

The honeyed words in paragraph 33 of the letter make nice reading, but, when looked at in a practical way and measured against the increasing unemployment which is developing in Western Australia, they become empty and bitter.

Finally, I would emphasise very greatly to you the vital and urgent importance of the proposals which the State Government has submitted to your Government, and now appeal to you and your colleagues for a re-consideration of the proposals and for a favourable decision either in relation to export from Koolyanobbing or from Tallering Peak.

I thought it as well that the House should hear the Premier's reply, in view of the letter which Mr Griffith read out.

Tabling of Letter.

Hon. A. F. GRIFFITH: In accordance with Standing Order No. 342 I request that the file from which the hon. member has just read be laid upon the Table of the House.

The Minister for Railways: If it is only the letter that is required to be laid on the Table I can agree to that; but as the file contains other confidential matters and material, I do not think the hon. member should request that that be included in the motion.

Hon. A. F. GRIFFITH: I must ask you to decide this matter, Mr. President. The Standing Order says that the document quoted from by a member, not a Minister of the Crown, may be ordered by the Legislative Council to be laid on the Table, such order being made without notice upon the conclusion of the speech of the member who has quoted therefrom. I have asked that the document be laid on the Table of the House and, I presume, the folios from which the hon. member quoted would also be tabled.

The PRESIDENT: I order that the letter only be laid on the Table of the House.

On motion by Hon. F. J. S. Wise, debate adjourned.

House adjourned at 6 p.m.

Legislative Assembly

Thursday, 12th September, 1957.

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The SPEAKER took the Chair at 2.15 p.m., and read prayers.

QUESTIONS.

MINE WORKERS' RELIEF FUND.

Amount Paid to Contributors and Assets.

Mr. EVANS asked the Minister for Mines:

(1) What amount was paid out to contributors for 1956 by the Mine Workers' Relief Fund, including payments made on behalf of the old voluntary fund?

(2) What is the total value of assets of the fund at the present time?

The MINISTER replied:

(1) Relief to all beneficiaries totalled £61,734 0s. 7d.

(2) Total value of the fund's assets is £297,859 8s. 6d.

These figures are taken from the fund's statements and balance sheet for the 12 months ended the 31st January, 1957.

ARTIFICIAL RAIN.

Experiments in Western Australia.

Mr. EVANS asked the Minister for Water Supplies:

(1) Is his department in close touch with the Commonwealth Scientific Industrial Research Organisation with regard to the project of artificial rain making?

(2) Do findings from practical experiments conducted near the Snowy River Mountain scheme and elsewhere, suggest that it may be worth while to carry out similar experiments in Western Australia?

(3) Has the C.S.I.R.O. made any indication that it intends to carry out artificial rain making experiments in this State?

The MINISTER replied:

- (1) Yes.
- (2) Yes.
- (3) No.

SALT WATER.

Conversion Experiments.

Mr. EVANS asked the Minister for Water Supplies:

(1) Has the department gained any further information, since last year, from experiments conducted throughout the world, on the conversion of salt water projects?

(2) What is the name of the most economical method so far derived?

(3) What is the cost of conversion per thousand gallons with this method?

(4) Does satisfactory conversion depend upon the salinity of the water?

(5) If so, can he please give a few details?

The MINISTER replied:

(1) Yes.

(2) Present information is that the most economical method could depend on the salinity of the water. Distillation processes are economically attractive for converting sea water to fresh. For lesser concentrations of salts in brackish water electrodialysis appears to be a cheaper process.

(3), (4) and (5) Costs would depend on a number of variable conditions, including salinity of water to be treated, final salinity required, quantity to be treated, etc.

KALGOORLIE EXPRESS.

Morning Tea for Second Class Passengers.

Mr. EVANS asked the Minister representing the Minister for Railways:

(1) When was the practice introduced of providing second class passengers on the Kalgoorlie Express with a morning cup of tea?

(2) When was this practice discontinued?

(3) What was the reason for the discontinuance?

(4) If the reason for the discontinuance was because of inadequate facilities being available in the second class coaches for making tea, cannot this difficulty be overcome by some other means?

The MINISTER FOR TRANSPORT replied:

(1) 1st June, 1955.

(2) 25th July, 1956.

(3) No facilities in second class coaches for making morning tea and the temporary arrangements proved unsatisfactory during the trial period of approximately 14 months.

(4) Not without costly alterations and loss of passenger accommodation.

FREMANTLE HARBOUR.

Adoption of Stephenson Plan.

Hon. J. B. SLEEMAN asked the Minister for Works:

(1) Has the Stephenson plan been adopted, especially that part dealing with the waterside at Fremantle?

(2) Is he aware that in his report, Professor Stephenson says:

(a) That the Fremantle Harbour Trust is handicapped because of the insufficient transit sheds accommodation at the wharves at the inner harbour. The depth of land behind the wharves is severely limited, and there is little room for buildings to facilitate the classification, storage and handling of goods.

(b) It is difficult, if not impossible, to contemplate the classification of general cargoes and their storage in classes behind the wharves because of the lack of space for appropriate buildings and facilities?

(3) Is he aware that his scheme is to unload general cargo direct from boats into road or rail trucks to be conveyed in bulk to Welshpool, and there classified and stored?

(4) If the answer is in the affirmative, can he advise what percentage of waterside workers it is estimated will be thrown on the unemployment pool, and also what the estimated extra charge will be on general cargo which will have to be carted back to warehouses in Fremantle?

(5) If the plan has not been adopted, will he inquire into these questions before the plan is adopted?

The MINISTER replied:

(1) No.

(2) Yes.

(3) Yes.

(4) Answered by No. (1).

(5) Yes.

RAILWAYS.

Bunbury Goods Shed.

Mr. ROBERTS asked the Minister representing the Minister for Railways:

(1) What is the total amount of funds set aside during this financial year for alterations and extensions to the goods shed in Bunbury?

(2) What are the details of such proposed alterations and extensions?

The MINISTER FOR TRANSPORT replied:

(1) £2,500 has been provided to cover cost of purchase of premises from the Commonwealth Government and alterations thereto.

(2) Internal modifications for goods office requirements.

OIL DRILLING.

Commonwealth Government's Assistance.

Mr. COURT asked the Minister for Mines:

Has the Government been able to make an estimation of the possible benefits to Western Australia of the Commonwealth Government's recently announced assistance for oil drilling?

The MINISTER replied:

No. A letter has been addressed to the Commonwealth Mineral Resources Bureau seeking full information.

FORESTS DEPARTMENT.

Retrenchments.

Mr. I. W. MANNING asked the Minister for Forests:

(1) What number of men have been retrenched by the Forests Department during the period from the 1st March, 1957, and the 11th September, 1957?

(2) What is the reason for these retrenchments?

The MINISTER replied:

(1) Nil from the general staff. Thirteen casual towermen who are not normally employed in the winter months.

(2) Answered by No. (1).

INTERSTATE SHIPPING FREIGHTS.

Effect of Reduction on Exports to Eastern States.

Mr. COURT asked the Minister representing the Minister for Supply and Shipping:

Is the Government examining the possibility of taking advantage of the improved freight shipping service between Melbourne and Fremantle, announced in the Press on Wednesday, the 11th September, to increase exports from Western Australia to eastern Australia?

The MINISTER FOR MINES replied: Yes.

EDUCATION.

Three-year High Schools.

Mr. NALDER asked the Minister for Education:

(1) Will he give the number of post-primary top pupils enrolled at each of the 28 three-year high schools in the country attached to basically primary schools?

(2) When were these three-year high schools opened?

(3) What was the enrolment when they were opened?

The MINISTER replied:

Junior High School.	Present Enrolment.	Date Opened as Junior High.	Enrolment on Opening.
Beverley	37	1/1/1954	42
Boyup Brook	84	1/1/1954	53
Bridgetown	152	1/1/1953	74
Bullsbrook	47	1/1/1954	46
Busselton	181	1/1/1952	125
Carnarvon	67	1/1/1954	35
Cunderdin	61	1/1/1954	56
Denmark Agricultural	68	1/1/1953	38
Donnybrook	81	1/1/1954	49
Esperance	49	1/1/1956	40
Gnowangerup	33	1/1/1957	35
Harvey Agricultural	204	1/1/1950	79
Katanning	176	1/1/1950	99
Kellerberrin	45	1/1/1954	43
Kojonup	55	1/1/1954	40
Manjimup	207	1/1/1950	95
Margaret River	131	1/1/1955	97
Merredin	207	1/1/1950	56
Morawa	33	1/1/1954	39
Mt. Barker	127	1/1/1951	73
Mt. Helena	139	1/1/1954	102
Norseman	95	1/1/1953	83
Pemberton	67	1/1/1954	39
Pingelly	60	1/1/1954	44
Pinjarra Agricultural	210	1/1/1951	118
Qualradung	51	1/1/1954	40
Wagin	92	1/1/1954	52
York	95	1/1/1952	48

SOUND BARRIER.

Air Force Activity at Pearce Aerodrome.

Mr. ROSS HUTCHINSON asked the Premier:

In view of the widespread interest and keen public expectation, will he inform the House whether the official way has been cleared for the public at Pearce Aerodrome on Sunday to hear the sonic boom of sabre jet aircraft breaking the sound barrier for the first time in Western Australia?

The PREMIER replied:

As far as I am aware, the Air Force authorities will proceed along the lines suggested. There has been some consultation between representatives of the R.A.A.F. and the Premier's office, in which it has

been indicated that we have no objection to the Air Force proceeding on the understanding that it accepts full responsibility for whatever is attempted or done.

BILL—HONEY POOL ACT AMENDMENT.

Read a third time and *passed*.

BILL—FREMANTLE HARBOUR TRUST ACT AMENDMENT.

In Committee.

Mr. Moir in the Chair; the Minister for Labour in charge of the Bill.

Clauses 1 and 2—*agreed to*.

Clause 3—Section 31A added:

Mr. COURT: I just want to say that we still feel as we did during the second reading debate.

Clause put and *passed*.

Clauses 4 to 6, Title—*agreed to*.

Bill reported without amendment and the report adopted.

ASSENT TO BILLS.

Message from the Governor received and read notifying assent to the following Bills:—

- 1, Nollamara Land Vesting.
- 2, Western Australian Marine Act Amendment.

ANNUAL ESTIMATES, 1957-58.

Message.

Message from the Governor received and read transmitting the Annual Estimates of Revenue and Expenditure for the financial year 1957-58, and recommending appropriation.

FINANCIAL STATEMENT, 1957-58.

In Committee of Supply.

The House resolved into Committee of Supply to consider the Estimates of Revenue and Expenditure for the year ending the 30th June, 1958, Mr. Moir in the Chair.

THE TREASURER (Hon. A. R. G. Hawke—Northam) [2.30]: During the financial year which ended on the 30th June last, the economy in Western Australia remained quite healthy despite the fact that there was some political criticism from time to time which was calculated to make it appear that Western Australia's economy was running down very dangerously—

Hon. D. Brand: Didn't you contribute to that yourself?

THE TREASURER:—and that our State was facing a difficult future. I think it is true to say that our wool producing industry has made the biggest single contribution to the healthy state of our

economy. It has been very largely caused by the satisfactory prices for wool which were received during last season. It is significant that wool values have remained high for such a long period of years. I doubt if any other product of the land has enjoyed such a long and consistently good period of prices as we have seen the wool producing industry enjoy for, I should think, nearly 20 years. This factor has made an important contribution not only to the economy of Western Australia but also to the welfare and economy of Australia as a whole.

Wool Production.

Figures which I now intend to quote will indicate to members the importance of our wool producing industry from the point of view of the large amount of income which it has brought into Western Australia, particularly during the two years, 1956 and 1957, to which these figures relate. They are as follows:—

	Sheep Shorn.	Pro- duction.	Income.	Average Price.
	No.	lb.	£	pence.
1956	14,100,000	156,454,000	34,821,000	56.73
1957	14,900,000	156,100,000	45,627,000	73.92

It will be seen from those figures that the income rose very sharply in 1957 as compared with 1956, even though the production in lb. weight was a little less in 1957, than it was in 1956.

Mr. Nalder: Is the price you quoted of 73.92 pence the net price or the price at auction?

THE TREASURER: The prices I quoted were the average prices in each of the two years mentioned.

Mr. Ackland: Under the hammer, not net.

THE TREASURER: Although the production in the two years was about the same in point of weight, the income was substantially higher in 1957 than in 1956, and that was explained by the higher average price of 73.92 pence in 1957, as against 56.73 pence in 1956. I understand that the early wool sales which have so far taken place this season have revealed a downward trend in the prices being received. Although we all regret the downward trend, I think it can be said, fairly safely, that the prices now being received, and those likely to be realised at the remaining sales throughout the season, will prove to be satisfactory to the wool producers.

Wool Auctions at Albany.

In the Albany area, due to an active land settlement policy, there has been a considerable increase in sheep and stock carrying capacity. Wool auctions will take place in Albany this year for the first time

in history. This development is a very significant one and provides plenty of justification for the large scale land development operations which have been carried out in that part of the State, particularly since the war. I know the history covering the endeavours to have wool auctions established at Albany has been a fairly long one. It has also been a difficult one as far as those who were trying to get them established were concerned. There have been varying periods of optimism and pessimism in connection with the matter.

However, finally the negotiations came to a successful conclusion several weeks ago and everything now seems to be running well for the opening of the first sale which, I think, is booked to commence towards the end of this month. I am sure we all rejoice in the fact that these sales will take place in Albany not only this year but for many years in the future. This forward move in that district will, I think, be an encouragement to the Minister for Justice who is also the member for the district in which Esperance is an important centre. He can look forward with some confidence to seeing the same sort of development occur down there and no one will be happier than he will be to see wool auction sales commencing at Esperance.

Wheat Storage.

Early in the financial year 1956-57 it was thought that acute difficulties would arise in this State in regard to the storage of wheat. I think there was something bordering on panic in the minds of some people directly associated with wheat storage and wheat shipment. Almost bulldozer tactics were used on the State Government, if I might use that term. Proposals were developed on paper in a rushed sort of style to build large scale additional storages for wheat and a large sum of money was estimated to be expended to provide these additional storages. The storm disappeared almost as quickly as it had developed.

I would not claim to know all about the situation but I believe the panic, or near-panic situation developed because most of the wheat, if not all of it being shipped from Australia to overseas markets, was being shipped from the Eastern States of Australia and little or none at that time was being shipped from Western Australia. Consequently, all our storage bins were filled almost to bursting point.

