

would not have occurred, because the bus driver would have had sufficient warning of an approaching train. I have traversed this crossing many times; twice a week coming from the country. It is impossible to see an oncoming train from the left until it is right on the crossing. Fortunately there are only a few trains running on that line each day. During my journeys in the past 12 months I have been held up by only one train using that crossing.

This brings me to the subject of traffic lights in the city. Those established at the West Perth subway are working very well, and I hope that more will be installed in the city block where they can be worked efficiently if put in properly. Traffic lights have worked very satisfactorily in other States; and even with the so-called narrow streets of Perth, there is no reason why they cannot be operated just as satisfactorily here.

I would like to remark on a report, which appeared in today's issue of "The West Australian," relating to the Abattoirs Board taking over the slaughtering at Midland Junction. It reads—

Foresight and planning had ensured that slaughtering facilities at the Midland Junction abattoir were sufficient to meet the demands of a metropolitan population of 700,000, the Minister for Agriculture (Mr. Hoar) said yesterday.

He was speaking at a ceremony at the abattoir to mark the start of operational control of slaughtering by the Abattoirs Board.

Five railway sidings had been built and additional road transport docking facilities made available.

New administration buildings and engine rooms had been built and amenities provided for slaughtermen and other workers.

When all the work was completed, it was expected the facilities would be the most up-to-date in the Commonwealth, Mr. Hoar said.

The total cost would be about £750,000.

A vote of thanks to the Minister was moved by Mr. J. J. Brady, M.L.A. for Midland-Guildford.

It is very nice to see a modern abattoir being opened, but I am very unhappy about the article. As members are aware, this abattoir was started when the late Hon. G. B. Wood was Minister for Agriculture, and was developed during the administration of Sir Charles Latham as Minister for Agriculture. Yet the present Minister, Mr. Hoar, failed to issue an invitation to any member of the Country Party—to Sir Charles Latham, or to anybody else in deference to the late Mr.

Garnett Wood—to attend the official opening yesterday. I think that members of the Country Party would be fully justified if they felt hurt and annoyed by this slight.

I consider the Minister showed very poor form and great discourtesy. On the whole we have received every courtesy from Ministers of the present Government; but this is one of the most blatant acts of discourtesy that I am aware of, particularly when one realises that the stock for slaughtering is produced by the country people. I hope that Cabinet will reprimand Mr. Hoar on his action.

Hon. E. M. Davies: Do you think that the Minister made out the invitations himself? Would it not be done by the board?

Hon. N. E. BAXTER: I do not know.

Hon. E. M. Davies: Why not make sure?

Hon. N. E. BAXTER: This is a Government instrumentality, and the Government would have the right of inviting people to attend. After all, the Minister is in charge.

Hon. E. M. Davies: Do all Governments do this?

Hon. N. E. BAXTER: Excepting in a very few instances, or in the case of an oversight, at the opening of any new project by previous Ministers it has been the practice of the Government to invite those responsible for the undertaking.

Hon. E. M. Davies: Do you say that it has always been done?

Hon. N. E. BAXTER: In the instances I know of it has been done.

Hon. E. M. Davies: In a few instances to my knowledge it has not been done.

Hon. N. E. BAXTER: The hon. member is entitled to object, as I am objecting now.

Hon. E. M. Davies: I am not suggesting that this came about deliberately; nor was it done deliberately by the previous Government.

Hon. N. E. BAXTER: I do not know whether it was deliberate. I take this opportunity of registering a protest against the action of the Minister in not inviting at least one member of the Country Party and one or two ex-Ministers of the previous Government. I consider that they at least were intitled to receive an invitation. I support the motion.

HON. J. J. GARRIGAN (South-East) [5.40]: I rise in this Chamber to address members for the first time. I take this opportunity of congratulating you, Mr. President, on being elevated to your very high position as President of the Legislative Council of Western Australia. I feel sure that you will fill that office with dignity and to the benefit of members. I

would also like to thank members, one and all, for the hearty welcome extended to myself and to other newcomers.

I wish to deal briefly with a few matters which affect the South-East Province. Yesterday Mr. Jones and Mr. Logan took us for a trip around the Moore electorate, and last night Mr. Barker took us through the great north-western portion of the State which he loves so well. He dealt briefly with the meat industry of Western Australia. In the past, we have depended on the North-West and the rural areas for our meat supply. On account of the increasing population, we will have to go further afield to find other sources where meat can be produced quickly.

In the south-eastern portion of the State, around the Esperance area, in a range of light land extending from Ravensthorpe to Mt. Ragged in the east, there is a vast area of land which can be cleared very economically. It is practically fool-proof, in that there are running water, fresh-water lakes, and also water within 20ft. or 30ft. of the surface. But—and there seems to be a "but" in most propositions—the drawback is the lack of fertilisers and superphosphates.

In the clearing of light land to bring it to production, there is a need for a plentiful supply of superphosphate. Norseman, which is 100 miles away from this area of light land, has a deposit of pyrites second to none in the world. The deposit is mined and the mineral is railed to Bassendean for processing, and is then taken back and used over the light land which I have mentioned. In this way the cost of superphosphate is increased, and an extra burden is placed on the settlers in the south-east.

There is one way to overcome that disadvantage, and that is to establish a superphosphate works in Esperance. Whether it be run by the Government or by private enterprise makes no difference, so long as the new settlers will benefit. An approach should be made to the Federal Government for a subsidy to Western Australia to enable it to build such a superphosphate works.

Turning to the subject of roads, and going further north, the road from Kalgoorlie down to Norseman and through to Esperance is a disgrace to any electorate. It is a disgrace to any State. That road is the gateway to the Eastern States. As Mr. Barker remarked last night, it is essential to make provision for defence in this country. Defence is as important inside the country as outside. If there are no bitumen or all-weather roads, how can supplies and goods be taken to the Eastern States.

Good roads in this area are not only vital from a defence point of view, but are also vital as a tourist attraction. Practically every day of the week tourists from the

Eastern States travel along this road. Road transport vehicles also use it frequently, as do holiday-makers from the Goldfields. Esperance is the natural port of the Goldfields and the natural holiday resort for the people of the Goldfields, but in the last three or four years, they have been unable to travel to Esperance on account of the bad condition of the road. I hope that the Government will consider this matter and see what can be done.

Going a little further afield, I should like to revert to the years of the great depression. At that time wheat was bringing a very low price and men flocked to the Goldfields, not only from other parts of this State but also from the Eastern States. The Goldfields, from Wiluna in the north, to Norseman in the south, proved to be our salvation during those difficult years. Soon afterwards war broke out and many of the miners enlisted to fight for their country. Unfortunately, many of them did not return to the Goldfields because they found employment in other spheres where better conditions prevailed.

The result of that and of increased costs was that many marginal mines were put out of operation. Every product used in the goldmining industry has increased in price fourfold or fivefold, but the price of gold has not kept pace with those rising costs. If Mr. Menzies keeps his promise, it will help the marginal mines out. As I have said, the mines proved to be the salvation of Australia during those difficult years, and if Mr. Menzies gives the industry twice as much assistance as he promised in his policy speech, he will only be repaying Western Australia for all it did for Australia during the time of the depression.

On motion of Hon. G. Bennetts, debate adjourned.

**BILL—RENTS AND TENANCIES EMERGENCY PROVISIONS ACT
AMENDMENT.**

Received from the Assembly and read a first time.

House adjourned at 5.48 p.m.