

Hon. J. G. HISLOP: I quite agree, and I think the milk produced by Hughes will give something which has all the elements a food should have and to which vitamins can be added so that it would be similar to that which is supplied in the metropolitan area.

Hon. G. Bennetts: There has not been one tin of powdered milk in Bullfinch for a fortnight.

Hon. J. G. HISLOP: One of the interesting features is that in transporting milk we transport 96 per cent. of water.

Hon. L. A. Logan: I think it is 87 per cent.

Hon. J. G. HISLOP: I think it is more than that; anyhow, it is a very high percentage. It would save transit cost owing to the water contained in the milk, and provided an authority such as the C.S.I.R.O. could be satisfied, we would have the answer to the distribution of milk. Another matter which I would like the Department of Agriculture to investigate is the question of whether it is necessary at the present moment, and at times when milk is short, to use butterfat in the preparation of icecream. I understand that in a large number of the States of America copha is used instead of butterfat, the latter being kept for butter production. After all, icecream, though it is taken as a pleasant food, is not really a food and it would be no worse for the substitution of a vegetable fat.

Hon. L. Craig: First class margarine is as good as butter.

Hon. J. G. HISLOP: With methods like that I think we could really get down to the problem of milk as an industry. I would suggest that active steps be taken through our Government to ask Sir Earle Page to relieve this man of the cost which must amount to a considerable sum of money. His method is very clever indeed and we should ask the Commonwealth to take over the task of finding whether it is not the answer, which I believe it is, for the distribution of milk to the children of our outback. Right throughout the State there must be children who are deprived of milk. Although I do not think milk is really an essential food, I do believe it is the best method of obtaining calcium, and calcium is an essential component of milk of which the diet of many of our children must be lacking.

Hon. L. Craig: Calcium and protein are retained in the skimmed milk.

Hon. G. Bennetts: What about the fatty content?

Hon. J. G. HISLOP: We do not require a large amount of fat. I think the C.S.I.R.O. should go into the question as to whether the same amount of fat cannot be retained in this milk food. I support the motion.

HON. F. R. H. LAVERY (West) [7.49]: Mr. President and, shall I say, fellow members, as you know, in your time you each have had the experience I am now going through—my first speech to this House. Having been honoured by being elected to this Chamber, and having joined the company of honoured men here, I would like to say both to you, Sir, and to them that at all times my outlook will not be parochial; my outlook will not only be confined to West Province—to which, of course, I owe first allegiance—but to the State as a whole and then to the Commonwealth.

I was born in this State in a town which sometimes I jokingly have said has made this State, namely, Coolgardie. Mr. Bennetts might not agree with me. I had the honour of being educated in Southern Cross and you, Sir, have known me personally since I was quite a small child. My experiences of labour—I mean work—have been many and varied. At Bullfinch, about which we heard so much tonight, I had the honour at the age of 12 of being the first telegraph messenger boy. When school opened, I had to give up my pony and my job and go back to my studies.

After this I drifted into the mines and I have had reasonable experience both in Bullfinch and Westonia. I commenced work in a transport job almost immediately, and from there I went to the timber country of the South-West where I was a faller. After this I entered an industry those engaged in which are the hardest worked in the State, namely, the farmers—and I am certainly not looking for bouquets when I say that. I returned to Fremantle and ever since then I have been employed in the transport business.

The reason I mention these facts is that there shall be no misunderstanding in the House that though there will be many subjects on which my knowledge is very limited, there will be others about which I know a great deal. I claim that so far as the mining industry is concerned, its members can expect my fullest support; I know what they are talking about. During my years of voluntary work for the people in the district in which I live, I have come to realise that there are certain social standards that rise and certain social standards that fall.

Due to the war, housing has emerged as the No. 1 priority not only in the West Province, but in the metropolitan area. I have no doubt that you, Sir, too, have often wondered what will be the outcome of the housing position. My opinion is that prior to the war people set out to try to get themselves a home and in doing so they made certain sacrifices. They went to all kinds of outback places where they could buy cheap blocks of land and build tin sheds. As times improved they came to the cities.