However, a change in policy in that regard was initiated almost overnight with the result that wheat was exported from Western Australia in great quantities over a comparatively short period of time. That action wiped out completely any need to establish additional storage facilities for wheat in this State. I should think that everybody, including the farmers, were

very happy to see the situation taking a turn in the right direction, in the way it did.

Mr. Ackland: Not so much a change of policy as a change of purchasers.

The TREASURER: I have it on very good authority that it was a change of policy in respect of the exports of wheat from Western Australia. Instead of being made almost solely from the Eastern States, exports were made from Western Australia. One advantage was that the Railway Department in a period of 12 months carried the equivalent of two wheat harvests in this State over the railway system. That was an advantage to the railways in the last financial year, but unfortunately it will have a bad reaction during this financial year in connection with railway operations and railway income. If I may say so at this stage, railway revenues are estimated to fall during this financial year, as compared with the last financial year, by almost £2,000,000. It is necessary for me to say at this stage how very serious that development is in regard to the railways as a rail system, and also in regard to the operations of the Treasury generally.

Outlook for Current Crop.

The outlook for the sale of the wheat crop which is now growing in Western Australia appears to be reassuring. I am advised that American sowings of wheat are 21 per cent. down this year, and are the lowest since World War I. The American crop is expected to be the smallest for 38 years. I should think also that the production of wheat in the Eastern States of Australia this year will be well down because of seasonal conditions, not that the difference will have very much effect upon the world market, but at least it should ensure that wheat produced in Western Australia during the current season will not be required to be stored in the State very long. Furthermore, Australia's sales of wheat in the coming season should be higher than for some time past because of the agreement made by the Commonwealth Government with the Japanese Government, one of the main features of which is the sale of quite large quantities of wheat by Australia to Japan.

Coarse Grains.

The coarse grains of oats and barley were controlled in regard to sale by local selling pools. Production met with ready sales overseas. The quality of the oats and barley exported was very good indeed. As members will know, a new variety called "Beecher" barley was grown by some of our barley growers last season. It is understood that this variety of barley is an improvement on most, if not all the existing strains, and that many barley growers have changed over from other varieties to the Beecher strain. This

Beecher variety has a very ready sale overseas, as it is particularly suitable for the production of pearl barley. It is believed and understood that there is a good market for this barley in Japan.

Apples.

The apple crop of the State was above average. The total of apples produced was 1,550,000 cases. This represents an increase over the previous year. Of the total quantity of apples produced, 1,250,000 cases were shipped overseas.

Those members who were aware of the codling moth outbreak in one of our apple-growing areas several months ago were naturally very concerned at the fact that this pest had found its way into some of our apple orchards, and they were more than concerned, of course, about the possibility of it becoming solidly established in this State and spreading through the fruit-growing areas. This pest can be very destructive not only to apples but to certain other fruits. So when it was realised that the moth had become established in one of the apple orchards at the time and had been allowed to spread a bit because of the failure of the owner of that orchard to take the matter seriously in the early stages, there were consultations between the people concerned, that is the individual apple growers, the fruit-grower associations and representatives of the Department of Agriculture.

After a time a plan of campaign was worked out to try to combat and eradicate the disease. The plan has been put into operation very effectively, so far as I have been able to ascertain. Most people in the fruit-growing area concerned are breathing much more freely today than they were some few months ago. Those who know what has happened in this matter will agree that there was a great community effort in the district affected, which, together with the active co-operation of the Department of Agriculture, appears to have achieved the success which was desired.

Fat Lamb Exports.

Fat lamb exports were down last financial year due to seasonal conditions and also to the increase in the price of wool. The quality of lambs exported was very good. For the third time in the last five years, Western Australia won the All Australia Competition in London for the best fat lambs on the Smithsfield Market. The winning entry last year came from Mt. Barker. I have already sent a message of congratulation to the successful grower, and I have no doubt that the member for Stirling did likewise at the time. I had almost a half regret in regard to the winning entry this year, because during the two to three years immediately preceding last year, the winning entry was

gained by one of my electors in the district of Meckering. However, congratulations to Mt. Barker and good luck to the grower concerned.

Mt. Barker.

The Mt. Barker district is expanding very considerably in regard to production of sheep, wool and fat lambs. It is believed that the war service land settlement scheme has made a very great contribution to this expansion.

Timber and Brick-making Industries.

During the last financial year the saw-milling and brick-making industries recovered somewhat from the recession they had suffered previously. The demand for building supplies is now quite good, although karri timber is not as easy to quit as we would desire. The sale of timber in Australia has slowed down quite a bit compared with the active and prosperous days of the timber industry in the years after the war.

I understand that a fair amount of timber is coming into Australia these days from other countries of the world, and undoubtedly that importation of timber is making it more difficult than would otherwise be the case, to sell our karri. However, steps are being taken both by the private companies engaged in the industry in this State and by the Government to try to increase the sale of this type of timber, which naturally is very important to us as a State.

Demand for Better-Class Bricks.

Hon. D. Brand: The better class bricks are not in good supply.

The TREASURER: No. There is quite a waiting period for the best classes of bricks, and it is surprising how many people want nothing but the best. Perhaps it is a good thing that people go for quality, and I suppose also a bit for fashion, and also for the distinction which the best classes of bricks give to a house which is built from those bricks. They pay a bit more for those classes of bricks, but it is good to find that there is this pride along those lines; and as long as people are in the position to finance the purchase of the bricks, well and good. I suppose that in regard to the actual cost of bricks required to build a normal-sized house, the difference in price would not be so much as against the price of the best bricks or fancy bricks, if they are so called, and the normal bricks.

Surplus of Exports Over Imports.

The year 1956-57 was the first for several years in which the State showed a surplus of total exports over total imports. I think that is a very important factor in the affairs of our economy.

Mr. Bovell: Most encouraging.

The TREASURER: I think it is indeed very encouraging, even though most of this result was due to the fact that wheat and wool sales were up considerably, and that the price obtained for wool was considerably higher than it had been in the previous 12 months.

I have a table which I propose to read because it will give members a comparison between our total trade operations during the last three financial years. This table shows the imports from overseas, the exports overseas and the balance, and similar figures in regard to interstate trade and the total balance of our total exports over our total imports. The table is as follows:—

Trade of Western Australia
in £ millions.

Year.	Overseas.			Interstate.			Balance of Trade.
	Im-ports.	Ex-ports.	Bal-ance.	Im-ports.	Ex-ports.	Bal-ance.	
1954-55	50·6	72·0	21·4	91·1	24·1	-67·0	-45·6
1955-56	46·5	81·0	34·5	89·0	34·6	-54·4	-19·9
1956-57	40·2	115·0	74·8	94·4	41·2	-53·2	+21·6

It will be seen that there was a net total deficiency in our exports as a whole of £45,600,000 for 1945-55 so that that year was a very serious one for Western Australia in regard to total imports as compared with total exports. But there was a very considerable gain in our total trading operations covering exports and imports for 1956-57, and that made a valuable contribution to the trade, commerce and industry of our State as a whole.

Need for Secondary Industries.

Mr. Bovell: Those figures indicate the great need for secondary industries in Western Australia. I refer to the interstate figures.

The TREASURER: Yes. The hon. member is quite right in saying that the interstate figures underline the great need existing in this State to increase our secondary production. I think we have to realise in the first place that Western Australia faces considerable difficulties in that regard. We would be foolish indeed to think that the development of secondary industries in our State will be easy. It cannot be easy, mainly because of two factors.

The first factor is that the Eastern States—or two or three of them—became industrialised before there was any thought over here of establishing secondary industries in our State. Those manufacturing industries in the Eastern States were built up in size, efficiency and financial strength; and they were built up not only to supply the needs of the markets in eastern Australia, but also to supply the needs of the market in Western Australia.

Difficulty of Establishment.

Therefore they were very strongly based from every point of view. In that situation it was not an easy matter for a manufacturing industry to become established in this State. I am not talking of this year or last year, but of quite some years ago, though the same situation applies today. It was not easy because our own market in Western Australia is a very small one indeed; and, furthermore, any person who established an industry in this State to manufacture goods was facing a pretty stiff proposition in regard to competition if he was manufacturing a commodity which would also be sent into Western Australia by some manufacturing industry in the Eastern States.

I think we know enough about industry and trading to know that once an organisation establishes itself in a market and gets a good footing in that market, it will not easily vacate it. Therefore Eastern States manufacturing concerns which send goods here in considerable volume will put up a pretty stiff fight to hold the proportion of the market they possess here, and they could well afford to sell goods, on a wholesale basis, more cheaply for distribution in Western Australia than they could for distribution in eastern Australia. In other words, the proportion of their markets in the Eastern States is the important and major proportion, and as long as they make a reasonable profit on their operations over there, it does not matter so much, I suppose, if they sell at a somewhat lower profit to hold the market they have established in this State. Nevertheless, the great need in Western Australia is certainly to expand our manufacturing industries.

Need to Support Local Industry.

Some people have the foolish idea that the only way to build up our secondary industries is to establish new ones. The more new manufacturing industries we can see established in Western Australia the better, and we should leave no stone unturned in our efforts to have new industries established here, but I think we would be worse than foolish if we overlooked the foundation that already exists in the form of factories and workshops which are established and in operation here already. They represent a capital investment and manufacturing ability.

They are already providing employment for considerable numbers of our people and they are capable, even in their present stage of development, of producing a great deal more, in most instances, than they are producing today. In other words, they have the factory buildings, plant, equipment, skilled management and skilled employees and are producing goods of high quality at fair prices, and yet they are not able to produce to full capacity because the demand for their products in this State is not sufficiently high to justify them in increasing production.

Necessity to Purchase Locally Made Goods.

The market in Western Australia is far greater than the proportion of it which they supply at present, in several instances. Unfortunately, goods of a competitive character and from similar factories and workshops in the Eastern States, find a ready sale here. This, I think, is the most urgent problem for us to face if we desire to see our industries expanded. The people of this State can solve the problem because they are the market. They are the people who buy the goods, whether produced here or elsewhere. Theoretically, the overwhelming majority of the people in our community are loyal to this State but theoretical loyalty, unless backed by practical effort, is of no use to a factory or workshop which could produce a great deal more but is not given the opportunity to do so because the demand for its present production is not big enough. I know there is a long story to be told about the reason why that situation exists.

Education in Supporting Local Manufacture.

My own view is that habit is a tremendously strong factor in the make-up of each of us. Whether habit is associated with buying goods, smoking, drinking or anything else, it is a strong factor in the lives of us all and as we grow older, habit becomes stronger and more difficult to break. From my own experience, I say we have to weaken and break the habits which we have formed over the years in regard to buying goods of whatever brand, where those brands are associated with goods manufactured elsewhere in Australia, but which come to this State and compete with the production of our local factories and workshops.

I think the solution of this problem is to be found in education. We know that education in regard to anything worth while is something of gradual development and I believe that we, as public men, can help considerably in this regard. I hope every member of this Chamber will think about that and, having done so, do everything in his power to assist to educate the public of this State to be more loyal, in a practical way, to the products of local industry, whether of a primary or secondary character.

Relationship Between Primary and Secondary Industry.

There was a time when primary producers in Western Australia had the feeling that any development of secondary industries would be detrimental to them. Apparently those days are now behind us, and the farmers and other primary producers today can see a direct and mutual relationship between themselves and our secondary industries, and so they should.

Mr. Roberts: They provide a good market.

The TREASURER: Greater development of secondary industries here might not considerably benefit the wheat and wool industries, although it would do so to some worth-while extent, but a substantial increase in our secondary industries would increase our capacity to absorb population and would undoubtedly increase our ability to employ more people. The local population represents a valuable and necessary market for several groups of primary producers and especially those who produce vegetables, fruit, dairy products and so on.

Mr. Bovell: And flour.

Existing Industries Provide Basis for Expansion.

The TREASURER: Therefore there is a direct and mutual relationship that is being more and more clearly understood by an increasing number of our people as the years go by. I am convinced that if Western Australians are prepared to play their part fairly in this matter of industrial expansion, we can achieve a great deal on the basis of expanding our already established manufacturing industries. They are a great foundation upon which to build. They are already here and they have the know-how and everything. All they need is a larger market than is available to them at present. "The people of Western Australia" includes us, in this House. Like the general public, we are the people who can provide that additional market almost overnight, as it were.

We have no justification for complaining or protesting about the actions of the Eastern States in this field if they do what they do only because people in this State co-operate with them and make it possible for them to hamper and restrict the expansion of our secondary industries. No Eastern States manufacturer could sell goods here unless someone here was prepared to buy them, and that reduces the situation to its most logical conclusion.

Great Opportunity at Hand.

I do not suggest that overnight, in one year, or any period such as that, we can arrange to manufacture the whole of our requirements within the State, and it would not be desirable to do so, in all probability. We cannot expect to see established here next year the manufacture of motorcars or aeroplane engines, for instance, but I think we can expect with every confidence that, in the reasonably near future, our factories which produce ordinary everyday necessities of life, will be able to secure a much greater demand for their products than is available at present.

Mr. Roberts: Is the Government investigating the potential markets to the north-west and north?

The TREASURER: Yes, that is being done; but I am trying to emphasise the great value of doing something in Western

Australia instead of fastening our eyes on the far north or some other far distant place. We have a great opportunity at hand and to the extent to which we take advantage of it, our factories and workshops will become stronger in production and more capable of taking advantage in the future of the markets to which the member for Bunbury has referred.

Mr. Roberts: The two could be worked in collaboration with each other.

Development of North-West.

The TREASURER: The Government has been active in fostering improvements in the North-West. We all know that that part of our State is a great area with few people in it and that it is not an easy area to develop. Anyone who believes that the population of the North-West can be increased greatly in a short period of time is by no means a realist. Short of discovering there oil or valuable minerals in large quantities, there would be no possibility, as far as I can see, of considerably increasing the population of the North-West in the next few years, but we can assist by helping to sustain more securely those already there, and we can within limits do things to bring about increased development up there; and also some increased population.

Liveringa Rice Project.

