

for recovery of premises, the court in its discretion may do certain things. Accordingly, I think Clause 13 should be struck out for the sake of clarity.

Clause put and negatived.

Clause 20—Section 22 amended:

Hon. H. K. WATSON: I move an amendment—

That all words after the word "court" line 19, page 9, be struck out and the following inserted in lieu:—

"means the Local Court established under the provisions of the Local Courts Act, 1904, constituted by a Stipendiary, Resident or Police magistrate, and held nearest the premises concerned."

It is necessary here that the court in relation to protected persons should be defined as a local court. We have just excluded Section 16A of the Act, and it is necessary to insert this definition.

The CHIEF SECRETARY: I think we should put a red ring around this clause; it is the first time Mr. Watson and I have agreed.

Amendment put and passed; the clause, as amended, agreed to.

Bill again reported with further amendments.

BILLS (3)—FIRST READING.

- 1, Inquiry Agents Licensing.
- 2, State Government Insurance Office Act Amendment.
- 3, Matrimonial Causes and Personal Status Code Amendment.

Received from the Assembly.

ADDRESS-IN-REPLY

Eleventh Day.

Debate resumed from the 20th July.

HON. W. F. WILLESEE (North) [5.24]: In rising to speak on the Address-in-reply, I would like to make mention of matters affecting the North Province. Firstly, I would draw attention to the kangaroo menace, which is rapidly growing worse in the Gascoyne electorate. It has become much greater from year to year and has been affecting pastoral holdings and the pastoral industry. One big reason for this is that the kangaroo-shooter can no longer make an economic venture of this form of livelihood because he has to endure very great expense in endeavouring to pursue the killing of kangaroos. One of his greatest expenses is the price of .303 ammunition, which costs approximately 1s. per round.

People in the North-West have tried for some time to get some remission in the price of this ammunition to enable the kangaroo-shooter to overcome his major problem. An approach has been made to

the Commonwealth asking that such ammunition be issued through the various vermin boards to bona fide kangarooers at the same rate as it is issued to, say, rifle clubs. This would bring the price down to something in the vicinity of 1d. per round. While these negotiations have been in progress, the Meekatharra vermin board has gone so far as to give a lead and impose a levy of 1s. 6d. on pastoralists for kangarooers with an anticipated 20,000 kangaroos to be destroyed this year.

If we could get the ammunition for bona fide kangaroo-shooters, we would enable them to make a living, and would encourage more shooters to engage in this occupation. This would also assist the pastoral industry. I think that we, as a Parliament, should effect this very necessary change in the shortest possible time; otherwise I am afraid we shall not have kangaroo-shooters in the future.

During 1953, manganese was exported from Port Hedland to America. Last year I think something in the vicinity of 5,000 tons was exported. With the export of the original quantity of manganese came an influx of transport people that made a very great impact on the town of Port Hedland. It would be almost impossible to assess the advantageous effect they have had upon the township and the surrounding district. In this area today they are carting with 24 heavy-duty transport vehicles, and have brought their wives and families with them. They live in caravans and tents, and have completely rejuvenated the town of Port Hedland. Where manganese is available, they have built portion of the road themselves to enable them to get on with the job.

However, these people have been advised that, in a very few days, work in the manganese area will cease and no further permits will be issued for the export of manganese to America, notwithstanding the fact that 750,000 tons of manganese is in sight—sufficient, we are told, for Australia's needs for the next 30 years. In America, the average price per ton for manganese is £18; whereas in Australia, B.H.P. is paying £8 per ton. Accordingly, I wonder whether it would be a wise move if the field were held by the Commonwealth for Australian interests and the manganese were sold predominantly to B.H.P. over the next 30 years.

What would happen if other deposits of manganese more suitable economically to Australian interests were found? Equally, what would happen if America got on to manganese at closer and more economical points? Is it not possible that in trying to save manganese for Australia we would lose the market in the North-West? I suggest to the Government that it should impress upon the Commonwealth the need to issue further permits. If necessary, Australian interests could have a priority in what is mined from year to year. But

surely any additional quantities over and above the needs of Australia could be sold advantageously to a friendly nation!