Following the depression years when so many people lived in understandard homes, there came the war. After the war housing emerged as the No.1 priority. I know there are members in this House and people outside who will say that the Government is now looked upon as the landlord for homes. I think that is a true assumption brought about by the fact that 900,000 people were involved and were drawn into all the services in Australia during that time.

Enormous numbers of workers were taken from the timber industry, and timber was no longer produced during the war years. But when hostilities ended there was a shortage of material and unfortunately the control of output brought into being the control of almost everything we ate, wore, slept in and lived in. I think that is a pretty solid statement. Those were the avenues which the regulations, by which we were bound, covered. From that period has emerged the time when the State Governments and the Commonwealth Government have had to control materials connected with building, thus making it impossible for those who might have had the initiative to build to do so owing to regulations.

To elaborate a little: The soldier had a reasonably long period in the army, and while he was there his wife looked after the finances and in most cases they were able to save about £700 or £800. Everybody wanted to build a home but, due to the fact that certain commodities were not available without a permit and accordingly more had to be spent on them, £250 out of the £700 was spent in chasing materials. Despite the fact that the basic wage has doubled since 1945-46, the cost of building materials has gone up so high that it is now almost impossible for a working man—and that class predominate in the State—to purchase or build a home of his own, because he has not the necessary finance.

I do not wish to weary the House on this matter, but I am trying to point out that, in my opinion, people now look to the Government to supply homes. I refer to those people who are not blessed with a great amount of this world's wealth. What concerns me and, I am sure, other members, more than anything else is the rate at which industry is growing in the district in which we live. It has grown beyond all belief; more than we ever dreamed of five years ago.

In its wisdom, the Fremantle City Council made available a large tract of land east of Carrington-st. for factories and businesses of a merchandising type. One of the conditions laid down was that people who were allotted this land at a small cost had to go into production within a certain period. I think it was 12 months. Shortly, Mr. Watts, the Minister concerned, will be touring that district

to see what has been done. I think the Fremantle City Council is to be commended for its foresight in making this area available to the manufacturers of this State. That, together with Kwinana—I dare say members are tired of hearing that name—has become such a large industrial area that housing must be made available right through to Rockingham.

The high cost of homes is worrying the Housing Commission, just as it is worrying people in the area in which I live as well as those in other parts of the State. From a question asked in another place, it was ascertained that the expandable type of cottage for evictees—by the way they were promised some time ago that they would not be left in the street but that promise has not been fulfilled—was as follows:—

M2	608 sq. ft.—£1,335
M3	624 sq. ft.—£1,388
17B	780 sq. ft.—£1,800

Reference was made by Mr. Cunningham this afternoon to small cottages costing £600. All I can say is that if anyone wanted a home of less than 780 sq. ft., it would have to be very small indeed. Another question was asked about the Austrian prefab homes being built at Willagee Park. This is an area that should become one of the most beautiful parts of the metropolitan area. The answer showed that the landed cost of the component parts for a complete unit was £1,316 and the cost of erecting was £2,593, or a total of £3,809 for a house of 9½ squares. I ask: Is it any wonder that people are up in arms about the housing position? What working man could afford to buy a home at a cost of £3,809, the rental for which is £3 2s.

Hon. L. Craig: How would you suggest that the cost could be reduced?

Hon. F. R. H. LAVERY: The Minister should be able to tell us where the difference comes in between £1,316 and £3,809. I have it on reasonably good authority that a difference of between £700 and £800 has been overcharged somewhere. I am just as concerned as is Mr. Craig about the finances of the State, but somewhere along the line money is going down the drain.

Hon. L. Craig: I am satisfied it is.