The rice growing industry appears to be one which will develop in the Liveringa area. Mr. Kim Durack has been working hard on an experimental basis in connection with the growing of rice. Fortunately, he was able to obtain financial and other support from a company which has its headquarters in eastern Australia. Mr. Durack, by virtue of very great concentration and hard work on his part, has succeeded in regard to the experimental side of the industry, and proposals have been developed to engage in rice-growing on a commercial basis. That could lead to very great benefits in the future years.

At Ord River many experiments have been carried out in conjunction with the C.S.I.R.O., and it has been proved that rice and sugar can be grown successfully in the Ord River basin. The members for Murray, Stirling and Pilbara will recall that that is one of the proposals put up by the all-party committee of this Parliament which waited on the Prime Minister in Canberra over two years ago. I think they will remember the comments made by the Federal Treasurer on the proposal that sugar-cane should be grown in Western Australia—or, for that matter, outside Queensland.

Mr. Bovell: We can imagine his remarks.

Growing of Sugar-Cane.

The TREASURER: However, as I have said, rice and sugar-cane have both been grown successfully on an experimental basis at Ord River. The total proposals for irrigation and closer settlement of that part of the North-West has been estimated to cost about £20,000,000.

Hon. A. F. Watts: Finding a market for increased sugar production would involve considerable difficulty, would it not?

The TREASURER: It could do so. I agree that the marketing angles are important, and would have to be investigated. We would have to be sure about them before we committed the welfare of any people as settlers in the Ord River area to the growing of sugar-cane for export.

Mr. Ackland: Is there in existence an international sugar agreement? Are not we already producing more than our quota?

The TREASURER: There could be, although I am not well informed about that. I know that at one time there was an agreement of that character.

Mr. Ackland: I think it is so.

The TREASURER: It could still be in existence. However, the fact remains that sugar-cane has been grown experimentally and successfully in this part of the north-west coast of Western Australia. Taking the long view, and considering that Australia's population will increase very rapidly, we hope—very considerably, anyway—in the years ahead, the time could easily come when the commercial growing of sugar-cane could be successfully carried on in that part of the State. Pastoralists have also been assisted in the regeneration of the grasses on their holdings and the results are most encouraging, with station owners now taking a greater interest in fodder production.

Mineral Production.

The development of mineral areas in the North has also been encouraged and further work will be necessary on the Port Hedland jetty to cater for the increased production of asbestos and manganese ore. Both asbestos and manganese are now enjoying increased sales overseas. I think I might have said a year ago, when speaking on the Budget, that the blue asbestos industry at Wittenoom Gorge had struck difficult times. In fact, there was a feeling at one stage that the industry might even have to close down because of a lack of markets.

We had the peculiar situation that some firms in eastern Australia were importing blue asbestos from South Africa as a raw material for their industries and the blue asbestos industry at Wittenoom Gorge was not able to obtain markets sufficient to enable it to operate successfully. At the time, there did not seem to be any way of getting around that position.

Blue Asbestos Industry.

The firms concerned in eastern Australia would not buy blue asbestos from this State, and the Commonwealth Government would not take any action to control or reduce the import of blue asbestos fibre from South Africa into Australia. However, the company concerned with the deposits at Wittenoom sent the general manager for Western Australia on a trip overseas and he was very successful indeed in writing large scale orders for the export of blue asbestos fibre from Wittenoom Gorge to other countries of the world. His success in that direction has assured the industry at Wittenoom of a very safe and satisfactory future. It is still peculiar that the blue asbestos fibre produced in this State is being exported to overseas countries, and yet blue asbestos fibre from South Africa is still being imported into eastern Australia.

I have not been able to work that one out, although I could make a guess and say that there could be some financial tie-up between South African interests, and those in eastern Australia, which still insists on importing blue asbestos fibre from South Africa while the blue asbestos from Wittenoom Gorge is being exported overseas.

Mr. Wild: Is it not largely due to the type of fibre they produce?

Export of Iron Ore.

The TREASURER: I do not think so. Members are aware of the fact that the Government endeavoured to obtain a permit to export 1,000,000 tons of iron ore to Japan. They will also recall that the original application in respect of the deposits at Koolyanobbing has been withdrawn, and there has been substituted an application relating to deposits at Talling Peak, which is some few miles from Mullewa. It is hoped that the Commonwealth authorities will reach a decision on this application and that they will do so in the not too-distant future.

There might not be all the relationship in the world between the export of uranium and the related question of iron ore, but I would point out that the South Australian Government had no trouble in obtaining a permit to export uranium overseas, so much so that it was able to make a profit of at least £1,000,000 on that particular deal.

Other Exports.

The State's exports of crayfish tails, pearl-shell, dried fruits, butter and egg pulp have been steadily maintained, though flour has experienced greater competition and sales overseas have been lower than average.

Search for Oil.

Mr. Bovell: You have left the North-West. I thought you might comment on the possibility of the discovery of oil because very little has been said on the subject.

The TREASURER: If the member for Vasse would take his mind back over recent years, he would see that I have been very careful, even conservative, in the opinions I have given to the public in regard to oil. I see no reason at all to change that attitude. If he desires to obtain the views of the Minister concerned on the subject, the hon. member would be able to do that at a later stage of the debate. The only other comment I would make is that we must admire the courage and initiative of these companies which have already spent great sums of money in Western Australia prospecting for oil. They are still doing so and apparently they have long range plans to go on doing so. They deserve to succeed.

Mr. Bovell: Hear, hear!

The TREASURER: We all hope they will succeed and that in the not too-distant future.

Revenue and Expenditure, 1956-57.

The total revenue received for the last financial year was £54,300,000 and this was £850,000 more than the amount estimated. The expenditure for the year was estimated to reach £54,900,000 but the actual figure was £1,350,000 higher and the final deficit for the year was £1,912,000.

Commonwealth Income Tax.

Commonwealth income tax was estimated at £13,640,000 for 1956-57 and yielded £13,706,000. The higher amount was due to later revisions in the calculations by the Commonwealth Statistician of the distribution between the States. State taxation yielded £4,513,000 which was £133,000 less than the estimate. The lower revenue was due in the main to reduced collections from probate duty. Revenue from stamp duty sources increased.

Grants Commission.

The grant from the Commonwealth under Section 96 of the Constitution was £9,200,000. Of this amount £98,000 was the final determination by the Grants Commission of the grant due for the year 1954-55. As the published result for 1954-55 was a deficit of £484,000, the receipt of £98,000 in question meant a funding from General Loan Fund of the balance of £386,000 during the financial year 1956-57.

Railway and Other Revenue.

The revenue for the Railway Department last year was estimated at £13,827,000. Due to the improved overseas

marketing position, as mentioned earlier, the wheat hauled by the railways during the year amounted to 1,500,000 tons and this was the main reason for the higher actual revenue of £14,374,000.

Revenue from Public Utilities, other than the railways, amounted to £4,193,000. This was £39,000 less than the amount estimated.

Tramways' revenue was £124,000 less than the amount estimated. Water supply undertakings exceeded the estimate by £97,000.

Departmental revenue was estimated to yield £5,911,000, but the actual collections amounted to £6,274,000.

Expenditure, 1956-57.

The expenditure in 1956-57 was £56,243,000. This was £1,354,000 higher than the estimate. Several departments caused expenditure to be higher than the amount estimated.

Special Acts called for an expenditure of £148,000 more than the amount estimated. This was due to additional expenditure on interest and sinking fund on servicing the public debt, the higher transfer of forestry revenue to the Reforestation Fund, and greater expenditure in accordance with the Pension Supplement Act. However, some offset was provided by reduced expenditure on superannuation and other pension payments.

Railway expenditure proved to be £760,000 more than the estimate. Additional costs associated with the higher traffic volume and higher wages and salaries were the cause of this variation.

The Education Department required a total expenditure of £6,738,000 or £253,000 more than the amount included in the Budget. This increase was caused mainly by salaries and also by basic wage increases, the reclassification of teachers granted on the 1st January, 1957, and inadequate provision of new teachers taken on during the year.

North-West Division.

Expenditure in the North-West Division amounted to £2,080,000. This was £163,000 more than the estimate. The excess was mainly caused by a higher loss in regard to State Shipping Service operations. The losses on the shipping service to the North have been very substantial in recent years. I am hopeful, however, that new vessels coming on the run and revised charges imposed during the last financial year, will effect some worth-while improvement in the position.

Medical Department.

The Medical Department exceeded the estimate by £115,000. This was due to a higher transfer to the hospital fund to meet the increased cost of the hospital ser-

vices. As an offset to those items of higher expenditure, Miscellaneous Services expenditure was £221,000 less than the estimated. When the Budget was prepared, provision was included in Miscellaneous Services for £207,000 to cover the increase to the basic wage granted in October last year. It was not possible at the time to spread this provision over all departments, but, in fact, the expenditure during the year was met from the individual departments concerned.

Estimates for 1957-58.

I turn now to the Estimates for the current financial year and, in quoting them, I will compare them with the actual figures for last year. They are as follows:—

	1956-57.	1957-58.	Increase.
	£	£	£
Expenditure	56,243,000	58,563,000	2,320,000
Revenue	54,331,000	55,899,000	1,568,000
Deficit	1,912,000	2,664,000	752,000

Anticipated Increased Revenue.

The revenue in 1957-58 is expected to be £1,568,000 more than the amount actually collected last year. The reasons for the increase are as I will now explain. Land tax collections in 1957-58 should provide £1,330,000. The additional revenue of £322,000 expected is due to the receipt of a full year's revenue at the increased rates which Parliament agreed to impose last year.

Uniform Taxation Reimbursement Formula.

Income Tax reimbursement from the Commonwealth Government will be higher this year by £1,268,000. The revenue expected of £14,974,000 represents our share of the total income tax reimbursement of £190,000,000 which the Commonwealth Government has agreed to make available during 1957-58. The formula embodied in the States Grants (Tax Reimbursement) Act, 1946-48, provided £166,200,000 for distribution, and the Federal Treasurer agreed to supplement this amount by £23,800,000.

Grants from Commonwealth.

Advice was recently received from the Prime Minister to the effect that the grant recommended by the Commonwealth Grants Commission under Section 96 of the Constitution has been fixed at £10,150,000 for this year. This total grant is £950,000 over that which was allocated for the previous year. As I have mentioned, £322,000 of this grant is a contribution towards the deficit for the year ended the 30th June, 1956. The deficit for the financial year ended the 30th June, 1956, was £1,831,000 and the grant of £322,000 towards

this deficit will require the State to fund approximately £1,500,000 from the General Loan Fund. Provision has been made on this year's Loan Estimates to fund £1,250,000 and the balance will require to be taken care of in next year's loan allocation.

Unrealistic Federal Attitude.

I think most members of Parliament in all States, irrespective of political colour, would agree that the approach of the Commonwealth Government to income tax reimbursements to the States is far from realistic. At the recent Premier's Conference, every State Premier stressed the need for the Commonwealth to grant the States additional money to enable them to get somewhere near a balanced budget. Some people say—I can never be sure that they think what they say is right—that Premiers, when a Premiers' Conference is held at Canberra, do nothing but scheme against the Commonwealth and make all sorts of extravagant demands upon Commonwealth revenues. Any person who cares to look soberly at the situation in Australia as between the Commonwealth and States will realise, and I hope admit, that State Governments have to carry tremendous responsibilities.

One has only to look at the services which States have to provide in regard to health and education without going any further to clearly understand the nature and the extent of the financial burden upon State Governments. It does not matter whether the State Government is Labour or non-Labour, the financial problem remains the same. I think the States are thoroughly justified in continuing to make protests to the Commonwealth Government at the inadequacy of the financial returns which are given to the States by the Commonwealth.

Financial Burden of State Services.

After all is said and done, I think we all know that the State Governments are very close to the people, and they have to provide services which are so essential, such as those of health and education which I mentioned previously. The standards of the people of Australia are not decided in the Commonwealth Parliament, nor by the Commonwealth Government except indirectly, but by the State Governments and the State Parliaments. Clearly, no State Parliament or State Government can make available to its people adequately those services which should be made available unless the funds with which to do the job are at hand.

It is not expressing anything but a real fact to say that every State Government in Australia today is hard put to supply adequately the urgent needs of the local populations. We do not need to have to look at Western Australia; all we need

to do to get the right answer is to look at the State of Victoria. Victoria is a small State in area with a big population. It is a wealthy State with great advantages in regard to industry and finance, and yet that State is budgeting this financial year for a deficit of, I think, approximately £5,000,000.

If a State like Victoria, with all the advantages it possesses, is not able to balance the budget or get anywhere near balancing the budget, what possible chance has a State like Western Australia of doing so in view of all the disadvantages which we experience, particularly the disadvantages of wide areas of country and a comparatively small population? I should say that the cost of doing almost anything and everything for the people in this State, because of the features I have mentioned, would be relatively higher than would be the case of doing similar things in the State of Victoria, and considerably higher too.

Mr. Court: What do you suggest is the remedy?

Remedy in Commonwealth Realisation of State Needs.

The TREASURER: I think the remedy would be a realisation by the Commonwealth Government of the actual needs and requirements of the State. I am afraid that Canberra is a very isolated place. I am not criticising Canberra, but it is very isolated, and it seems to isolate the outlook of those who govern there, irrespective as to whether they are Liberal, Labour or Country Party. Canberra, from a governmental point of view, is tremendously wealthy. Whether it looks upon the States as sons of the Commonwealth who should be brought up in the hard way the same as some wealthy parents look on their sons, I do not know.

However, the fact is, and I am sure we would all agree, that the Commonwealth has tremendous financial resources available, yet, at the same time, it very severely restricts the financial resources of the States by making available to them amounts from the uniform income tax and by way of supplementation, which in the circumstances are by no means adequate to meet even the most urgent and most essential needs of the States.

It is true that last financial year the State of New South Wales balanced its budget. It is also true that the Government in that State is budgeting for a small surplus during the current financial year. However, it is also true that the Government of that State, during the last two years, has imposed very severe local taxation upon the people of New South Wales. Maybe that State is able to bear the burdens and to still get along, without its economy suffering any severe disability.

Mr. Court: In other words, you are suggesting the Commonwealth Government should curtail its own rate of expenditure and pass some of the money to the States, or alternatively increase its taxation?

Mr. Heal: That would be a great idea.

The TREASURER: I think it could very well curtail some of its own expenditure in some places and pass on what is saved to some of the States. Out of the financial resources which it possesses, it could make much more available to the States.

Mr. Court: By the time it has financed State works out of revenue, there is not much surplus left.

