

the cost of widening the bridges, and possibly the Minister for Works will be able to give attention to that phase. The member for Guildford-Midland referred to the necessity to widen the Great Eastern Highway. Work is proceeding along those lines over the section in the Belmont Park area, but there is urgent need for the highway to be widened throughout the whole of its length in the metropolitan area.

The difficulties associated with travelling over the highway are emphasised at night when, round about dusk, heavy trucks return to the city, four or five of them following each other in line. The road in those circumstances is of inadequate width to provide for safe operations. I will support the suggestion submitted by the member for Guildford-Midland in that respect. With regard to the point raised by the member for Maylands concerning the reclamation of the Swan River foreshores north of the Causeway. I can commend that proposal as work well worth while. For many years past insistent demands have been made for the cleaning up of the river. Much work has been done in that regard and many sources of pollution have been attended to.

The Perth and Bayswater Road Boards have reclaimed considerable stretches of the foreshore, and it is hoped that when the dredge is again operating north of the Causeway, the work will be proceeded with and cement walls placed in position similar to those to be seen along the banks lower down around South Perth and towards Crawley. That work was largely undertaken in the depression period and I can remember the then Minister for Works, the late Mr. Alex McCallum, being adversely criticised by the present Minister for Agriculture, who was at that time Leader of the Opposition in the Legislative Assembly. Mr. Latham, as he was in those days, protested against the spoil being distributed over the low-lying stretches of the foreshore, but today we can see the result of that undertaking. There are long stretches of river foreshore north of the Causeway that could be treated similarly with great advantage. There are other matters to which I could make reference, but as I shall have other opportunities to discuss them when the Estimates are before us, I shall not delay the House any further at this stage.

**MR. BUTCHER** (Gascoyne) [9.5]: A member of another place made the suggestion recently that the North and North-West of this State should be handed over to the Commonwealth to become, I presume, a satellite territory of Canberra. I know that hon. member made an extensive tour of the North prior to making his observations. I know that he

travelled on a State ship which called in at the various ports along the coast. No doubt he discussed the matter extensively with people with whom he came in contact and dealt with the idea he subsequently put forward. I think it is a pity that the hon. member did not accompany me on a tour I recently made of the Gascoyne electorate. Although the Gascoyne is but a very small portion of the area it is suggested should be handed over to the Commonwealth, in the course of my tour I covered some 4,000 miles. I think it can be said that I passed through the very heart of the great pastoral industry of Western Australia.

It is also true that I covered hundreds of miles of auriferous country of the pre-Cambrian series of rock formations in which all the gold, silver and other minerals have been found in this country. If uranium is to be found in Western Australia, I think it will be discovered in the pre-Cambrian series of rocks. That tour also extended to where American interests are prepared to spend a vast amount of money to prove a reality of what appears to be a geological certainty. Those people are carefully examining the area by the very latest scientific methods to determine where they are to drill the hole which they expect will tap a mineral oil basin.

I also contacted the two whaling shore bases which are expected this year to provide an additional £1,500,000 for the common purse of Australia. My tour also covered the closer settlement areas on the Gascoyne River and the fishing industry at Shark Bay which is today providing in the vicinity of £80,000 worth of fish foods for this State. All this is on the credit side of the picture. On the debit side, there are many difficulties which I know must be overcome before the North can prosper. I was indeed pleased to note the manner in which the station people are facing up to their obligations to the State and to posterity.

There is no doubt that the foolish system that was practised in the past of over-stocking no longer exists. These men are keen now to carry a flock that has a hope of existing in decent condition during a normal season and, so that the wool bales will not fall off they are improving the flocks by intensive culling and improving pastures by not overstocking. It is indeed gratifying to see what they are doing. It is also gratifying to note that the younger men realise that the industry cannot be carried on unless there is a competent staff to assist in looking after such vast areas. They realise that the people have the right to expect the remuneration that is enjoyed in the city and that they should be able to engage in the industry with the same dignity as people in the city engage in industries there.

Let me instance one case which is outstanding. This is a young man who is building homes for his workmen. The kitchens are provided with stainless steel sinks and built-in cupboards, the living rooms and bedrooms are comfortable, and there are louvred sleep-outs, the doors and windows are fly-wired, and electric light and septic tank systems are provided. I would be pleased to have in the city a home of that sort to live in.

No other section is doing more for the economy of Australia than are those people, and one would expect that all Governments would go out of their way to assist them as much as possible. I wish to instance one little group, and in that group is the young man who builds the houses to which I have referred. These people are 110 miles from Carnarvon and until this year they enjoyed a fortnightly mail service. This year the postal authorities called for alternative tenders, one to include that small dead-end circuit and the other to exclude it. The tender to exclude it was accepted, and those people were told they would have to make their own arrangements to get their mail from Carnarvon, 110 miles distant.

The mail truck is not merely a mail truck; it is the means whereby perishables are conveyed to those people, and when we consider that there are little kiddies on the stations who are being denied things that are more necessary for children there than for children in the city, it is no wonder that those people are becoming incensed and that the spirit of co-operation is breaking down. Last year this group paid in the vicinity of £70,000 by way of taxation; yet, when I tried to get the service restored—the amount in question was £400—I felt that there was very little hope of its being restored. There are other services that are now fortnightly, whereas they used to be weekly.

