, and the urgency was stressed in January 1958; and this is 18 months later. It is a matter of electrical and mechanical equipment, two sets of boom gates, and a little road construction work at the approaches; and that it will take at least two years before that work can be undertaken and completed, notwithstanding the urgency from a traffic point of view, is too ludicrous to be contemplated.

The SPEAKER: The hon. member has five minutes.

Mr. GRAHAM: Thank you. I hope and trust that I will not utilise all of that five minutes. There is just one other comment I wish to make, and that is in connection with housing. Earlier I made reference to the information given by the Government in connection with what the housing problem was. I do not know whether there was a desire to play party politics, or whether there was ignorance of the situation, or just what the position was; but in successive announcements we were told that the State Housing Commission had 9,600 people waiting for homes, then 6,100, then 4,690. Then we were informed—and indeed by no less a person than the present Minister for Works at a Liberal Party conference—that the situation was hopeless and fantastic; that people had to wait for up to three years for a house; and that there is a very serious housing problem.

It is more than strange that we have 80 members of Parliament and for three years not one of those 80 members could locate a serious housing problem in Western Australia.

Mr. Roberts: I beg your pardon!

Mr. GRAHAM: But as soon as—

Mr. Roberts: What about Bunbury?

Mr. GRAHAM: But as soon as a set of figures is placed before a Minister, a housing problem is created. It appears that there is a three-year waiting period. As any member knows, any deserving case is attended to immediately. These people waiting now are merely those who are seeking to have new homes or desire to move to a new suburb. In other words, they are going shopping. Because there is a bargain sale and women rush to buy frocks, it does not mean there is a shortage of frocks; and because there are people in a queue outside a building society, that is no indication that there is a housing shortage but merely that people have come for bargains; to get money for 5½ per cent. instead of the usual 7 or 8 per cent. from other sources. And I do not blame them.

Mr. Roberts: Are you implying, as ex-Minister for Housing, that there is no housing shortage at Bunbury?

Mr. GRAHAM: I do not want to continue this question at the moment. The hon. member would have an opportunity of having plenty of fun during the discussion on the Estimates, except that I think he will be safely ensconced in the chair in front of you, Mr. Speaker.

Mr. Roberts: I could leave the Chair!

Mr. GRAHAM: I have made these sundry and disjointed comments, and I ask the Ministers to think seriously over the several matters I have mentioned. I ask them please, in the interests of the good name of Western Australia and the political atmosphere in Western Australia—notwithstanding the fact that we speak sternly to one another, the level of politics in W.A. is high; that is admitted by everyone—for goodness' sake give up this childish business of going around with a big stick to knock over everything and anything merely because it was created by the previous Government!

If that atmosphere prevails, and becomes the order of things, then the level of politics and the parliamentary institution of Western Australia will be reduced to the level on which it is, unfortunately, in other parts. It is a serious thing when Parliament and parliamentary representatives are brought into disrepute in the eyes of the public.

One final thing I desire to say is that I wish the Press would have a little more regard for the prestige of Parliament and what Parliament means in a democratic State, and accordingly would not seek every opportunity to belittle and berate members of Parliament; because, after all, without members of Parliament, the parliamentary institution would mean nothing and Parliament House would be nothing but a building.

On motion by Mr. Mann, debate adjourned.

*House adjourned at 10.6 p.m.*