The TREASURER: Yesterday, I think it was, I read in "The West Australian" an article reproduced from one of the Sydney or Melbourne papers which did not seem to agree very much with the point of view the member for Nedlands has just put forward.

Mr. Court: I read that statement, and I do not think it was very factual.

Sitting suspended from 3.45 to 4.10 p.m.

The TREASURER: I was about to say that I presume the person who wrote the article for the newspaper concerned would have carried out a considerable amount of inquiry and investigation. I think also he would be a person who had been trained in financial matters and one who might be relied upon, to some extent anyway, to know what he was writing about. The fact that his article appeared in a newspaper which is favourably disposed politically to the Commonwealth Government would, perhaps, give his article rather more significance than would otherwise have been the case.

Income Taxation.

I desire to quote briefly the huge amount retained by the Commonwealth Government from income tax—

Year.	C'wealth. £ million.	States. £ million.
1938	9½	30
1942	43½	35½
1957	445	175

As I pointed out, all the States are in financial difficulties and all are operating on a deficit basis, with the exception of New South Wales, if we care to call it an exception. The Commonwealth Government, besides being able to carry out all capital works from revenue, finished last year with a surplus of £110,000,000. I know it is said that this surplus was not a surplus in the sense that the Commonwealth could scramble it up and allow all and sundry to have a grab at it. I know that some of it was reserved for certain purposes. This year I notice that the Commonwealth, in the budget presented recently, anticipates a surplus of approximately £120,000,000.

Mr. Court: Have you figured out how it would finance the States, if it did not budget for a surplus?

The TREASURER: The Commonwealth does not use the whole of its surplus to finance the States. It uses some of it to support works loans when they are floated from quarter to quarter, and it uses some for other essential purposes. But I have a strong idea that a substantial part of the surplus each year is put into reserve funds and held for purposes which might arise as time goes on.

Mr. Court: I do not think there is any secret about what the Commonwealth does with the surplus.

The TREASURER: In the meantime the States struggle along with acute difficulties in regard to providing education for children, health facilities for those who fall sick or contract disease, and in trying to meet other pressing problems in connection with the supply of essential services to the public.

Mr. Potter: The struggle between Federal elections.

Revenue Expenditure.

The TREASURER: Since 1938, the revenue expenditure for all States has gone up approximately five times what it was for that year. The Commonwealth revenue expenditure has jumped from £94,000,000 in 1938, to £1,095,000,000 in 1957. We all know that the second World War had much to do with that. Nevertheless, there is plenty of room for thinking that Commonwealth expansion in some unnecessary directions has played a big part, and that excessive Commonwealth spending in other directions has also played a large part. It would be in the interests of Australia as a whole if the present level of taxation were more equally distributed as between the Commonwealth and the States. State revenue from stamp duty is expected to be £159,000 higher than collections. Included in this higher revenue is the provision for increased stamp duty on cheques for which legislation will be introduced during this session of Parliament. Departmental revenue is estimated to be £6,513,000 this financial year as compared with £6,274,000 last year.

Revenue from water supply undertakings will be higher than last year. The metropolitan system will show an increase of £137,000. The country areas water supply and other hydraulic undertakings will yield, it is anticipated, an additional £128,000.

Railway Revenue.

As an offset to these items of increased revenue, it is expected that the revenue of the Railway Department will fall by £1,824,000. I hope that information will help to develop an outlook and a feeling of less irresponsibility on the part of some

members opposite in future towards the problem of railways finance. To some extent this anticipated heavy fall in railway revenue is due to the fact, as I mentioned earlier, that far less wheat will be transported over the railway system this year than was hauled last year.

Another factor, although not as big as one as wheat cartage, is the transfer of a number of outposts, which previously were administered by the Railway Department, to the control of the Harbour and Light Department.

Total Expenditure.

The total expenditure for the current financial year is estimated at £58,563,000. This would be an increase of £2,320,000 on the actual expenditure of last year. Interest and sinking fund on the public debt shows an increase of £1,103,000. These higher debt charges are inescapable, and the charges will increase from year to year, as the State increases the demand on loan expenditure.

Loan Expenditure.

A large proportion of the loan expenditure each year is used on the building of schools, hospitals and other public buildings, and also on the provision of water supplies, drainage works, railway works and so on. It will be appreciated that works of this nature cannot be self-supporting except perhaps in connection with some small water supply in a concentrated area, but not including the metropolitan area. Consequently, whilst our loan moneys must be expended in this way, it means that higher charges must be imposed in other directions to meet the additional cost for interest and sinking fund. It is a point worth mentioning that all members of Parliament, and I include myself, are keen advocates of those types of Government expenditure which are non-reproductive in the financial sense. We are all keen advocates for more schools and hospitals. Those of us who are country members are keen advocates for more water supplies.

Somehow or other all these non-reproductive works in the financial sense, are the popular works in the political sense. Therefore it becomes absolutely essential, if a member of Parliament desires to obtain security of tenure, that he should put forward the best possible efforts to ensure that his district obtains a fair share of works of this type. If I might mention to members—not with any ideas of restraining them in the future—that the expenditure on such undertakings places a tremendous burden on the Treasury because the amount of finance which comes back to the Government from expenditure along those lines is either nil, or very small indeed.

Miscellaneous Services.

Miscellaneous Services are estimated to require £2,540,000 which will be an increase of £469,000 on last year's expenditure. Much of this increase is caused by the accounting treatment given to these phases of the accounts. In the first place, £190,000 has been provided for basic wage increases which will be met from the departmental votes. Secondly, the final adjustment of the special grant for 1955-56 of £322,000 will be transferred to the Consolidated Revenue Fund. Other increases to be met from Miscellaneous Services during this year are university £50,000, medical school £70,000, and library board £11,000.

Hospital Expenditure.

The transfer of £3,500,000 to the hospital funds represents additional finance of £397,000 during this year, and is necessary in order to meet increased costs associated with hospital treatment. The costs in this direction are very high. They strike some small amount of terror into my being when I see them from time to time. I guess that we can all agree that only the best is good enough for the sick. However, the cost of providing hospital services and treatment is tremendously high. As I mentioned previously, this is a State service from which the State receives very little by way of financial return, compared with the very heavy expenditure which has to be met each year from both the General Loan Fund and from the Consolidated Revenue Fund.

Education Expenditure.

Education expenditure of £7,072,000 as provided for in the budget shows an increase of £334,000 from the previous year.

Metropolitan Water Supply.

Metropolitan water supply expenditure will be increased to £1,105,000. As previously explained, increased revenue will be obtained from this service, and that would enable the department to show a surplus on its operations.

North-West.

Against these items of increased expenditure, there are reductions of expenditure anticipated in the North-West Department and in the railways. The Minister for the North-West will incur an expenditure of £1,650,000. This will be a reduction of £430,000 compared with actual expenditure last year. This result will be achieved on the basis of the reduced amount which it is thought will be necessary to provide in connection with the loss on the State Shipping Service during this year, as compared with the loss experienced last year.

State Shipping Service.

As I explained when introducing the Loan Estimates, the State Shipping Service will have added to it, in the reasonably near future, two new ships, both of which are very modern. When those ships are available, two of the existing old type vessels in the fleet will be sold. Thereafter the fleet will be capable of much more economic operation. In addition it will be able to provide a faster and better service for passengers and goods to the North-West ports and Darwin, than is possible at present.

Hon. L. Thorn: There should not be any loss on that service. It is a good line of ships. In my opinion, they should pay their way.

The TREASURER: We have to look upon the State ships in regard to the North-West services very much in the same way as we look upon the railway system in relation to the farming areas elsewhere. The State ships are not run for the purpose of making a profit, or for the purpose of balancing accounts, although that would be a very desirable objective. They are run basically to provide an essential service to North-West industries and residents.

Hon. L. Thorn: Many people are getting concessional freights who could well afford to pay the full freight because the Commonwealth is getting money through taxation and the States should get their share of it.

Lifeline of the North-West.

The TREASURER: I am grateful to the hon. member for his comment. I shall cause some inquiry to be made into those freights which are being subsidised to see whether adjustments can be made. Another point which can be underlined in connection with the operation of the State Shipping Service is that it helps industries in this State to obtain a fair share of the market at Darwin. The ships provide a very good service between Fremantle and Darwin. Without that service, much of the trade now going on between Western Australia and Darwin would not be possible, because no transport service would be available to take the goods regularly from Fremantle to the port of Darwin. It can be said without exaggeration that the State Shipping Service is the lifeline for the North-West.

Hon. L. Thorn: No doubt about that.

The TREASURER: It is a service which must not only be continued and kept at the greatest possible level of efficiency, so that the best service may be supplied, but the financial results should be made as good as they could possibly be made under existing conditions.

Railway Working Expenses.

Railway working expenses are anticipated to be £197,000 down this financial year, compared with the actual amount of expenditure incurred last year. The reduced haulage of wheat will have something to do with that reduction. The coal contracts, if I dare mention them at this stage, are that near to finalisation that it does not matter. In fact, the contracts could have been signed late this afternoon. A considerable saving in expenditure in the purchase of coal will be brought about by those new contracts. That will further reduce the railway expenditure, and, of course, also reduce the expenditure which would be incurred by the State Electricity Commission.

Railway Finances.

In closing I would say that the railways financial problem is one that requires a much more responsible approach than that given to it by some members of Parliament. Without a doubt, it is a problem of State finance. The balance of the railway budget would mean the balance of the State budget as a whole, and that is a very important consideration. I do not say that any Government should go all out to balance the railway budget. I still say that there is an element of developmental activity associated with the Railway Department; therefore the general taxpayer should be called upon to some extent to make a contribution towards that development because every taxpayer does benefit from the general development of the State. The greater the development, the greater will be the benefit to individual taxpayers, particularly those who reside in the metropolitan area, and are in business. Big business concerns down here reap considerable financial benefits from the fact that the country areas are being developed, and are producing great wealth which is either consumed within the State, or exported to the other States of Australia and other countries of the world.

Hon. A. F. Watts: They also create considerable demands on the products of those businesses.

The TREASURER: Yes, indeed. On that angle, I would say that it is a great pity that the demand of our primary industries for motor-vehicles and farm machinery generally cannot be met from our own factories and workshops. It is a very great pity that very large sums of money have to be sent away by the farmers. The money comes from them initially before it is sent away to other States and, to some extent, to other countries to buy the motor-vehicles and farming machinery which plays such an important part in the operation of our primary industries.

The railway financial problem is intensely difficult. We would make no contribution to even a partial solution of the problem by refusing to face up to the problem, or by trying to stall it off.

Mr. Ackland: Is the Government facing up to that problem?

The TREASURER: The Government is facing up to that problem in a practical way, very much more so than the hon. member who has just interjected. He absolutely refuses to face up to it, even to the smallest degree, in a practical way. He has indulged in a lot of general talk and general suggestions, all of which, when boiled down, amount to nothing.

Mr. Ackland: Is the Government facing up to the coaching deficit around the metropolitan area?

The TREASURER: That is a phase of the problem which the hon. member delights to misrepresent and to indulge in all kinds of exaggerations about it. He lays a trail of political poison throughout this State whenever and wherever he goes, misrepresenting the position and trying to keep in right with the farmers, while at the same time discrediting the Government and the supporters of the Government, and, might I also add, the members of the Liberal Party. Members of the Liberal Party can speak for themselves and look after themselves, I hope. I am not trying to defend them.

Mr. Court: In your Railway Estimates, have you allowed for a cheaper cost of coal? I did not follow your reference.

The TREASURER: No; we could not provide in the Estimates for a lower cost of coal, because the contracts, if they have been signed, have been signed only late this afternoon. Therefore, we could not take the risk of providing in these Estimates for that factor.

Mr. Bovell: Decentralisation would assist the railway problem.

The TREASURER: So I ask members in both Houses of this Parliament to develop a more responsible attitude as regards the railways and their financial results. If they would do that and take action accordingly, the financial problem of the railway system could be brought into manageable proportions and, to some extent, under reasonable control. If Parliament is not prepared to take action along those lines, the Government will be forced to search into the situation very exhaustively and take whatever action the situation demands.

Mr. Court: Do you propose any freight increases?

Conclusion.

The TREASURER: Finally, I wish to express appreciation to the Under Treasurer and all his assistants and the employees of the Treasury Department for their constant and skilled attention to the financial administration of the State; and all I ask of members in regard to myself is a certain amount of understanding; and, if possible, out of the hardness of their hearts, a certain amount of sympathy in this difficult period. I move the first division of the Estimates, namely—

Legislative Council, £9,012.

Progress reported.

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CONSOLIDATED REVENUE FUND.

ESTIMATE FOR 1957/58.

	£	£	£	£
Deficit for year 1956-57				1,912,368
Financial Deterioration.				
Add Decreases in Estimated Revenue.				
Taxation—Minor Variations			496	
Territorial—Timber			27,361	
Departmental—				
Forests		16,019		
Printing		10,368		
Minor Variations		25,818		
Treasury Miscellaneous Revenue—				
Fremantle Harbour Trust—Sinking Fund	21,352			
Midland Junction Abattoirs Board—Profits	11,207			
State Electricity Commission—Profits	69,102			
State Engineering Works—Profits	11,655			
Government Workers' Compensation Surplus	32,254			
Savings Bank Profits	12,211			
Dredge "Governor" Balance	26,065			
Minor Variations	26,207			
		210,113		
			262,318	
Public Utilities—				
Railways		1,823,591		
Abattoirs and Saleyards		278		
			1,823,869	
				2,114,044
Add Increases in Estimated Expenditure.				
Special Acts—				
Interest and Sinking Fund		1,102,700		
Fire Brigades Act Contribution		13,607		
Superannuation Act		22,599		
University Medical School		10,559		
Minor Variations		4,174		
			1,153,639	
Departmental—				
Child Welfare		76,558		
Public Works		52,717		
Lands and Surveys		18,655		
Agriculture		21,623		
Medical		384,425		
Tuberculosis		54,699		
Mental Health Services		31,945		
Crown Law Offices, etc.		26,052		
Education		333,854		
Department of Industrial Development		27,077		
Harbour and Light		50,940		
Police		112,356		
Minor Variations		114,300		
Treasury Miscellaneous Services—				
Basic Wage Increases	190,000			
Museum and Art Gallery of W.A.	13,237			
Swimming Pools—Assistance for	26,981			
University of W.A.	49,709			
University of W.A.—Medical School	70,000			
Road Transport in place of Rail Services discontinued	93,200			
Transfer to C.R.F. towards deficit in 1955-56	322,000			
Minor Variations	84,529			
		849,706		
			2,154,007	
Public Utilities—				
Country Water Supplies, Sewerage, Drainage and Irrigation		36,056		
Metropolitan Water Supply and Sewerage		91,642		
Tramways		21,374		
Minor Variations		10,760		
			159,832	
				3,467,478
				7,493,890

CONSOLIDATED REVENUE FUND—continued.

