

hard indeed. However, the damage has been done. The position can be retrieved in the butter industry to a certain extent by permitting the use of farm butter; but it is useless to ask the dairy farmers to send their cream to the factories, because, as I have said, the quantity of second-grade cream available is not sufficient to cover the cost of despatch.

**HON. C. R. CORNISH** (North): Before touching on some of the items contained in the Lieut.-Governor's Speech, I would like to endorse the remarks by previous speakers when dealing with child delinquency. I trust that effect will be given to the recommendations contained in the report of the Royal Commission as soon as possible. I would also like to commend Sir Hal Colebatch on his effort in the final draft of the report. I support the remarks made by Mr. E. H. H. Hall and am pleased that he read to the House excerpts from the record of evidence submitted to the Commission. It was certainly very illuminating, and, in my opinion, the appointment of the Select Committee, as it was originally, was thoroughly justified. I had only one chance to go North and regret that as a result I was not able to inspect the institutions. However, I have been privately to some and I know that they are doing very good work for those children who have gone astray. These places are an asset to the State. I agree that there is room for the optimism in regard to the war situation expressed in the Lieut.-Governor's Speech. The position of the Allies has much improved compared with what it was 12 months ago. To my mind, however, we cannot afford to relax. Much hard fighting lies ahead. It is only by showing a firm and united front and the will to win, that the enemy will be beaten. We have a very difficult proposition in the Jap, as I know from my experience up North. We will need to exercise all our ability and tenacity to defeat him.

It is pleasing to note in the Speech that, despite the hazards and difficulties under which the citizens of the North-West are living, the production of beef, wool and minerals compares favourably with that of previous years. That is only what is to be expected of the people of the North and reflects the true character of the North-Westerns. The exploitation of our large deposits of blue asbestos, as well as of

beryl, mica and tantalite, should give the North the industrial activity to maintain a population in conjunction with the sheep and cattle industries. Any industries established in the North will help to bring and keep a population there. We must all agree, having seen the threat made against our country, that any further threats will come from the North and we will need a large population to protect our northern shores. I agree with Sir Hal that more of the amenities of life should be granted to the country districts generally, and to the North-West in particular. Certainly in some of the outback camps the amenities would not be comparable with those of the metropolitan area. The people in the North do not seem to trouble about that sort of thing, but the little towns, which are just as solid as Perth, should have granted to them the privileges of workers' homes and soldiers' homes. They could be built and paid for just the same as is the experience in the metropolitan area. Everything seems to be done only for the city.

Hon. A. Thomson: Do not workers' homes apply in the North?

Hon. C. R. CORNISH: No.

Hon. A. Thomson: They should.

Hon. C. R. CORNISH: Outside of the metropolitan area there are only a few towns, such as Katanning, to which the Workers' Homes Board will advance money for the erection of homes. I was interested to learn from the Lieut.-Governor's Speech that an up-to-date shipbuilding yard for the construction of wooden vessels has been established in this State. These boats are to be used for war purposes at present, but after the war we might get some of them at a cheap rate, and they could be utilised in fulfilling a very long-felt want along our North-West coast, by supplying sea transport. This is the cheapest form of transport, yet today in the North we are carting our wool and provisions, and other necessities, hundreds of miles along the coast over tracks—they could not be called roads. Small ships could do this work. Along the coast from Geraldton northwards we have a number of small ports or landings where little boats could trade. These places are approachable both from the sea and from the land. I have a list of the ports.

After leaving Geraldton and travelling North we come to Port Gregory, which was the home of the Western Australian salt

industry before the war. For want of shipping it has gone out of production and we now get our salt from the East. We then come to Denham, Brown's Landing and Hamelin Pool. At this last-named port there are thousands of tons of shell grit, containing 98 per cent. lime. This product is used by the poultry farmers and is at present practically unprocurable. At today's price it is worth £5 a ton. The pre-war cost was £3 a ton. Going further north we come to Gladstone and then Carnarvon. The next place is Maud Landing, then Point Cloates, where the whaling industry was established, Yardie Creek, Bay of Rest, Giralda, Onslow, Yardie Landing, Fortescue, and then Roebourne. After that there are Cossack, Balla Balla and Port Hedland. North of Port Hedland are Condon and Wallal. That makes a total of 20 ports from Geraldton to a little north of Port Hedland. Beyond Port Hedland there are many creeks, bays and landings to which small boats could ply and so keep that part of the world in communication with the main centres of the country. Due to their isolation, nothing is done with these ports. The first thing is to get transport to them.

Another point is the marine wealth that could be gathered along the coast. Prior to the war we had four Singapore boats and two Government boats, the "Bambra" and the "Kangaroo," together with the "Kurnalpi" and about three or four sailing boats that catered for these places. Now the old "Kurnalpi" has gone and all the small vessels have disappeared. Maud Landing, where a boat drawing 14 ft. could tie up, is not of much use now, although a little while ago it was patched up so that a boat drawing 7 ft. could use it. This little landing supplies the needs of a number of stations and saves the pastoralists the necessity of sending their goods to the bigger ports further away. Along this strip of coastline are five ports—Shark Bay, Carnarvon, Onslow, Roebourne and Port Hedland—where large boats call. In addition there are 15 landings to which small boats could ply.