The value of these men in the North is tremendous. There is the possibility that they will launch into other avenues of mining and that new fields will be opened up and further manganese deposits found. They are decentralising some of the transport from the metropolitan area; and if they had to come back here, they would constitute a problem for the Government, to say nothing of the men who own the mine and who had the resourcefulness to go out and peg it, and undertake all the responsibility of these big vehicles in the North, only to be told now that they can have no more permits and that Australian interests apparently will not take very much at this time, so that the whole venture becomes one of stalemate.

I think we should view this matter very seriously. The impact on this particular town will be devastating. The people will feel that it is the same old story: the moment something starts to progress, and interest is shown in it, and capital is made available by private enterprise, it is stopped by the Government and the whole venture lapses. Quite apart from my own individual efforts in this matter, I would ask the House to take an interest in this manganese problem and, wherever possible, stress upon the Commonwealth the necessity of keeping the mine moving. Let us hope that we can arrive at a satisfactory solution; and, if issuing permits to America is the solution, by all means let us do that.

The township of Denham, more commonly known as Shark Bay, is quite a small one of approximately 100 people, and is one of the earliest settlements on the north-western coast. The people there are faced with an almost impossible condition. The township exists without a modern water supply; in fact, it has hardly a water supply at all. The place has required a slipway for many years, and it has only an apology for a jetty. Also, a decent post office and an aerodrome are required.

Shark Bay has existed all these years without those things, but the time has arrived when the people will not continue to carry on without them. It is true that an aerodrome has been constructed 23 miles from the township, but some soil stabilisation is required before it will be completed. I believe the Government promised a slipway, and I hope that it will not be long before that is provided. I also hope that the promised lengthening of the jetty at Denham township will be proceeded with.

With regard to water supply, I am aware that previous investigation showed that it was not possible, at least in the area investigated, to find water that was not too high in salinity to suit the township. However, I would like additional in-

vestigations made further out on a perimeter to where the old survey ceased, with a view to a scheme being drawn up similar to that which is operating in Onslow.

If that is not possible, I would urge that some consideration be given to using the natural contour of the sandhills surrounding the town and bulldozing them into a very big dam with a bituminised base and with bituminised sides. The height of the sandhills above the town provides a natural gravitation; and if this problem were progressively tackled, a water supply could ultimately be provided. If we sit on the records we have, the people there will never receive an adequate supply. Do not let the position be considered an impossible one, but rather let us tackle it progressively and eliminate the difficulties as we can.

This township will grow. With the establishment of the aerodrome and improvement of roads, there will be a big tourist traffic there, but improvements are needed in the facilities available. The little post office, while serving a purpose, can hardly be termed adequate. All the telegrams are sent by telephone, and the system is most unsatisfactory. Naturally, people hesitate to use this method of despatching telegrams, and there is consequently not a great deal of traffic. When the postal authorities are approached and asked, "What about a post office?" they reply, "There is a post office." But there are degrees of post offices. I think it is up to us to draw the attention of the Commonwealth to the position in Denham, and ask it to make further investigations into the possibility of establishing a post office there which would improve telegraphic communication and provide a service that has long been denied to residents. Other towns in the North, not very much bigger, have for many years had postal facilities as good as those of bigger centres elsewhere, and Denham should have a post office of equal standing.

The Minister for the North-West: Some are much smaller.

Hon. W. F. WILLESEE: It is smaller than some towns but does not necessarily carry fewer people.

The Minister for the North-West: I said there were smaller places, such as Turkey Creek and Fitzroy Crossing.

Hon. W. F. WILLESEE: I am sorry; I misheard the Minister. I do not know whether it is generally known that the banana industry is in a very serious condition. It has been faced with water supply difficulties ever since its inception, and they are getting progressively worse. The situation is that if the Gascoyne River fails to run for a period of eight months in any year, many planters suffer a severe setback. I do not wish to worry the House with the details of banana-growing, but I would point out that a banana

cannot suffer a setback of any kind, and it takes nothing so much to heart as the setback of bad water or lack of water.