	£	£	£	£
Brought forward	....	....	....	7,493,890
Financial Improvement.				
Less Increases in Estimated Revenue.				
Taxation—				
Land Tax	....	321,827		
Income Tax Reimbursement	....	1,288,186		
Stamp Duty	....	158,785		
Probate Duty	....	39,358		
Turnover Tax and Bookmakers Licenses	....	49,440		
Licenses	....	52,560		
Minor Variations	....	4,842		
			1,894,978	
Territorial—Land and Mining	....		15,516	
Law Courts	....		25,778	
Departmental—				
Harbour and Light	....	86,388		
Land Titles	....	17,114		
Police	....	45,488		
Tuberculosis	....	37,791		
Minor Variations	....	25,124		
Treasury Miscellaneous Revenue—				
Fremantle Harbour Trust—Interest	....	32,025		
Hospital Fund Contributions—Interest	....	17,596		
State Housing Commission—Interest	....	36,051		
State Shipping Service—Interest	....	46,928		
Wyndham Meat Works—Interest	....	11,950		
Railways—Staking Fund	....	26,041		
Minor Variations	....	68,568	239,159	
			451,064	
Royal Mint	....		9,893	
Commonwealth Special Grant	....		950,000	
Public Utilities—				
Country Water Supplies, Sewerage, Drainage and Irrigation	....	127,959		
Metropolitan Water Supply and Sewerage	....	137,085		
Tramways	....	63,239		
Minor Variations	....	7,035		
			335,298	
				3,682,527
Less Decreases in Estimated Expenditure.				
Special Acts—				
Forests Act—Transfer from Revenue	....	41,641		
Minor Variations	....	5,875		
			47,516	
Departmental—				
Registry and Friendly Societies	....	51,086		
Public Health	....	10,014		
North-West	....	429,849		
Minor Variations	....	23,027		
Treasury Miscellaneous Services—				
Rail Freight Concessions on Export Grain	....	172,686		
Interest and Exchange	....	28,445		
State Building Supplies—Recoup of Losses	....	12,133		
Transfer to C.R.F. towards deficit in 1954-55	....	98,000		
Minor Variations	....	70,976		
		380,240		
			891,216	
Public Utilities—				
Railways	....	196,736		
Minor Variations	....	9,328		
			206,064	
				1,147,796
ESTIMATED DEFICIT FOR YEAR 1957-58	....	....	....	2,663,576

[Return No. 1

GOVERNMENT OF WESTERN AUSTRALIA.
BALANCE SHEET AS AT 30th JUNE, 1957.

30th June, 1956. £		Funds Employed.	£	30th June, 1957. £
225,462,731	Loan Flotations	.....	243,902,982	
36,729,991	Less Redemptions from Sinking Fund	.....	38,757,939	
188,732,740				205,145,043
7,058,659	Trust Funds, Governmental	.....	7,696,366	
2,193,062	Less Investment	.....	2,422,908	
4,865,597				5,273,460
5,435,950	Trust Funds, Private	.....	5,867,226	
5,202,244	Less Investments	.....	5,617,241	
233,706				249,985
1,043,980	Suspense Accounts	.....		1,140,005
1,068,885	Commonwealth Grants and Advances	.....		974,425
177,073	Trading Concerns and Public Utilities' Banking Accounts	.....		667,664
196,121,961				213,450,582
	<i>Deduct—</i>			
	Consolidated Revenue Fund:			
744,606	Unfunded Deficit at commencement of year	.....	2,392,554	
1,830,831	Deficit for year	.....	1,912,368	
2,575,437			4,304,922	
25,000	Less Special Grant from Commonwealth received in year	.....	98,000	
2,550,437			4,206,922	
157,883	Less amount funded by Loan Flotation in year	.....	463,723	
2,392,554	Unfunded Deficit	.....		3,743,199
193,729,407				209,707,383

Employment of Funds.

	Works and Services—			
	Railways, Tramways, Electricity, Harbours, Water Supplies, Housing,			
207,016,532	and other State Undertakings	.....	223,272,093	
5,475,565	Flotation Expenses and Discounts	.....	7,983,736	
13,086,317	Consolidated Revenue Fund Deficits (Funded)	.....	13,550,040	
225,578,415			243,905,869	
36,729,991	Less Redemptions of Debt applied to depreciation of assets, etc.	.....	38,757,939	
188,848,424				205,147,930
	Investments—			
1,643,980	Debenture Deposit at Commonwealth Bank	.....	1,165,488	
199,320	Commonwealth Inscribed Stock	.....	
1,843,280				1,165,488
	Other Assets—			
43,077	Cash at Bank	.....	270,494	
40,863	Cash in London	.....	55,174	
83,940	Cash in Hand	.....	
944,679				325,668
	Stores Accounts	.....		1,376,968
	Advances—			
1,878,335	Treasurer's Advances to Departments, etc.	.....	1,514,368	
28,974	Trust Funds, Governmental (Overdrawn Accounts)	.....	754	
269,045	Commonwealth Grants and Advances (Overdrawn Accounts)	.....	123	
2,176,354	Trading Concerns and Public Utilities (Overdrawn Banking Accounts)	.....	176,084	
193,896,677				1,691,320
	Total Assets	.....		209,707,383
	<i>Deduct—</i>			
167,270	Overdrawn Bank Account at Commonwealth Bank	.....	
193,729,407				209,707,383

[Return No. 2.]

II.—CONSOLIDATED REVENUE FUND.

REVENUE AND EXPENDITURE, 1956-57, COMPARED WITH ESTIMATE.

SUMMARY.

	Estimate.	Actual.	Comparison with Estimate.	
			Increase.	Decrease.
	£	£	£	£
Revenue	53,484,260	54,330,934	846,674	....
Expenditure	54,889,791	56,243,302	1,353,511	....
Deficit	1,405,531	1,912,368	506,837	....
Surplus .....	....	....	....	....
Net Retrogression			£506,837	

DETAILS.

Revenue.	Estimate.	Actual.	Comparison with Estimate.	
			Increase.	Decrease.
	£	£	£	£
Taxation	18,286,000	18,219,318	....	66,682
Territorial	1,175,000	1,216,345	41,345	....
Law Courts	290,000	294,222	4,222	....
Departmental	5,911,328	6,273,964	362,636	....
Royal Mint	90,000	87,107	....	2,893
Commonwealth	9,673,432	9,673,432	....	....
Public Utilities	18,058,500	18,566,546	508,046	....
Total Revenue	53,484,260	54,330,934	916,249	69,575
Net Increase .....	....	....	£846,674	

Expenditure.	Estimate.	Actual.	Comparison with Estimate.	
			Increase.	Decrease.
	£	£	£	£
SPECIAL ACTS—				
Constitution Act	5,600	5,600	....	....
Interest—Overseas	997,233	1,015,256	18,023	....
Interest—Australia	5,932,827	5,976,304	43,477	....
Sinking Fund	1,552,090	1,529,740	....	22,260
Other Special Acts	2,328,278	2,436,797	108,519	....
GOVERNMENTAL—				
Departmental	23,900,576	24,320,039	419,463	....
PUBLIC UTILITIES	20,173,277	20,959,566	786,289	....
Total Expenditure	54,889,791	56,243,302	1,375,771	22,260
Net Increase .....	....	....	£1,353,511	

II.—CONSOLIDATED REVENUE FUND.

REVENUE.

STATEMENT OF RECEIPTS FROM 1948-49 TO 1956-57 AND ESTIMATE FOR 1957-58.

Heads.	1948-49.	1949-50.	1950-51.	1951-52.	1952-53.	1953-54.	1954-55.	1955-56.	1956-57.	Estimate, 1957-58.
TAXATION—	£	£	£	£	£	£	£	£	£	£
Land Tax	132,243	180,840	180,323	209,094	269,062	296,843	390,466	529,412	1,008,173	1,330,000
Income Tax Reimbursement	4,404,632	5,172,433	7,176,426	9,400,000	10,854,544	11,347,415	11,806,004	12,313,308	13,705,834	14,974,000
Income Tax Reimbursement—Additional Payment		661,677								
Totals for Tax	177,817	181,520	207,398	241,430	219,893	217,450	209,848	163,217	156,453	158,000
Stamp Duty	530,885	704,913	923,788	953,537	1,043,851	1,397,163	1,436,657	1,311,213	1,341,215	1,500,000
Probate Duty	362,168	412,816	462,848	685,076	842,955	876,925	1,002,082	1,106,615	1,010,642	1,050,000
Entertainment Tax	(a)	(a)	(a)	(a)	(a)	165,218	226,685	255,973	271,705	275,000
Licenses	138,495	160,012	181,468	227,253	247,890	280,489	300,336	310,943	379,736	431,800
Turnover Tax and Bookmakers' Licenses							2,960	340,565	345,560	395,000
Total	5,836,240	7,464,211	9,132,251	11,716,390	13,478,095	14,581,503	15,435,088	16,331,246	18,219,318	20,113,800
TERRITORIAL AND DEPARTMENTAL—										
Land	328,104	320,519	284,846	257,842	251,647	351,743	377,861	303,596	272,152	286,500
Mining	42,318	43,512	43,242	45,258	51,444	62,408	65,477	78,808	88,832	70,000
Timber	182,654	248,684	287,141	346,962	453,287	550,180	583,702	866,424	875,361	848,000
Royal Mint	63,610	78,965	101,327	115,543	132,969	122,701	93,721	101,563	87,107	97,000
Departmental Fees, etc.	2,282,239	2,866,457	2,955,418	3,431,259	4,278,290	4,189,035	4,716,682	4,889,376	6,273,964	6,462,710
Law Courts	114,745	121,748	135,770	167,121	203,187	227,371	275,323	287,867	294,222	330,000
Commonwealth Special Grant	3,600,000	5,180,000	5,321,739	5,088,000	(c) 8,200,000	7,350,000	7,100,000	8,900,000	9,200,000	10,150,000
Commonwealth Supplementary Grant										
Commonwealth Interest Contribution	473,432	473,432	473,432	473,432	473,432	473,432	473,432	473,432	473,432	473,432
Total	7,087,102	9,333,317	9,302,915	9,925,417	14,044,266	13,328,960	13,666,198	15,901,066	17,545,070	18,707,642
PUBLIC UTILITIES—										
Fremantle Harbour Trust	357,478	461,980	303,648	283,514	202,137	256,601	167,440	26,778	(d)	(d)
Country Areas Water Supply Schemes (b)	349,574	352,425	363,675	362,738	404,207	424,473	446,959	470,372	508,623	1,022,375
State Abattoirs and Saleyards	140,236	138,605	155,846	178,694	186,328	65,121	142,660	141,522	142,378	142,100
Metropolitan Water Supply Sewerage and Drainage	704,090	756,124	804,030	909,854	1,079,224	1,431,077	1,692,027	1,865,089	2,002,935	2,140,000
Other Hydraulic Undertakings	121,628	131,453	152,550	181,163	227,027	256,249	297,168	349,802	385,793	(e)
Highways	5,161,218	6,371,770	6,970,696	9,216,051	7,934,282	11,870,870	12,469,693	13,052,461	14,373,591	12,550,000
Tramways, Perth Electric	501,466	593,928	671,716	917,217	1,046,008	1,027,130	986,332	950,908	1,006,761	1,070,000
State Ferries	11,870	12,665	10,294	11,480	12,384	10,746	11,442	9,902	12,814	18,000
State Batteries	60,257	57,667	86,562	74,877	69,252	47,983	43,874	38,702	52,136	56,700
Caves House, etc.	17,973	23,938	24,042	31,673	31,496	33,522	36,332	37,982	45,704	47,000
Medina Hotel							28,379	41,213	35,751	36,800
Total	7,515,799	8,895,756	9,542,559	12,167,461	11,192,345	14,929,772	10,322,306	16,984,731	18,566,540	17,077,975
TRADING CONCERNS	121,505	127,678	178,456	145,889	169,540	307,605	296,254	395,363	(d)	(d)
GRAND TOTAL	20,560,646	25,810,961	28,156,181	33,955,157	38,884,236	43,145,840	45,719,846	49,012,406	54,330,934	55,899,417

(a) Included in Income Tax Reimbursement.

(b) Operated prior to year 1951-52 as "Goldfields Water Supply."

(c) Includes £150,000 provided from surplus of 1950-51.

(d) Included in Departmental Fees etc.

(e) Included in Country Areas Water Supply Schemes.

II.—CONSOLIDATED REVENUE FUND.

EXPENDITURE.

STATEMENT OF EXPENDITURE FROM 1948-49 TO 1956-57, AND ESTIMATE FOR 1957-58.