Hon. F. R. H. LAVERY: I understand that we are the custodians of the people and of their finances, though after listening to Dr. Hislop this afternoon, I am not sure that we are. I am certainly of opinion that, at some time in the near future, we shall have to hold an inquiry into the cost of housing as it affects not only the West Province, but also other parts of the State.

I have quoted those figures because, without them, further remarks that I have to make would be meaningless. I should like the Minister to tell us what directions

have been issued to the Housing Commission as to accommodating two-unit families. The term "two-unit family" could mean a young couple of 19 or 20 who had just married, a middle-aged couple who had no children, or an elderly couple, perhaps 60 or 70 years of age, who had reared a large family and whose children had left home. I know of a couple who have lived for 24 years in the one home at Fremantle and were satisfied to pay rent for it. They reared eight children, five of whom saw service in the recent war.

The old folk were left on their own and they have been evicted under the provisions of the rental legislation passed recently. Where are we going to house these two-unit families? Though I have occupied my seat for only a few weeks, I have been made most welcome by officers of the Housing Commission. Everything they have been able to do to assist me and set me on the right track has been done. I mention this to make it clear that the criticism I am about to offer is not directed at them.

We were told that every evictee was going to be housed. Quite a number of two-unit families are not going to be housed, and the Commission says that all such people can do is to get a room at a hotel. I ask members: What chance would there be of their getting a room at a hotel?

Hon. L. Craig: Do not you think that the sons have some obligation to their parents?

Hon. F. R. H. LAVERY: Yes, but in this modern world, once the children leave home, they often find themselves beset with encumbrances and many of them are not in the position to get homes for themselves. In assisting people in my province during the last few years, my experience has satisfied me that the housing position is worse today than it was three and a half years ago. That statement cannot be contradicted.

There are two further points on housing that I should like to mention. The homes built at the Naval Base, Willagee Park and Belmont are unlined. A number of the people who have thus been accommodated have made a good job of these small places, but they are up against the problem of providing reasonable comfort for themselves. The rain finds its way through the seams at the corners where the asbestos has opened up and no provision is made for a bathroom. When I am told that a shower is an ablutions facility, I must agree that it would suffice for adults. But there are mothers living in these places that have three or four small children and, as the shower recess is only about 3 ft. by 2 ft. 6 ins., how can a mother bath children in such a small space? I hope the Minister will inform his colleagues of the dire necessity for granting help in that direction.

In the Opinion column of the "Daily News" of the 11th August the following appeared:—

Protection for someone—but who?

A rather ridiculous piece of legislation is that relating to fair rents. I'm paying double what I should but find that if I apply for a refund the landlady can give me seven days to quit. This legislation gives odd protection.—Fiver-a-Week, Victoria Park.

Quite a lot of the opinions expressed in that column, on analysis, are rather amusing, but this writer has stated a positive fact. I could quote instances of people who are being charged fabulous rents for their homes and are afraid to say anything, because they would be asked to leave and they would have nowhere else to go. The rents legislation is satisfactory up to a point, but it does not protect the worker. The average worker is not a pimp and therefore he continues to suffer the inconvenience. So much for housing.

I now wish to speak on transport. The chord railway proposed from Welshpool to Kwinana will traverse a large area of undeveloped country at the moment, which has lately been taken up by a number of people who are prepared to produce food there. I refer to the country from Bibra Lake through Jandakot and Coogee down to Kwinana. No one knows just where the railway will be, but it is hoped that a siding will be put in to suit these people who at present have no roads because the Fremantle Road Board claims it has no funds to construct them. It will be appealing to the Government for assistance to build those roads.

With regard to passenger transport, I might be given credit for being a little one-eyed because I was for so long connected with it. In my opinion, it is an item of vital interest and annoyance to the Minister. Everything points to the almost complete use of motors for passenger transport in the future. A few years ago people paid reasonable fares and travelled in reasonably-built buses, but over roads in shocking condition.