At present there is quite a lot of water, but very little of it is good. Over the years it has been found that the quality of the water contained in the river sands is definitely the best obtainable. Deep drilling has proved in the main that salt water exists at various depths, and only in rare cases is good water found. Deep drilling is too costly for the average grower to undertake.

Records show that in every five-year cycle the Gascoyne River misses one full year of running; and it has missed 14 months, 16 months, and even as many as 22 months. Early in May of this year, when the top river sands were dry and the river had again missed running, the Government decided to send a geologist to advise it on the situation. He reported to a growers' meeting, and the idea he put forward infused new hope into the minds of the older growers who have had a lot of experience in chasing water, and who feel that the stabilisation of water supplies will stabilise the industry.

The geologist's idea is to open the river sands to a clay base and then establish a sub-surface clay wall from bank to bank across the path of the river to within a foot of the top sand level, afterwards filling the sands back over the clay until there is only the appearance of a sandy top again. The effect would be to increase the quantity and quality of good water, what we call the top sands; and it would, as much as is possible, prevent the underground portion of the water in those sands from flowing to the mouth of the river and thence to the sea. It would tend to force water into adjoining porous beds alongside and running back from the river's banks. This water would virtually flow into underground lakes and tributaries that would carry the water into the river when that was low.

It would not be a very costly proposition, as water supplies go. It would be nothing like the project envisaged for some years in connection with the Rocky Gully scheme. If we could persuade the Government to set aside £20,000 for this work to be undertaken at the first opportunity, the issue for the industry would be decided very easily. If the river does not run now until next December or January, I would say the time to undertake the work would be early in January at the site selected by the geologist. It can be done only when the river is low and the sands are dry, thus enabling operations to be carried out on a clay base.

Not a very extensive plant would be required. A bulldozer would be needed, and an end-loader, perhaps a sheep's foot roller, and two or three tip trucks. This is all that would be necessary for the first bank to be established in a

matter of a few days. In order that there might be no interference with Government plant already in the North, I suggest that the work be done by contract. The contractors could be kept in touch with until the time was opportune for the work to be done quickly and efficiently.

This would be a test of the geologist's idea. The experiment would provide a wonderful opportunity to bring relief to banana-growers in respect of their water supply difficulties; and if the scheme proves as effective as people who have had experience of this problem believe it would, then it would be something of which the Government could well be proud.

I seek an early announcement in regard to this matter, because it is urgent to the people concerned. They are looking for some relief, and would like to know that next time there is a dry period—and it is only a few months away—there will be money in hand so that this man will have the opportunity to test his theory.

With regard to the State Shipping Service as it affects our coast, I feel it is a matter of some congratulation that the Government expects to have a new vessel launched in January, 1956. It will certainly alleviate some of the difficulties at present being experienced by residents of the North: but one ship, I am afraid, will not end the problem. Before the session closes, I hope the Minister for the North-West will be able to announce that Cabinet has agreed to the purchase of a further ship and that delivery will be effected as soon as possible—perhaps in January, 1958.

The purchase of the "Dorriga" and the "Dulverton" on extended terms is to be commended; because, although they are essentially cargo vessels, they do valuable work on the north-west coast, and to lose them by sale to private ownership would reduce the status of the State Shipping Service to that of a ferry service. We must bear in mind that the "Koolinda" and "Kybra" are 25 years old and will soon need to be replaced. Their replacement is not to be confused with the need for two new ships for the State Shipping Service.

The growth of cargo involved in the North-West is not entirely caused by expansion in that part of the State, inasmuch as Darwin takes a lot of looking after; and it is only right that the Darwin trade should be fostered, because a terrific amount of business from the metropolitan area is done with Darwin, and goods have to be carted there by State ships. But if a ship is carrying a considerable tonnage of cargo for that port, it means that a similar quantity cannot go to the towns in the North-West. This applies more particularly in the case of oil, because large tonnages of oil and equipment are carried by ships; and, of course, that is only right. With the

growth of the service in the North there is only one thing to do, and that is to buy more ships.