Head.	1948-49.	1949-50.	1950-51.	1951-52.	1952-53.	1953-54.	1954-55.	1955-56.	1956-57.	Estimate, 1957-58.
	£	£	£	£	£	£	£	£	£	£
Special Acts	4,947,537	5,183,288	5,508,667	6,128,797	6,676,444	7,573,064	8,543,547	10,104,930	10,963,697	12,089,820
Parliamentary	28,830	31,698	37,161	45,244	49,237	52,420	56,113	61,562	74,136	88,281
Premier	26,867	22,211	27,247	36,375	36,485	52,801	42,265	32,550	35,906	41,885
Treasury	45,899	52,606	62,801	70,225	91,411	98,108	114,017	133,231	159,636	150,900
Governor	4,111	4,708	7,041	14,045	19,212	19,129	18,855	21,447	20,451	20,673
London Agency	16,334	16,750	22,298	26,056	30,474	24,848	24,023	25,552	28,022	36,015
Public Service Commissioner	4,488	4,842	6,400	8,557	9,224	9,350	11,341	15,589	16,335	16,959
Government Motor Cars	4,290	11,249	6,914	14,547	11,459	18,100	9,545	13,391	12,380	10,570
Audit	28,757	32,430	39,355	47,425	52,667	55,903	59,570	64,126	77,437	80,090
Compassionate Allowances	5,153	6,818	7,727	3,289	2,415	2,408	593	589	1,115	1,115
Government Stores	37,456	61,117	58,394	72,914	82,980	87,482	94,300	107,634	118,868	121,845
Taxation	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	52,000	50,000
State Housing Commission	24,621	39,007	52,033	66,076	23,943	1,128	.....	.....	.....	.....
State Housing Board	6,208	7,493	8,697	10,782	11,615	12,585	12,969	13,544	14,120	14,200
Printing	155,830	184,867	236,621	308,443	322,053	330,925	326,938	392,793	444,105	459,640
Tourist and Publicity Bureau	15,028	18,412	21,539	27,713	28,763	27,776	31,986	33,684	39,214	42,876
Literary and Scientific	21,947	27,467	32,068	43,369	(e)	(e)	(e)	(e)	(e)	(e)
Miscellaneous Services	2,896,322	4,005,909	5,014,899	4,087,297	4,379,700	1,843,809	1,829,184	1,812,685	2,071,349	2,540,815
Forests	90,245	108,868	128,491	189,070	273,820	239,735	263,974	282,929	331,096	347,409
Public Works	536,019	655,578	866,858	1,150,434	1,262,300	1,051,302	1,196,681	1,079,963	1,116,363	1,169,080
Local Government	(a)	(a)	16,921	22,019	29,860	28,821	33,117	37,602	39,410	39,410
Town Planning	3,602	4,095	5,649	6,308	11,945	29,017	30,472	27,025	30,585	31,587
Unemployment Relief	1,659	861	(b)	(b)	(b)	(b)	(b)	(b)	(b)	(b)
State Labour Bureau	186,183	283,834	295,370	407,321	437,517	526,609	545,006	611,437	728,882	750,170
Lands and Surveys (Inc. Bush Fires Board)	428	448	318	(d)	(d)	(d)	(d)	(d)	(d)	(d)
Farmers Debts Adjustment and Rural Relief	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
Rural and Industries Bank	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Agriculture	257,363	345,789	400,394	492,858	551,697	560,673	618,045	689,183	806,437	829,099
College of Agriculture	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Labour	3,847	4,519	5,365	7,378	7,118	9,285	10,858	11,137	15,500	14,248
Factories	13,416	13,724	17,178	20,753	23,902	24,233	25,680	28,416	31,086	32,327
Arbitration Court	11,906	12,909	14,700	15,309	17,712	19,120	20,755	24,561	28,592	26,321
State Insurance	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
Department of Industrial Development	24,499	65,859	118,035	112,009	166,662	175,360	157,895	153,835	125,572	162,649
Child Welfare	112,320	124,280	153,140	193,962	234,568	254,598	288,558	351,493	498,598	575,158
Mines, Explosives, Geological, etc.	193,802	208,362	246,789	281,905	349,160	392,321	357,224	379,170	408,652	411,469
Medical and Health	229,499	454,340	577,846	790,219	1,046,008	3,357,207	3,440,172	4,051,903	4,379,620	4,822,614
Mental Hospitals	255,504	316,759	363,270	508,219	585,098	624,129	703,016	797,543	862,665	894,610
Office of Chief Secretary	69,724	80,632	97,641	129,570	152,675	162,618	175,470	186,574	212,506	162,167
Prisons	74,049	88,082	101,220	130,910	147,517	152,224	163,286	184,454	207,190	210,393
Education	1,759,635	2,079,781	2,634,461	3,830,893	4,342,770	4,703,564	5,546,235	6,188,597	6,737,821	7,071,675
Police	518,388	591,877	750,425	969,761	1,128,309	1,178,058	1,239,757	1,388,164	1,505,812	1,618,168
Crown Law and Branches	229,979	280,213	319,477	399,295	416,296	366,137	307,863	458,998	508,956	534,097
Natives	95,102	129,008	143,704	158,304	167,079	108,673	161,618	175,129	208,399	223,552
Harbour and Light and Jetties	51,776	62,035	71,210	101,233	128,002	143,985	180,013	179,255	224,545	274,585
Fisheries	17,556	28,844	31,580	30,070	41,681	39,606	44,840	48,383	56,682	57,586
North-West	.....	.....	.....	.....	439	1,264,561	1,434,205	1,690,782	2,080,025	1,050,176
Supply and Shipping	.....	670	2,198	6,395	6,708	7,096	7,782	8,255	10,923	8,008
Prices and Unfair Trading and Profits Control	.....	.....	.....	.....	.....	37,176	581	.....	.....	8,810
Total, Departmental	8,070,190	10,480,439	11,501,345	14,673,001	16,693,573	18,058,651	19,662,820	21,790,236	24,320,039	25,579,830

II.—CONSOLIDATED REVENUE FUND.

STATEMENT OF EXPENDITURE FROM 1948-49 TO 1956-57, AND ESTIMATE FOR 1957-58.—continued.

Head.	1948-49.	1949-50.	1950-51.	1951-52.	1952-53.	1953-54.	1954-55.	1955-56.	1956-57.	Estimate, 1957-58.
PUBLIC UTILITIES.	£	£	£	£	£	£	£	£	£	£
Country Areas Water Supply Schemes (c)	270,819	313,871	405,405	500,042	677,418	718,985	642,543	699,715	797,635	1,441,812
State Abattoirs	103,721	99,743	121,417	156,593	144,943	47,453	126,333	152,254	142,561	150,967
Metropolitan Water Supply, Sewerage and Drainage	239,649	299,343	372,208	482,255	613,015	694,665	868,043	986,921	1,013,256	1,104,900
Other Hydraulic Undertakings	158,826	211,004	286,543	340,496	427,792	480,768	512,142	583,323	606,121	(f)
Railways	6,787,862	8,065,616	8,849,200	11,043,347	12,802,675	14,356,058	14,496,986	15,705,820	16,904,730	16,708,000
Tramways	685,385	906,613	771,963	1,010,794	1,154,842	1,153,308	1,136,856	1,172,549	1,233,626	1,255,000
State Ferries	15,454	16,985	15,502	18,510	18,146	18,510	15,847	15,821	16,284	15,600
State Batteries	80,525	91,209	140,709	162,665	162,014	126,041	129,228	146,594	156,318	157,500
Cave House	17,939	24,092	23,875	32,268	31,459	34,149	43,194	44,242	54,683	45,355
Medina Hotel							26,350	38,832	33,344	34,200
Total Public Utilities	8,360,180	10,118,476	10,986,822	13,744,970	16,022,102	17,579,935	17,997,522	19,548,071	20,950,566	20,913,334
GRAND TOTALS	21,377,007	25,787,203	27,996,834	34,546,768	39,392,119	43,248,519	46,203,889	51,443,237	56,243,302	58,562,984

(a) Previously included in Public Works.

(b) Transferred to Supply and Shipping.

(c) Operating prior to year 1951-52 as "Goldfields Water Supply."

(d) Included in Lands and Surveys.

(e) Now included in "Miscellaneous Services."

(f) Now included with "Country Areas Water Supply Schemes."

[Return No. 5.]

H.—CONSOLIDATED REVENUE FUND.

STATEMENT SHOWING PUBLISHED BUDGET RESULT OF CONSOLIDATED REVENUE FUND
FOR THE FINANCIAL YEARS 1900-01 TO 1956-57.

Published Details.					Published Budget. Result (a).	
Year.					Surplus.	Deficiency.
					£	£
1900-01	.....	3,078,933	3,165,244	.....	.....	87,211
1901-02	.....	3,688,049	3,490,026	.....	198,023	.....
1902-03	.....	3,630,238	3,521,763	.....	108,475	.....
1903-04	.....	3,550,016	3,698,311	.....	.....	148,295
1904-05	.....	3,615,340	3,745,225	.....	.....	129,885
1905-06	.....	3,558,939	3,632,318	.....	.....	73,379
1906-07	.....	3,401,354	3,490,183	.....	.....	88,829
1907-08	.....	3,376,641	3,379,006	.....	.....	2,365
1908-09	.....	3,267,014	3,368,551	.....	.....	101,537
1909-10	.....	3,667,670	3,447,731	.....	209,939	.....
1910-11	.....	3,850,439	3,734,448	.....	115,991	.....
1911-12	.....	3,966,673	4,101,082	.....	.....	134,409
1912-13	.....	4,596,659	4,787,064	.....	.....	190,405
1913-14	.....	5,205,343	5,340,754	.....	.....	135,411
1914-15	.....	5,140,725	5,706,541	.....	.....	565,816
1915-16	.....	5,356,978	5,705,201	.....	.....	38,223
1916-17	.....	4,577,007	5,276,764	.....	.....	699,757
1917-18	.....	4,622,536	5,328,279	.....	.....	705,743
1918-19	.....	4,944,851	5,596,866	.....	.....	652,105
1919-20	.....	5,883,501	6,531,725	.....	.....	668,225
1920-21	.....	6,789,565	7,476,291	.....	.....	686,725
1921-22	.....	6,907,107	7,639,242	.....	.....	732,135
1922-23	.....	7,207,492	7,812,856	.....	.....	405,364
1923-24	.....	7,865,595	8,094,753	.....	.....	229,158
1924-25	.....	8,381,446	8,439,844	.....	.....	58,398
1925-26	.....	8,808,166	8,907,309	.....	.....	99,143
1926-27	.....	9,750,833	9,722,588	.....	28,245	.....
1927-28	.....	9,807,949	9,834,415	.....	.....	26,466
1928-29	.....	9,947,951	10,223,919	.....	.....	275,968
1929-30	.....	9,750,515	10,268,519	.....	.....	518,004
1930-31	.....	8,686,756	10,107,295	.....	.....	1,420,539
1931-32	.....	8,035,316	9,593,212	.....	.....	1,557,896
1932-33	.....	8,332,153	9,196,234	.....	.....	864,081
1933-34	.....	8,481,697	9,270,609	.....	.....	788,912
1934-35	.....	9,331,430	9,498,525	.....	.....	167,095
1935-36	.....	10,033,721	9,945,343	.....	88,378	.....
1936-37	.....	10,185,433	10,556,638	.....	.....	371,205
1937-38	.....	10,819,042	10,829,735	.....	.....	10,693
1938-39	.....	10,949,660	11,170,102	.....	.....	220,442
1939-40	.....	11,119,943	11,266,768	.....	.....	146,825
1940-41	.....	11,432,068	11,420,957	.....	11,111	.....
1941-42	.....	11,940,149	11,938,381	.....	1,768	.....
1942-43	.....	13,151,678	13,127,242	.....	24,436	.....
1943-44	.....	13,589,175	13,551,154	.....	38,021	.....
1944-45	.....	13,963,830	13,949,340	.....	4,490	.....
1945-46	.....	14,407,557	14,407,557	.....	.....	.....
1946-47	.....	14,980,875	15,028,427	.....	.....	47,552
1947-48	.....	17,710,310	18,062,392	.....	.....	352,082
1948-49	.....	20,560,646	21,377,907	.....	.....	817,261
1949-50	.....	25,810,961	25,787,203	.....	23,758	.....
1950-51	.....	28,156,181	27,996,834	.....	159,347	.....
1951-52	.....	33,955,157	34,546,768	.....	.....	591,611
1952-53	.....	38,884,236	39,392,119	.....	.....	507,883
1953-54	.....	43,145,840	43,248,519	.....	.....	102,670
1954-55	.....	45,719,846	46,203,889	.....	.....	484,043
1955-56	.....	49,612,406	51,443,237	.....	.....	1,830,831
1956-57	.....	54,330,934	56,243,302	.....	.....	1,912,368

(a) Published Budget results for 1947/48 and subsequent years are preliminary only, since they do not take into account later adjustments in respect of Special Grants paid by the Commonwealth on the recommendation of the Commonwealth Grants Commission. (See 16th and subsequent Reports of the Commission for details of the changes in procedure enabling these adjustments to be made, and of their significance in overcoming difficulties caused by the time lag in assessment). Budget results, after allowing for later adjustments are shown in Return No. 6.

[Return No. 6.]

II. CONSOLIDATED REVENUE FUND.

STATEMENT SHOWING BUDGET RESULTS AFTER TAKING INTO ACCOUNT COMMON-WEALTH SPECIAL GRANTS RECOMMENDED FOR PAYMENT BY THE COMMONWEALTH GRANTS COMMISSION.

Year.	Special Grants included as Revenue for year of receipt.	Published Budget Results after bringing to account Special Grants as per column 2. (See Return No. 5).		Special Grants not included as Revenue for year of receipt but applied towards extinguishment of previous years' deficits.		Negative adjustments in respect of previous years' Special Grants.		Adjusted Budget Results after bringing to account amounts listed in columns 6 and 7.	
		Surplus.	Deficit.	Amount.	Year of receipt.	Amount.	Year of deduction.	Surplus.	Deficit.
1	2	3	4	5	6	7	8	9	10
£	£	£	£	£		£		£	£
1947-48	2,977,000		352,082	438,000	1949-50			85,918	
1948-49	3,600,000		817,261	817,261	1950-51				
1949-50	5,180,000	23,758						23,758	
1950-51	5,021,730	159,347				159,000	1952-53	347	
1951-52	5,098,000		591,611	450,000	1953-54				141,011
1952-53	(a) 8,200,000		507,883	350,000	1954-55				157,883
1953-54	7,350,000		102,679	25,000	1955-56				77,679
1954-55	7,100,000		484,043	93,000	1956-57				386,043
1955-56	(c) 8,873,000		1,830,831	322,000	1957-58				1,508,831
1956-57	9,102,000		1,912,368	(b)		(b)			
1957-58	9,826,000								

(a) Includes £150,000 transferred from the Consolidated Revenue Fund.

(b) Final adjustment in respect of the year 1956-57 will be made in 1958-59.

(c) Excludes final adjustment of results of previous years shown in column 5.

[Return No. 7.]

SOURCES OF REVENUE AND REVENUE PER CAPITA, 1952-53 TO 1956-57.