The position was then bad enough, but today the people are paying much more. Take, for instance, the Metro buses. The return fare from Perth to Fremantle was 1s. 6d., but today it is 3s., which is a 100 per cent. rise, and there are no return tickets. I merely use the Metros as an example, but I include all bus services, both Government and private, in my criticism. People are paying a first-class fare but in many cases are getting only a second-class ride because the regulations, which have been brought in to suit the exigencies of the employers' business—a word I once heard in the Arbitration Court caused a strike—allow innumerable passengers to be carried so that they are standing or falling over each other.

Another point is that the Minister may remember an appeal that was made by the Road Transport Union some time ago to subsidise the building of suitable roads for passenger-carrying vehicles. I refer here particularly to the Beechboro-rd. As an official of my union, I inspected the road and found that when a bus travelled along it there was only a matter of 3½ feet of road remaining on the side for other vehicles to pass. In addition, at each side of the road there were drains half filled with water. A bus-driver operating on such roads has an added responsibility that he should not have to carry.

Nearer home, in the Spearwood area—from Hamilton Hill to Rockingham—even though one section of the road is reasonably good, from the Naval Base hotel back to Fremantle it is not wide enough to carry two passenger buses when they are passing each other. Buses do pass, of course, but, for the safety of passengers, the road should be wider. I suggest to the Minister that a portion of the 6 per cent. of the gross receipts which the Transport Board requires from the bus companies should be appropriated for the purpose.

Many members may not know that 6 per cent. of the gross receipts of the bus companies goes to the Transport Board, except in the case of two companies, one of which pays 4 per cent. because of its inability to make its business pay, and the other contributes less than that. The total amount collected by the board is in the vicinity of three-quarters of a million pounds since the board came into existence.

Hon. L. C. DIVER: Are they all diesel buses?

Hon. F. R. H. LAVERY: I do not know. Some part of the 6 per cent. should be spent on the roads over which it is earned. Here I am referring to Government as well as private buses, because they are just as entitled to run on a properly constructed road for passenger carrying. I would be failing in my duty to bus-drivers if I did not make this appeal to the Minister.

The Minister for Transport: About two-thirds of the collections are returned to the Main Roads Department and road boards for that purpose.

Hon. F. R. H. LAVERY: They will not admit it when we ask them.

The Minister for Transport: It is in the report which is tabled.

Hon. F. R. H. LAVERY: I have another item in connection with the Jandakot area, and it deals with the State Electricity Commission. The Commission is now running a power line through Jandakot to Armadale, but none of the people in the area has electricity. I hope the appropriate Minister will take note of the appeal I am making, so that these people will be supplied with electricity at the

earliest possible moment. They have been there for from 25 to 30 years and have had to use windmills, with the result that they have not been able to develop their properties properly. They are within five or six miles of Fremantle.

Another item I wish to speak on is education. I shall briefly describe the position of the schools in the West Province at the moment. Many of them have big classes, and only a few have small classes. The figures I shall quote are not official, but they are as accurate as I can get. At the Bicton school 516 children are on the roll. There is a headteacher, and 11 other teachers in addition to one who comes in for some hours each day to take a special backward class. There are nine classes with over 50 children. One class is provided for on an enclosed back verandah, and one or two classes consist of 64 children. How can a teacher be expected to teach 64 children at a time? All he can do is to put something on the blackboard and hope for the best. This school is assured of 94 new infants next year, with possibly 24 or 25 older children. Against that, about 35 children will be leaving at the end of the year for the central high school at Fremantle. Where the teachers are going to put the extra children next year has got the headmaster beaten.

The same story applies at Palmyra. One class is on a semi-enclosed verandah. Approximately 60 new children will be coming next year. It is impossible to use the staff room as a classroom because it does not comply with the health regulations. Mr. Davies made a valiant effort when the Hilton Park school was being built a few years ago. He told the department then that it would be absolutely inadequate. The figures will show that Mr. Davies was not wrong. Already two pre-fab rooms have been added to the school. The teachers' amenities room, which is very small, is used for a class of 20 children. The teachers have never had the use of their amenities room since it was built. There is a possibility of 46 new children coming into that school next year, but there is absolutely nowhere to put them.