I have seen men, women and children living in bad humpies prospecting for minerals. I have known them to be doing that for some years before the mine was brought into production. Yet, as soon as a mine is brought into production, the taxation axe hits them, and they are considered in the same category as the farmer. We must remember that every new acre brought under cultivation by a farmer increases his asset; on the other hand, every ton of ore extracted from a mine depreciates the asset by the value of that extracted ore.

Therefore the Government should go out of its way to make a taxation rebate—at least 20 per cent.—to those people. The Government should also go out of its way to provide amenities in the way of water supplies and transportation because it is only through the development of the mineral resources that in the near future the population of the North can be stepped

up. No matter what else happens, there can be no prosperity without increased population.

The banana industry on the Gascoyne River also needs concessions. There are many hazards in that industry, including willy-willies and heavy winds that knock the plantations about, together with hot summers and cold winters. I stated last year that the way to attract population and grant relief to the people in the North would be by granting an exemption on income tax up to £5,000. That would have a considerable effect in assisting to build up the population of the North.

Those are the credit and debit sides of the North, but to believe that the debit side could be improved by handing it over to the Commonwealth is merely wishful thinking. We people of the North feel that we are already too far away from the seat of government, and to have the seat of government still further away at Canberra would be out of the question. I agree with the member for Pilbara that there is only one way to assist in populating the North, and that is by creating a new State. By so doing, we would get decentralisation through centralisation. The population would grow and prosperity would increase with the growth of a new seat of government from which railways and roads would radiate. That is my answer to the suggestion to slice off two-thirds of the State and hand it over to Canberra.

The other points I wish to mention are purely local. I am fully aware, as is every member, that the financial position today is causing concern, and I have no intention of embarrassing the Government. I know that the Carnarvon school has been almost completed at great cost, and a very fine structure it is. A domestic science section is still necessary to bring the school up to the Junior standard. When finance is available, I believe that that section will be provided, and I trust that it may be accomplished soon.

I know that work on the erection of the hospital has been restricted somewhat this year and cannot see how that could have been avoided. I have taken up the question of water supply with the Premier and the Minister, and I trust that consideration will be given to the matter this year, notwithstanding that finance is so tight. The convent is doing a grand job by educating a lot of children and relieving the strain on the State school, but its water bill is enormous and makes the work of carrying on extremely difficult. That school is entitled to receive some consideration. Then there is the Northampton-Carnarvon-rd. When I was elected to this Chamber last year, it was proposed to spend some £40,000 on the road. I strenuously took the matter up with the Premier and the Ministers and later on that grant was increased to £90,000. I have travelled there recently. The road

work is in progress and a great improvement is evident. But unless that road is sealed, it will never stand up to the heavy traffic it is asked to carry; and, though finances are tight, I would ask the Government to do all it possibly can in the way of sealing a section of that road each year.

On the Shark Bay main road and subsidiary roads, a considerable amount of money has been spent, but there again the maintenance must be kept up or that money will go down the drain. I spoke before of a staging that should be erected at Shark Bay so that the port can function as a port and not as an inland village. I also mentioned that the slipway should be built so that the fishermen will have facilities for attending to their boats. If the jetty were constructed to the deep water to accommodate the lighter, there would be enough water to build the slipway at the end of the jetty.

Those are the main things of which I wish the Government to take heed. As I said before, I know that finances are extremely tight, but certain financial commitments must be undertaken if we are to keep the people we have in the North and that, after all, is the main consideration.

Question put and passed; the Address adopted.

#### BILLS (16)—FIRST READING.

- 1, Health Act Amendment (No. 1).  
Introduced by the Attorney General (for the Minister for Health).
- 2, Building Operations and Building Materials Control Act Amendment and Continuance.
- 3, State Housing Act Amendment.  
Introduced by the Minister for Housing.
- 4, Child Welfare Act Amendment.  
Introduced by the Minister for Child Welfare.
- 5, Education Act Amendment.  
Introduced by the Minister for Education.
- 6, Public Service Appeal Board Act Amendment.  
Introduced by the Premier.
- 7, Fremantle Harbour Trust Act Amendment.  
Introduced by the Minister for Education.
- 8, Milk Act Amendment.  
Introduced by the Minister for Lands.
- 9, Fremantle Electricity Undertaking Agreement.
- 10, Main Roads Act Amendment.  
Introduced by the Chief Secretary (for the Minister for Works).
- 11, Rents and Tenancies Emergency Provisions Act Amendment (Continuance).
- 12, Fremantle Electricity Undertaking (Purchase Moneys) Agreements.  
Introduced by the Chief Secretary.

- 13, Pharmacy and Poisons Act Amendment.
- 14, Physiotherapists Act Amendment.
- 15, Health Act Amendment (No. 2).
- 16, Nurses Registration Act Amendment.  
Introduced by the Minister for Health.

*House adjourned at 9.34 p.m.*

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