Details.	Year and Per Capita.				
	1952-53.	1953-54.	1954-55.	1955-56.	1956-57.
	£	£	£	£	£
Commonwealth (including Income Tax Reimbursement)	19,527,976	19,170,847	19,379,436	21,686,740	23,379,266
	£31 17 5	£30 6 3	£29 17 5	£32 8 4	£34 3 2
State Taxation	2,623,551	3,234,088	3,629,084	4,017,938	4,513,484
	£4 5 7	£5 2 3	£5 11 11	£6 0 1	£6 11 11
Departmental and Territorial	5,370,824	5,503,528	6,092,766	6,527,634	7,871,638
	£8 15 4	£8 14 1	£9 7 10	£9 15 2	£11 10 1
Public Utilities and Trading Concerns	11,361,385	15,237,377	16,618,560	17,380,094	18,566,546
	£18 10 10	£24 1 11	£25 12 4	£25 19 6	£27 2 7
Total	38,864,236	43,145,840	45,719,846	49,612,406	54,330,934
	£63 9 2	£68 4 6	£70 9 6	£74 3 1	£79 7 9

[Return No. 8.]

II. CONSOLIDATED REVENUE FUND.

MAIN FUNCTIONS OF EXPENDITURE AND EXPENDITURE PER CAPITA,
1952-53 TO 1956-57.

Details.	Year and Per Capita.				
	1952-53.	1953-54.	1954-55.	1955-56.	1956-57.
Social Services	£	£	£	£	£
Education	5,063,530	5,545,294	6,567,581	7,393,148	8,060,510
	£8 5 3	£8 15 5	£10 2 6	£11 1 0	£11 15 7
Health, Hospitals and Charities	4,224,302	4,749,239	5,133,146	5,945,363	6,494,257
	£6 17 11	£7 10 2	£7 18 3	£8 17 9	£9 9 9
Law, Order and Public Safety	1,704,562	1,853,465	1,975,894	2,160,649	2,353,607
	£2 15 7	£2 18 7	£3 0 11	£3 4 7	£3 8 9
Total, Social Services	10,992,394	12,147,998	13,676,621	15,499,160	16,908,374
	£17 18 9	£19 4 2	£21 1 8	£23 3 4	£24 14 1
Development of State Resources	2,682,252	2,781,322	2,844,912	3,671,212	3,790,311
	£4 7 7	£4 8 0	£4 7 8	£5 9 9	£5 10 9
Business Undertakings	17,090,885	18,717,562	19,118,117	20,719,624	22,689,438
	£27 17 10	£29 12 0	£29 9 5	£30 19 5	£33 3 1
Legislative and General	2,898,259	3,113,819	3,237,299	3,414,632	3,962,113
	£4 14 7	£4 18 5	£4 19 9	£5 2 1	£5 15 9
Public Debt Charges	5,728,328	6,487,818	7,326,940	8,138,609	8,893,066
	£9 7 0	£10 5 2	£11 5 11	£12 3 3	£12 19 11
Total	39,392,119	43,248,519	46,203,889	51,443,237	56,243,302
	£64 5 9	£68 7 9	£71 4 5	£76 17 10	£82 3 7

[Return No. 9.]

DISSECTION OF CONSOLIDATED REVENUE FUND EXPENDITURE,
1952-53 TO 1956-57.

Item.	1952-53.	1953-54.	1954-55.	1955-56.	1956-57.
	£	£	£	£	£
Interest	4,190,698	4,870,385	5,625,199	6,306,882	6,991,560
Sinking Fund	1,114,795	1,203,268	1,303,274	1,418,509	1,529,740
Exchange	294,409	376,960	352,138	323,324	294,060
Salaries and Wages	18,387,484	19,780,213	21,143,936	23,608,224	26,061,809
Materials	4,859,768	5,397,021	5,223,635	5,365,169	5,416,728
Grants	3,282,486	3,718,176	3,823,635	4,213,201	4,402,831
Pensions	700,865	750,314	826,752	867,822	905,778
All other	6,561,614	7,152,182	7,905,320	9,440,106	10,640,796
Total	39,392,119	43,248,519	46,203,889	51,443,237	56,243,302

[Return No. 10.]

III. GENERAL LOAN FUND. LOAN REPAYMENTS.

RECEIPTS AND EXPENDITURE.

Year ended 30th June.	Receipts.	Expenditure.	Balance.
	£	£	£
1928	154,108	....	154,108
1929	235,404	33,297	356,215
1930	153,583	216,647	293,151
1931	84,248	....	377,399
1932	112,361	171,800	317,960
1933	91,751	249,275	160,436
1934	100,935	215,740	45,631
1935	150,507	97,064	99,074
1936	107,906	74,791	132,189
1937	122,975	78,376	176,788
1938	134,462	154,825	156,425
1939	147,040	153,105	150,360
1940	127,470	101,086	176,744
1941	127,869	140,202	164,431
1942	171,232	89,867	245,796
1943	281,355	184,707	342,444
1944	256,153	198,896	399,701
1945	207,075	222,493	384,283
1946	287,043	210,595	460,731
1947	190,503	192,818	458,416
1948	498,087	282,155	674,348
1949	242,820	538,204	378,964
1950	252,183	298,639	332,508
1951	1,085,802	258,991	1,159,319
1952	1,006,310	1,088,671	1,076,958
1953	1,412,334	1,074,543	1,414,749
1954	1,640,343	1,293,140	1,761,952
1955	1,713,606	1,761,952	1,713,606
1956	1,683,480	1,713,606	1,683,480
1957	1,680,964	1,683,480	1,680,964

III. GENERAL LOAN FUND.

LOAN EXPENDITURE FROM 1947-48 TO 1956-57, COMPARED WITH PREVIOUS YEARS.

Undertakings.	1947-48.	1948-49.	1949-50.	1950-51.	1951-52.	1952-53.	1953-54.	1954-55.	1955-56.	1956-57.
	£	£	£	£	£	£	£	£	£	£
Railways, including Land Resumptions	286,548	362,344	2,211,693	2,304,360	8,023,913	7,344,170	6,587,864	5,881,849	4,063,622	3,820,000
Tramways—Perth Electric	54,418	97,537	43,279	825,609	237,587	296,341	32,401	68,103	34,886	111,129
Electric Power Stations	735,697	1,065,343	2,345,719	3,295,712	3,841,916	89,576	703,104	705,000	1,024,890	2,100,000
Fremantle Harbour Works	69,499	61,375	73,115	294,866	647,438	684,922	432,323	552,813	501,272	412,323
Harbours and Rivers generally	89,480	163,595	329,100	400,425	860,884	731,241	980,280	659,688	485,588	281,252
Sewerage—Perth and Fremantle	168,624	227,886	217,546	314,478	817,933	304,616	322,577	358,008	289,725	405,664
Sewerage—Country Towns		7,709	23,638	27,849	86,724	54,800	37,986	36,873	66,765	71,433
Water Supplies (a)	549,268	600,338	799,895	1,730,486	2,035,897	2,124,604	1,638,014	2,464,238	2,436,828	3,109,766
Development of Goldfields (b)	261,535	326,224	367,669	460,771	335,962	395,138	214,567	230,081	194,163	407,486
Development of Agriculture	78,936	125,103	399,277	317,309	410,065	311,636	300,307	293,914	282,707	362,104
College of Agriculture	1,159	4,775	1,963	3,427		1,295				
Rural and Industries Bank—Working Capital			500,000			320,500	1,149,538	10,000	817,000	1,033,144
Purchase of Plant (Suspense)	75,000	50,000	180,000	320,000	165,000					
State Brickworks				135,000	245,000	385,672	40,000	34,511	25,000	
State Saw Mills		37,550	70,000	197,450	195,950	383,802	168,133	155,715	105,241	150,000
Steamships				42,500	109,002		253,200	742,870	491,598	1,164,325
State Housing Commission—Working Capital					68,000	1,492,000		1,498,000	1,827,000	1,350,000
State Hotels			911	1,302	2,729	5,404	13,440	7,182	12,518	15,995
Ferries	609	986	2,833				78			
State Engineering Works			10,000							
Public Buildings	216,988	(d) 585,902	(d) 718,062	(d) 1,036,492	(d) 1,403,451	(d) 2,799,560	(d) 1,579,889	(d) 2,035,557	(d) 2,146,868	2,847,478
Hospital Buildings and Equipment, including Grants	367,131									
Sundries	10,724	20,841	2,021	1,969	243,631	(e) 643,984	2,000	(f) 500,000	(e) 30,000	(A) 262,600
Bulk Handling of Wheat	781	116	5,028	2,377	45,002	9,967	1,986	24,986	18,484	8,394
West Australian Meat Export Works		10,000	20,000	10,000			20,000			
Welshpool Industries	64,366	71,100	29,246	161,880			4,990	8,510		1,182
Native Stations, Hospitals, etc.			10,000	20,000	1,700					
Kwinana Area Development						74,647	218,501	88,723	109,393	22,249
Kwinana Area Housing						600,900	1,123,000	77,000	25,000	
Provision for Funding Revenue Deficits							60,068		157,883	463,723
	3,030,763	3,818,724	8,351,015	11,404,253	18,767,784	19,011,875	15,884,246	16,433,421	15,141,121	18,400,247
Add Discounts, Expenses, etc.	8,964	14,197	34,652	28,768	19,687	15,129	33,017	(g) 91,334	(g) 70,695	(g) 67,919
Total Expenditure	3,039,727	3,832,921	8,385,667	11,433,011	18,777,471	19,027,004	15,917,263	16,524,755	15,211,816	18,468,166

(a) Including Goldfields Districts. (b) Excluding Water Supplies. (c) Rural and Industries Bank—Delegated Agencies. (d) Includes Hospitals. (e) Includes assistance to Fishing Industry for loss on guaranteed Accounts, £134,261; Loans for Purchase of Motor Vehicles for Departmental Officers, £200,000; Government Printing Office Purchase of Stores Material and Equipment, £308,016. (f) Advance to Cockburn Cement. (g) Charged to General Loan Fund. (h) Includes Loans and Grants to Public Bodies, £73,000 Pensioners' Houses Maintenance Advance, £10,000; Rural and Industries Bank, Delegated Agencies, £79,600; Cockburn Cement Pty., Ltd., £100,000.

[Return No. 12.]

IV.—PUBLIC DEBT.

(a) LOAN AUTHORISATIONS AND FLOTATIONS.

	£	£	£
Authorisations to 30th June, 1956	....	237,978,664	
Authorisations, 1956-57	....	15,915,000	
		<u>253,893,664</u>	
Flotations—			
Inscribed Stock, Debentures, Treasury Bonds, etc., issued in Australia and Overseas—Net proceeds :—			
	£		
For Works and Services	223,163,225		
For Funding Deficits	12,796,762		
	<u>235,959,987</u>		
Discounts and Flotation Expenses (including Cost of Conversion Loans), net :—			
	£		
On Works Loans	7,189,717		
On Deficit Loans	753,278		
	<u>7,942,995</u>		
Total Flotations			<u>243,902,982</u>
Balance available for Flotation			<u>9,990,682</u>

(b) LOAN INDEBTEDNESS.

	£	£	£
Total Amount raised to 30th June, 1956	....	225,462,731	
Flotations during the year—			
Instalment Stock	....	
Commonwealth Loans (Aust.)	....	16,810,301	
New York Loan	....	46,440	
New debt assumed to cover exchange and discount on repatriation of London short-term securities	....	1,583,510	
		<u>18,440,251</u>	
			<u>243,902,982</u>
Redemptions—			
Total to 30th June, 1956	....	36,729,991	
During the year—			
National Debt Commission :			
Securities repurchased and redeemed :			
London	....	57,223	
New York	....	23,426	
Commonwealth Government Securities	....	1,750,830	
Instalment Stock	....	105,061	
Special Deficit Loans	....	91,408	
		<u>2,027,948</u>	
			<u>38,757,939</u>
Gross Public Debt at 30th June, 1957	....		<u>205,145,043</u>
Sinking Fund	....		<u>55,918</u>
Net Public Debt at 30th June, 1957	....		<u>205,089,125</u>

[Return No. 12—continued.]

IV.—PUBLIC DEBT.

(c) SUMMARY OF GROSS LOAN RAISINGS AND DISBURSEMENTS.

<i>Raisings.</i>	<i>£</i>	<i>Disbursements.</i>	<i>£</i>
Total Flotations, as per Return 12 (b)—		Discounts and Expenses—	
To 30th June, 1956	225,462,731	To 30th June, 1956 (Net)	5,475,567
During Year 1956-57	18,440,251	During the Year 1956-57—	
		Paid from Loan Proceeds	67,919
		Discount on New Loans	1,540,251
Receipts from Loan Repayments—		Redemption of Agricultural Bank	
To 30th June, 1956	12,778,967	Mortgage Bonds	1,566,000
During Year 1956-57	1,680,964	Deficits Funded (including Discount	
Balance of General Loan Fund	2,887	and Expenses)—	
		To 30th June 1956	13,086,317
		During Year 1956-57	463,723
		Expenditure on Works and Services	
		To 30th June, 1956	218,229,499
		During Year, 1956-57	17,936,524
	<hr/> 258,365,800		<hr/> 258,365,800

(d) NET PUBLIC DEBT PER HEAD OF POPULATION ON 30TH JUNE EACH YEAR.

Year.	Debt per Head.	Year.	Debt per Head.
	£ s. d.		£ s. d.
1922	137 1 0	1940	203 15 7
1923	142 9 6	1941	204 18 7
1924	146 13 6	1942	202 17 4
1925	146 3 11	1943	202 1 11
1926	155 14 8	1944	198 19 2
1927	157 14 4	1945	195 9 0
1928	165 10 7	1946	195 3 1
1929	162 6 9	1947	195 16 11
1930	163 9 9	1948	194 5 11
1931	174 2 6	1949	194 10 10
1932	180 3 8	1950	196 4 7
1933	187 4 8	1951	211 16 8
1934	193 7 6	1952	222 9 2
1935	197 11 11	1953	244 10 10
1936	199 7 10	1954	258 9 8
1937	201 15 2	1955	270 2 4
1938	202 19 8	1956	278 12 4†
1939	204 7 1	1957	297 6 3*

† Adjusted on corrected figures of population.

* Preliminary figure, liable to revision.

(e) CONTINGENT LIABILITIES AT 30TH JUNE, 1957.

	Securities Issued.	Re- deemed.	In Circula- tion.	Funds Invested.
	£	£	£	£
Metropolitan Market Act	110,000	17,514	92,486	....
State Housing Act	859,000	76,559	782,441	....
State Electricity Commission Act	12,183,500	217,240	11,966,260	98,756
	<hr/> 13,152,500	<hr/> 311,313	<hr/> 12,841,187	<hr/> 98,756
Bank Guarantees in force ....	....	....	4,503,363	....
Total, Contingent Liabilities ....	....	....	17,344,550	....