The Richmond and Plympton schools and the Fremantle technical school are managing at the moment. The White Gum Valley school—I was secretary of the parents and citizens' association there for many years, and we battled to get 240 children in order to keep the required number of teachers there—now has an enrolment of 536 children. The main building consists of six classrooms and one hatroom, and a pre-fabricated room which has just been finished at enormous cost. There are also a hall and two rooms, with a total of 11 classes. Four classes each consists of more than 40 children and seven classes each of more than 50.

One new play-shed has been built there, but no staff amenities are provided. There is no projection room or library. The gem of the lot is that the sanitary arrangements are the same today as when there were only six classes in the school. These conveniences were built about 1938. The number of the children has doubled since. One of the hatrooms is very small, and I believe there are between 35 and 40 children in it. Who wants to see children in a hatroom where all the wet coats and hats, which have been dragged along the streets by the children, are hanging? The school has no playing field, although I believe steps are being taken in this connection now. There is an area of about five acres opposite, but it is privately owned.

At the Beaconsfield school two halls are being used, as the school is completely filled. It will be impossible next year to take one more child. The Hamilton Hill school is in much the same position. I do not know about North Fremantle. The South Terrace school has one room vacant which is to be used for the training of a special class of backward children.

The question of milk deliveries in Fremantle has always caused a fair amount of concern. The Fremantle council has been active at all times to see that milk is delivered under hygienic conditions. The reason I bring this matter forward is on account of the blasphemy that was poured on to the milk carters by the Press two or three years ago when the carters were instructed not to deliver milk on Christmas morning. The Press reports stated that they were not thinking of young children or anybody else, and they were looked upon as strikers because, under the conditions of their award, they were required to work on seven days a week. However, when the court awarded such workers payment of time and a half for working on a Sunday the employers began to take action.

Two pamphlets were left at my home, bearing neither date nor signature, and this is what the first one contained—

Winter Milk Deliveries.

Dear Madam,

In wintertime, with its boisterous cold, wet mornings, a milkman's job becomes one which very few people envy. This winter we are thinking of taking a very big step in an endeavour to improve our working conditions.

It has now been proved on a number of occasions with our modern method of milk treatment and distribution that "today's milk will keep perfectly fresh for tomorrow."

With this in mind we ask you for your opinion on a proposed 6-day week in wintertime only. It would

be our intention to deliver your double order every Saturday and no delivery Sunday mornings from 8th June to 4th October, 1952.

They go on to say, "We realise that this means a lot to you" and "you will be advised of the outcome of this pamphlet and as there will be an enormous number of answers, please sign your name and address on all replies." Three days afterwards we received this one with our milk—

Dear Madam,

It was with a degree of uncertainty and "tongue-in-cheek" attitude—

I'll say it was! Continuing—

—that we left you a pamphlet regarding winter deliveries the other morning.

When the answers came back the response was magnificent—it exceeded all expectations, there being over 99 per cent. of the customers in favour of 6-day-a-week delivery. Owing to unforeseen circumstances we are unable, however, to implement this double issue until the 8th June, instead of 18th May, as previously notified.

They apparently became a little mixed with their dates because it was the 8th June in their first pamphlet. Continuing—

Some clients very thoughtfully considered 30th November too close to summer, and we have decided to resume Sunday delivery on the 4th October.

Again there is a little explanation needed because the 4th October was not mentioned in the first pamphlet. Continuing—

As you have placed so much confidence in us and co-operated so fully you can rest assured we will do everything possible to make this scheme a success.