Today the internal combustion engine fits into a small space and, with wireless to maintain contact, these boats should operate almost as economically, per ton, as the larger boats, providing they are not over-burdened with crew. The trouble, financially, with small boats is that they must have a captain

and three or four other officers, together with a chief engineer and three or four assistant engineers, and then a crew. If a working captain, who would work when the ship is loading and unloading could be employed, together with a good engineer who would operate the winch when the boat was in port, these vessels could run economically and supply a long-felt want in the North-West. Thousands of pounds have been spent all over the world in building canals in order to provide cheap transport. But here where we have this long coastline we are using the most expensive form of transport—trucks burning petrol.

The banana plantations have suffered a lot from the lack of cheap transport. During the last couple of years the industry has only been able to struggle along as a result of the hard work done by overland transport, which has meant carting fruit 300 miles to Geraldton, and then another 300 miles to market when trains are available. Frequently there has been no train and the fruit has had to go to waste. At one time at Carnarvon, due to lack of transport and bridges, 1,000 cases of prime fruit were left to rot. It was not possible to get them to the boat. The consignment was worth £2 per case in Perth so that the growers sustained a loss of £2,000. If that sum was put into a bridge it would pay good interest on the money now being lost. In the past our policy has been to spend £1,000 on a road, but instead of building a bridge a track is simply made over the bed of a creek, and when the creek starts to run it prevents traffic. A bridge would cost £4,000 or £5,000 and save these losses. In the early days £100 constituted a terrible loss to these people, but they had to stand the loss of £200 and £300. It is for that reason that industries do not get started in these isolated places.

The splendid aerodromes now constructed in the North will in the future supply us with the means of shipping a lot of our base minerals and bringing supplies to isolated mining areas, which will do a lot to develop the North. Good will come out of the war. A short time ago I was at the mica fields, and it was impossible to get a car out to where the men were working unless it was a pretty good one with a good man to push it. All the supplies for these mines had to pass over such roads and, of course, the

mica had to be transported over them to be shipped away.

Hon. J. Cornell: Air transport has put Canada on the map.

Hon. C. R. CORNISH: I think it will put the North on the map too. We must have good roads and transport to open up the country. They are the main things in order that the producers may get their supplies.

On motion by Hon. A. Thomson, debate adjourned.

*House adjourned at 5.59 p.m.*

## Legislative Assembly.

*Thursday, 26th August, 1943.*

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

### QUESTION—COUNTRY VISITORS TO PERTH.

*As to Accommodation.*

Mr. McLARTY asked the Premier: In view of the fact that many country people are compelled to visit Perth for urgent business, medical, and other reasons and are unable to secure accommodation, even for one night, will the Government confer with the manpower and other authorities concerned, in order that the necessary accommodation shall be made available?

The PREMIER replied: Yes, inquiries will be made from the authorities concerned.

### BILLS (5)—FIRST READING.

1, Financial Emergency Act Amendment.  
2, Farmers' Debts Adjustment Act Amendment.

3, Industries Assistance Act Continuance. Introduced by the Minister for Lands.

4, Public Service Appeal Board Act Amendment.

Introduced by the Minister for Labour.

5, Wood Distillation and Charcoal Iron and Steel Industry.

Introduced by the Minister for Industrial Development.

### LEAVE OF ABSENCE.

On motion by Mr. North, leave of absence for the remainder of the session granted to Mr. Abbott (North Perth) on the ground of service with the R.A.A.F.

### BILL—TRADE UNIONS ACT AMENDMENT.

*Second Reading.*

THE MINISTER FOR LABOUR [4.38] in moving the second reading said: This Bill proposes to amend Section 5 of the Act, which became law in this State in 1902 and has not been amended since. That section is identical with Section 4 of the English Trade Unions Act of 1871. It allows trade unions registered under it to prescribe dues and to inflict fines, levies and the like, but it prevents any legal action being taken by a union to recover any contributions, fines, levies or the like which are provided for in the rules of the union. The section also permits and indeed compels provision in the rules of the union for the payment of benefits to members. Here again, however, there is no process of legal recovery open to any member of a union to compel the union to make available to him any benefit provided under the rules. The true effect of the section, therefore, is to make legal the establishment in the rules of the union of the payment of contributions by members, and also to make legal the provision in the rules of the union which requires that the union may inflict upon members levies or penalties for any breaches of the rules by members.

As I have already explained, the section, in addition, makes legal the inclusion in the rules of unions of provisions for the availability of benefits to members in the way of sick-leave payments and other concessions of a like character. The schedule to the Act