At the moment the greatest anomaly in connection with our State Shipping Service is the unsatisfactory state of affairs with regard to North-West passengers. From places like Wyndham, Derby and Hall's Creek it is necessary to book months ahead in order to get on a boat at all. Members can see how difficult this must be for a man working for an employer. He has to gauge the time accurately because he has to be at the port right on the tick in order to catch his boat. If he is late, he misses it; and if he is early, he loses time. The concession rates that operate for the people in the North are important, and the residents there like to take advantage of them if they can. The concessional rate for a woman travelling by boat from Wyndham to Fremantle and return is £20; and by plane, it is £70. For a man it is £41 by boat; and by plane, it is £70. The concession for children is even greater.

Members can see that it is of material advantage to a man, if he lives in the North-West, to travel on a State ship. It is most frustrating for him if he cannot do so because the accommodation is taken up by tourists. The Government should recognise a state of emergency in regard to North-West passenger traffic and give only North-West passengers the right to travel on these boats; because, if tourists are booked in at Fremantle, they obviously cannot be put off the boat when it goes north. If the boats are carrying tourist passengers, a man who wants to bring his wife and family to Perth for medical treatment of some sort cannot do so. In my opinion the tourist traffic should suffer in the interests of the people of the North-West, because it is for their benefit that the State Shipping Service operates. Surely with 7,000 people in the North there would be sufficient movement to keep the various ships full as they travel up and down the coast.

Another matter of importance to the North Province electors is the construction of the bitumen road from Northampton to Carnarvon; or the portion of it that is termed the North Coastal Highway. I cannot think that the present rate of progress of this work is commendable for a Government which claims to be North-West minded. The total amount of bitumen construction envisaged this year is, I believe, 17 miles, and there is a distance of 260 miles still to go. I think the bitumen project was started as far back as the time of the Willcock Government. It would be interesting to know—it it were possible to get the information—whether after all these years, the bitumen portion of this road has reached the 26th parallel, which is actually where the North Province starts.

I believe that under the Commonwealth Aid Roads Act there is a formula whereby Western Australia is granted money which, in turn, is distributed throughout the State for road works. We in the North Province help materially in getting this grant, because the North Province consists of slightly more than 50 per cent. of Western Australia. I believe, with all due respects to the Chief Secretary's figures, that Western Australia gets £3,500,000 to £4,000,000 per annum under this Act; but I do not think that more than £350,000 has ever been spent in the North-West in any one year by any Government. Apparently we have not yet been given our true entitlement of £800,000 under the Act. I have been told that the department could not spend the money in the North if it received all it was entitled to. Why not let some of the work out on contract? Why not spend £100,000 of this money each year by contract? The amount of money now being spent on the road is, in my opinion, only what is needed for maintenance. We cannot grade a road, and leave it without carrying out some maintenance on it.

If the Government tackled this job properly, it could, I believe, complete the road within the next four or five years; and that is something it should do. Surely after all these years, and as a result of all the talk that has gone on about the North, the Government could tackle this job and clean it up! The road carries all the overland requirements for the North: wool, bananas, and 90 per cent. of the beans are carted over it. The oil requirements that did not go by ship were transported over this road, as well as nearly all the material for the building of the whaling station. The cartage costs are high because the road is not bituminised. It is corrugated, and it has to carry heavy transport.

Hon. H. K. Watson: Did the Redex trial boys go over it?

Hon. W. F. WILLESEE: They went around the other way; they did not even tackle it. If we keep to the present rate of progress, I can visualise, in somewhat lighter vein, the day when the bitumen finally reaches Carnarvon. There will be an opening day with a ribbon across the bitumen strip, and the Minister in charge will be talking to people not yet born; and among the crowd, in a wheel chair, will be the present Minister for the North-West. Standing talking to him will be an old man on crutches, and that will be me. That is the rate of progress we are making at the present time. If the money that we are told the department cannot spend were made available to private enterprise, it would be an economical proposition. It would be of some benefit to everybody concerned if the road were finished within the next four or five years; and I am sure it is quite possible to do that.