They then give some explanation as to how careful they are and say that if the customers are inconvenienced they are to notify them. The pamphlet continues—

It has been incorrectly published that only three milkmen are involved in this scheme. Actually there are more than twenty; and 12,050 pamphlets were distributed and there were less than 50 who opposed the scheme. With such a high percentage as this in favour, you can see we really mean it when we say "Thanks a lot."

If 12,050 pamphlets were issued by them on Sunday and 12,000 were returned in time to print the second pamphlet on Tuesday, they can do better than anyone else that I know of. One of the A.L.P. branches was perturbed over this matter and the Fremantle District Council of the A.L.P. decided to make some inquiries. They wrote to the Milk Board, the Department of Public Health, the Dairymen's Industrial Union of Employers and to the Transport Union. The reply from the Milk Board reads as follows:—

With reference to your letter of the 12th June regarding the delivery of milk on 6 days per week only, I advise you that it would not be practicable to introduce this innovation throughout the industry. Apart from any other consideration there is not storage and other facilities to enable the the reform to be introduced uniformly.

Concerning the standard of milk, I advise you that the quality may deteriorate although the degree of deterioration would depend on the treatment of milk at the plants and the length of time during which the milk was held in the plants both before and after treatment.

Yours faithfully,

(Sgd.) W. E. STANNARD,
Chairman.

We are not interested in whether it is a five-day or a six-day week delivery. We are interested in the milk itself being supplied to the general public. Here is the reply that was received from the Department of Public Health, dated the 25th June, 1952, and it covers the point I am trying to make—

With reference to your letter of the 12th June concerning milk deliveries six days per week: In answering your question it is necessary first to consider the normal passage of milk from the cow to the consumer. The amount of wholemilk required for daily consumption is budgeted for and dairy farmers have been given a daily quota to meet this need. Dairy farmers who are not in this quota system sell their milk for processing in factories or as butterfat. This latter type of dairy farmer is not required to maintain the same standards for cattle and dairy installations as the dairy farmer who sells wholemilk. As the cow insists on spreading her supply of milk equally over the seven days a week it is therefore obvious that to obtain a double supply on one day the dairymen must build up a pool of milk by delaying all supplies one day throughout the week.

We are therefore concerned not with a delayed milk supply on one day but on every day of the week.

At present from cow to consumer the milk is delayed approximately 36 hours. As the population and demand increases this delay must also increase as we have to obtain supplies from farther afield. On to the present 36-hour delay must be added 24-hours for the six day delivery scheme.

Pasteurisation and cooling increase the keeping time of milk but only freezing will preserve it for any length of time. Freezing is impracticable in the 6-day scheme. It is import-

ant, then, for preserving the milk to pasteurise it as soon as possible, but under the 6-day scheme the pasteurisation is delayed 24 hours. The milk therefore is not only one day older on delivery but is also one day older when it is pasteurised and therefore the chances of souring are increased.

As the milk is pasteurised before distribution organisms are destroyed and therefore no danger of infection should arise. The only disadvantage to the consumer is that he is receiving milk which will go sour and become unpalatable sooner than previously and the speed with which it goes sour will depend on the treatment he gives it after delivery.

Whatever advantage accrues to the vendor it is evident that nothing is gained by the consumer.

Yours faithfully,

(Sgd.) LINLEY HENZELL,
Commissioner of Public Health.

This is the reply, under date the 25th June, 1952, from the Retail Dairymen's Industrial Union of Employers—

Re—Six Day Milk Deliveries.

Your letter concerning the matter of six day deliveries is acknowledged.

We are shortly holding a general meeting of members to discuss this problem and hear the opinions of those members who have experimented with this scheme.

We will be glad to pass on the information which will arise from this meeting to your Council.

W. R. CROOKS,
Secretary.

The letter, dated the 15th July, 1952, from the Transport Workers' Union of Australia reads as follows—

Re Milk Deliveries—Six Day Week.

In reply to your letter of the 12th June last, relating to the above, I have to advise that this union considers a six-day week for milk carters both practicable and desirable.