It remains for me to offer my congratulations to you, Sir, on your appointment to the Presidential Chair, and with

these congratulations go my personal appreciation of your friendly attitude to me, and my thanks for the kindly advice you have tendered me in the short time I have been in this Chamber. I feel you have gone beyond the call of duty in that regard.

I would like to mention my appreciation of my predecessor here, Hon. Frank Welsh. He was for many years a notable figure in both Houses of Parliament. He devoted the best years of his life to the North-West, and he has left behind him up there a very fine name, which is something money cannot buy. I have never met Mr. Welsh, but it gives me great pleasure to voice this appreciation of him. I wish him happiness and health in his retirement.

HON. J. MURRAY (South-West) [5.58]: I did not intend to speak on the Address-in-reply debate, but some remarks passed in the House the other night, and a statement published in the Press, have caused me to change my mind. Since I entered this Chamber I have listened attentively to all the remarks of Mr. Bennetts. I have, as a result, wandered from one end of his electorate to the other, and I have been interested to do so. On occasions I have been considerably entertained, but I was astounded when Mr. Bennetts got on to forestry matters, because there is not much forest country in his area, nor is he concerned with the problem of sawmilling. He entered on strange ground, and, apparently on hearsay, made certain statements.

Hon. G. Bennetts: It was what had taken place in my area.

Hon. J. MURRAY: I would, before speaking tonight, have preferred to receive the answer to the question I asked this afternoon. In the matters I raised some 12 months ago, I admit there was a certain amount of unnecessary verbiage according to some members; but there were some items of importance and I want to quote briefly from the remarks that were made then. On the 26th August, 1953, at page 287 of "Hansard," I had this to say—

Looking at the position from the viewpoint of the State's welfare and the conservation of our State forests, I personally deplore the suggestion that Dr. Stoate's services are to be ruthlessly dispensed with. His academic knowledge is of the highest and, further, he is definitely a practical man. Those two qualifications are extremely necessary to enable him to execute his duties under the Forests Act. Like his predecessors, Dr. Stoate has proved himself to be a man of the highest integrity and fully conscious of the great responsibility placed in him under the Forests Act of 1918. It is apparent, of course, that in carrying out his duties in a responsible manner he has crossed swords

with people, not only in the department, but also in the industry itself and caused them to feel that they have been unjustly dealt with.

There is another portion of my speech of 12 months ago that I want to read because of the remarks made by Mr. Bennetts. In conclusion, I said—

I do suggest, even at this late stage, that when the Government decides this issue it should do so in the best interests of Western Australia. That is the duty of Cabinet Ministers, whatever Government is in power.

While I was defending a particular gentleman when I made that speech last year, I do not think I predicted any immediate catastrophe in the sawmilling industry, if certain things were not done. Yet Mr. Bennetts said—

In spite of what Mr. Murray said would happen if we lost a certain officer from the Forests Department, I am glad to say that the departmental affairs are now much improved.

Time alone will justify the Government's action; this is not a question that can be decided overnight. But before I get away from this phase, I wish to mention that in the early part of my speech of last year I said that there was disquiet in certain Government departments over Government appointments and the method adopted.

Had that statement been untrue, there would have been no necessity for a meeting at Busselton, and a further meeting of forest officers. At the first meeting those present carried resolutions of loyalty to their superior; and, at the second, motions were passed congratulating the employers on the actions that had been taken. I do not know what the country is coming to when employees start congratulating their employers in public. That is sufficient about the remarks made by Mr. Bennetts.

The other question that concerns me is a statement that appeared in the Press; but as I want to wind up by reading that item, I shall now read two other extracts from what I said last year. The first one appears at page 288 of "Hansard" of 1953. It reads—

Forestry begins, not, as many imagine, with the seed bed, but with the axe and sawmill. It is by restricting the quantity of timber that may be cut to the quantity that the forest will produce that a sustained yield is assured. The country cut over may then be taken in hand and improved to assure a better and larger future crop, and this work should go on alongside the cutting. In this way the future of the timber industry is safe, and the sawmills of today and tomorrow would both contribute towards the establishment of a continuous supply of timber