In answer to your third question—"Is it harmful?"—I have to advise that the union is not in a position to give information as to whether or not it is harmful from the standpoint of the general public, but a seven-day week, from the milk carters' standpoint, is harmful, and he should be reduced not only to a six-day week, but to a five-day week.

Trusting this information will be of some use to your Council.

Yours fraternally,

O. E. Nilsson,
Secretary.

Members can understand that. The point is that we have had imposed on the public a six-day week milk delivery without any consideration being given to it by any organised authority. What protection are we to have to prevent this six-day week being practised through the year?

Hon. L. Craig: The milk would not keep in the summer time, I am afraid.

Hon. F. R. H. LAVERY: People in the metropolitan area alone, who do not possess refrigerators, must be protected. I am not interested in those that have refrigerators because they could probably manage. I support Dr. Hensell's remarks as to the delivery of milk. I am quite satisfied, after hearing that opinion by a first class medical man, that members will not support a six-day week milk delivery.

A few days ago Mr. Barker raised the question of the aborigines. I am interested in this problem because I have been a country lad and have seen how the aborigines have been treated in the past. I am therefore hopeful that the work of Mr. Middleton and his officers will receive every support by the Government. Both my sons are school teachers and one was teaching in an area where there were several aborigine children. Being a small school the greater percentage of the pupils were aborigines. Their examination results at the end of the year compared favourably with those of the white pupils.

I make an appeal for all the assistance possible to be given to the promotion of education among our native population, particularly in that area extending from south of Geraldton to the Great Southern. Ninety-eight per cent. of the aborigines in that area are half-castes or have white blood in their veins. They have the same blood group and blood count as we have, and yet they are treated like the dogs we tie to our wood heaps. Anything that can be done for the betterment of aborigines will be supported by me. The Rev. Mr. Churchill who educates aborigine children in that area told me that he can manage the aborigine children in a school where they can get reasonable education, but between the ages of 14 and 15 and 18 and 19 he has no place in which to educate them or assist them in finding employment.

That is the whole crux of the problem. Whether we like it or not, we must realise that these people will eventually have to be absorbed into the white community. The provision of housing for some of the aborigines is the first step. We can then observe how they will react and I am sure that, if given reasonable opportunity, they will eventually conform to our standards. I refer, of course, to hygiene and so forth. If we could provide just one proper home for a native family, we would make a start in the right direction. It would naturally be an experiment and it might take five or even ten years to prove how

the natives would react to it, but it would at least be a beneficial step to take. There was an instance in the Gnowangerup-Ongerup area where people offered to build a home for a native family, but the Gnowangerup Road Board said it was not to be done. I do not complain about that, because it was within the province of the board to do so.

I hope and trust that when we deal with rules, regulations and enactments we will see to it that we conserve the vital interests of one section of the community, the members of which cannot help themselves—our native population. We must remember, as I remarked before, that their blood group is similar to our own. In one country town I saw a notice on the door of the Country Women's Association's room reading, "People of aboriginal origin must not enter here". Fancy that being posted up in a country that we boast of as being democratic, occupied by those who regard themselves as democratic people! To treat human beings of the same blood group as our own in that way is not fair.

I thank members for the hearing they have accorded me. I hope I have not transgressed beyond the bounds allowed a new member in his maiden speech. I trust that I, in common with my other colleagues new to this Chamber, Mr. Diver and Mr. Barker, will be accepted by hon. members on face value and that we will, in dealing with affairs affecting the Government of this country, remember the interests of other people besides our own.

On motion by Hon. C. H. Henning, debate adjourned.

ADJOURNMENT—SPECIAL.

THE MINISTER FOR TRANSPORT
(Hon. C. H. Simpson—Midland): I move—

That the House at its rising adjourn till Tuesday, the 19th August.

Question put and passed.

House adjourned at 8.47. p.m.