[Return No. 13.]

IV. PUBLIC DEBT.

LOAN LIABILITY—STATEMENT SHOWING AMOUNTS MATURING EACH YEAR.

Earliest Date of Maturity.	Latest Date of Maturity.	Interest Rate.	Repayable in—		
			London.	New York.	Australia.
		%	£	£	£
1950	1957	3½	....	....	2,284,921
....	1957	3½	....	....	125,916
....	1957	3½	....	....	9,746,460
1950	1958	3½	....	....	1,403,690
....	1958	3½	....	....	146,660
1955	1958	3½	....	....	988,360
....	1958	4	....	....	12,559,302
1950	1959	3½	....	....	481,700
....	1959	3½	....	....	319,744
1956	1959	3½	....	....	4,506,015
....	1960	3½	....	....	395,283
1950	1960	3½	....	....	894,530
1957	1960	3½	....	....	1,300,810
1950	1961	3½	....	....	4,992,370
1956	1961	3½	1,733,527	....	....
....	1961	3½	....	....	272,973
....	1961	4½	....	....	1,538,000
....	1962	3½	....	....	162,465
....	1962	3½	....	....	6,228,810
....	1962	4½	....	....	8,941,010
....	1963	3½	....	....	171,997
1960	1963	3½	....	....	11,818,770
....	1963	5	....	....	7,616,000
....	1964	3-1	....	....	1,566,000
....	1964	3½	....	....	139,856
1961	1964	3½	....	....	17,463,842
....	1965	3½	....	....	28,485
1962	1965	3½	....	....	6,027,860
....	1965	4½	....	....	5,481,155
....	1965	5	....	....	5,861,000
....	1966	3½	....	....	406,913
....	1966	4½	....	....	5,477,000
....	1967	3½	....	....	489,918
....	1967	3½	....	244,323	....
....	1967	4½	....	....	9,970,530
....	1968	4½	....	....	16,439,090
....	1969	3½	....	....	359,274
....	1969	3½	....	520,292	....
1965	1969	3½	7,845,550	....	....
....	1970	4½	....	....	4,139,000
....	1970	3½	....	....	362,082
....	1971	3½	....	....	364,808
....	1971	4½	....	91,647	....
1967	1971	2½	3,150,661	....	....
....	1972	3½	....	....	367,454
....	1972	5	....	291,996	....
....	1973	3½	....	....	537,060
....	1974	3½	....	....	733,029
1964	1974	3½	8,380,800	....	....
1972	1974	3	3,747,250	....	....
....	1975	3½	....	....	246,846
1970	1975	2½	4,100,003	....	....
....	1976	3½	....	....	3,903,590
....	1976	5	....	....	6,611,000
....	1977	3½	....	....	1,816,307
1975	1977	3	627,700	....	....
....	1978	3½	....	....	2,059,952
....	1979	3½	....	....	1,165,372
....	1980	3½	....	....	1,033,005
....	1983	1	....	....	4,465,080
			29,585,491	1,148,258	174,411,294
				£205,145,043	

[Return No. 14.]

IV. PUBLIC DEBT.

SINKING FUND.

A.—TRANSACTIONS DURING THE YEAR, 1956-57.

Receipts:	£	£
Balances brought forward, 1st July, 1956—		
National Debt Commission		122,377
Contributions:		
State—		
5s. per cent. on loan liability	512,898	
15s. per cent. on Special Deficit Loan	40,425	
4 per cent. on Deficit Loans	8,718	
4½ per cent. on cancelled securities	987,699	
Special contribution under clause 12 (20) of Financial Agreement	864	
Commonwealth—		
5s. and 2s. 6d. per cent. on loan liability	454,590	
Net earnings on investments	3,230	
		1,988,424
		2,110,801
Disbursements:		
Redemptions and Repurchases, etc., at net Cost (including Exchange)		2,054,883
Balance, Sinking Fund, 30th June, 1957		55,918

B.—TRANSACTIONS FROM 1st JULY, 1927, TO 30th JUNE, 1957.

Receipts:	£	s. d.	£	s. d.
Balances brought forward				
1st July, 1927—Endowment Policy (M.V. "Kangaroo"), Premiums paid	57,097	10 0		
1st July, 1929—Crown Agents	897,347	0 10		
			955,044	10 10
Contributions:				
On account M.V. "Kangaroo"	47,250	0 0		
On account, Crown Agents	40,312	13 5		
State—				
5s. per cent. on loan liability	8,157,200	18 4		
15s. per cent. on Special Deficit Loan	525,525	0 0		
4 per cent. on Deficit Loans	15,479	16 7		
4½ per cent. on cancelled securities	10,524,021	18 5		
Under Federal Aid Roads Act	373,084	13 1		
Special contribution on account loan for purchase of M.V. "Koolama"	206,905	8 4		
Exchange on contributions re M.V. "Koolama"	52,502	6 0		
Payment under Clause 12 (20) of Financial Agreement as amended	80,787	4 6		
Profit arising out of Conversion of a Loan in London	3,812	15 0		
Commonwealth—				
5s. and 2s. 6d. per cent. on Loan Liability	6,090,795	17 0		
Net earnings on investments	487,294	14 2		
Accretions to Endowment Policy at maturity	35,052	10 0		
Exchange on remittances	29,504	6 1		
			26,824,529	17 11
			27,579,574	8 9
Disbursements:				
Redemptions and Repurchases, etc.	26,210,551	7 0		
Repurchase from Special Sinking Fund	86,938	17 5		
Contributions refunded to the State	630	17 11		
Contributions to Crown Agents	39,934	2 8		
Premiums on Policy account M.V. "Kangaroo"	47,250	0 0		
Repayment of 1934 Loan (Crown Agents)	998,353	7 3		
Repayment of 1938 Loan (M.V. "Kangaroo")	140,000	0 0		
			27,523,656	12 3
Balance, 30th June, 1957—				
National Debt Commission			55,917	16 6
			27,579,574	8 9

[Return No. 15.]

IV.—PUBLIC DEBT.

SUMMARISED CLASSIFICATION OF LOAN ASSETS, 1956-57 (a).

Undertaking.*	Loan Liability. (b)	Capital Charges (c).			Net Earnings.	Surplus.	De- ficiency.
		Interest.	Sinking Fund.	Exchange.			
Fully Productive.							
	£	£	£	£	£	£	£
Wyndham Meatworks	1,071,445	37,077	8,406	1,570	78,050	30,997	.....
State Engineering Works	139,243	4,819	1,105	204	68,655	62,622	.....
State Saw Mills	1,635,664	56,598	11,746	2,397	85,962	15,221	.....
West Australian Meat Export Works	268,303	9,285	2,124	399	20,054	8,252	.....
Metropolitan Markets	140,437	4,860	1,105	206	8,816	2,645	.....
Charcoal Iron and Steel Industry	1,500,094	51,910	10,553	2,198	76,669	12,008	.....
Electricity Supply	15,141,952	523,985	103,784	22,187	807,830	162,874	.....
Kwinana Housing	1,904,397	65,901	14,986	2,790	96,877	12,700	.....
Abattoirs, Sale Yards, Grains Sheds and Cold Storage	1,148,018	39,747	8,547	1,683	74,738	24,761	.....
	22,950,053	794,182	162,356	33,628	1,817,151	326,985	.....
Partially Productive.							
Bulk Handling at Ports	278,817	9,579	2,129	406	9,950	.....	2,164
Loans and Grants to Local Authorities and other Public Bodies	125,148	4,331	280	183	79	.....	4,715
Soldiers Land Settlement (f)	1,934,318	66,937	15,170	2,835	5,191	.....	79,757
Rural and Industries Bank	8,439,414	292,044	66,525	12,366	273,219	.....	97,716
Plant Suspense	1,083,186	37,484	8,498	1,587	22,038	.....	25,581
Roads and Bridges	2,337,377	80,885	18,483	3,425	77,396	.....	25,397
Miscellaneous	747,303	25,860	6,009	1,095	9,056	.....	23,908
State Housing Commission	6,866,652	237,619	43,633	10,062	273,287	.....	18,027
Kwinana Area Development	311,196	10,769	2,283	456	480	.....	13,028
Mining Generally	1,980,093	68,728	14,447	2,910	11,447	.....	74,638
Water Supply, Sewerage and Drainage Assistance to Industries	37,303,209	1,290,871	265,909	54,660	414,369	.....	1,197,071
State Hotels	722,580	25,005	4,886	1,059	25,065	.....	5,885
Pine Planting and Reforestation	101,886	3,526	692	149	3,010	.....	1,357
Rural and Industries Bank—Govern- ment Agency and Delegated Agency Harbours and Rivers (d)	2,150,897	74,431	16,090	3,152	85,723	.....	7,950
	2,473,952	85,611	10,870	3,625	28,521	.....	76,585
	13,483,492	466,595	102,345	19,758	149,098	.....	439,600
	80,343,520	2,780,275	578,255	117,728	1,382,929	.....	2,092,329
Totally Unproductive.							
Railways (g)	48,340,271	1,672,807	360,593	70,833	12,247,186	.....	4,351,419
Tramways	1,246,120	43,122	9,617	1,826	219,266	.....	273,861
Assessed Expired Capital—(h) .....	.....	.....	.....	.....	.....	.....	.....
Railways	12,272,717	424,695	96,038	17,983	.....	.....	538,716
Tramways	664,844	23,007	5,216	974	.....	.....	29,197
Electricity	1,272,666	44,040	9,985	1,865	.....	.....	55,890
Frequency Changer—Metropolitan Dis- trict	782,106	27,064	5,351	1,146	.....	.....	33,561
Welshpool Industries	362,320	12,538	2,836	531	3,782	.....	19,687
State Brickworks	860,150	29,765	6,791	1,261	15,982	.....	53,799
State Shipping Service	3,122,965	108,070	15,444	4,576	983,754	.....	1,111,844
Group Settlement	2,622,310	90,744	20,573	3,842	.....	.....	116,159
Rabbit Proof Fence	332,527	11,507	2,609	487	.....	.....	14,803
Agriculture Generally	3,509,040	121,430	28,101	5,142	44,976	.....	197,849
State Batteries	518,815	17,954	3,998	760	119,942	.....	142,654
Public Buildings, including Schools, Police Stations, Gaols, Court Houses, etc.	20,155,495	697,478	136,108	29,534	133,907	.....	1,197,027
Aborigines Stations	106,807	3,696	879	157	143,841	.....	48,373
Ferries	8,242	285	71	12	2,470	.....	2,838
Tourists Resorts	146,732	5,078	1,152	215	133,839	.....	40,284
Campan Alunite Deposits	21,523	745	178	31	.....	.....	954
	96,345,650	3,334,025	703,570	141,175	4,048,745	.....	8,227,515
Summary.							
Fully Productive	22,950,053	794,182	162,356	33,628	1,817,151	326,985	.....
Partially Productive	80,343,520	2,780,275	578,255	117,728	1,382,929	.....	2,092,329
Totally Unproductive	96,345,650	3,334,025	703,570	141,175	4,048,745	.....	8,227,515
Capital Adjustments and Unallocated Costs of Raisings	377,792	13,073	.....	553	.....	.....	13,628
Special Deficit Loans	4,465,080	45,565	77,933	.....	.....	.....	123,496
Deficits Funded	665,835	23,041	9,025	976	.....	.....	33,042
Balance of General Loan Fund	12,887	.....	.....	.....	.....	.....	.....
	205,145,043	6,990,161	1,531,139	294,080	11,348,665	.....	10,164,025

Public Debt, 30th June, 1957

£205,145,043.

Not Deficiency £10,164,025.

* For details see Return No. 11. † Debit. ‡ Overdrawn.

(a) This statement distributes the net cost of loan charges for the year over the various assets. (b) Total expenditure from loan funds (including the proportionate cost of raising), after allowing for sinking fund redemptions and other adjustments. (c) Actual expenditure averaged over all assets. (d) To this should be added £428,952 included in Railway Capital. (e) Represents expenditure by P.W.D. on roads, bridges and drainage, and by Lands Department on repurchased estates. (f) Includes £428,952 being part of Capital Expenditure on Harbours and Jettyes controlled by Railway Department. (g) Capital Charges met by Treasury.

[Return No. 16.]

IV.—PUBLIC DEBT.

DETAILED CLASSIFICATION OF LOAN ASSETS 1956-57.*

Undertaking.	Loan Liability.	Capital Charges (a).			Net Earnings.	Surplus.	Deficiency.
		Interest.	Sinking Fund.	Ex-change.			
	£	£	£	£	£	£	£
Railways (b)	48,340,271	1,672,807	360,503	70,833	†2,247,186	.....	4,361,419
Railways—Assessed Expired Capital (c)	12,272,717	424,065	98,038	17,983	.....	.....	588,716
Tramways	1,246,120	43,122	9,647	1,828	†219,266	.....	273,861
Tramways—Assessed Expired Capital (c)	664,844	23,007	5,216	974	.....	.....	29,197
Electricity Supply	15,141,952	523,985	103,784	22,187	807,830	167,874	.....
Electricity Supply—Assessed, Expired Capital (c)	1,272,666	44,040	9,985	1,865	.....	.....	55,890
Frequency Changer—Met. District	782,106	27,064	5,351	1,146	.....	.....	33,561
	79,720,076	2,756,720	590,614	116,814	†1,058,022	.....	5,124,770
<i>Harbours and Rivers.</i>							
Fremantle Harbour Trust	0,264,822	216,708	36,600	0,180	265,727	3,055	.....
Fremantle Other	746,436	25,830	5,614	1,094	30,117	.....	2,421
Bunbury Harbour Board	1,524,715	52,763	11,468	2,234	.....	.....	68,465
Bunbury Other	78,887	2,730	509	115	†1,108	.....	4,640
Geraldton (c)	721,731	24,975	5,641	1,058	15,893	.....	37,587
Albany Board	1,629,983	56,405	11,890	2,388	27,721	.....	42,971
Albany—Other	224,855	7,781	1,784	330	194	.....	9,969
Esperance (c)	32,870	1,137	275	51	†265	.....	1,574
Busselton (c)	35,001	1,211	275	51	†317	.....	1,854
North-West Ports	667,879	23,112	5,127	979	†146,815	.....	176,033
Swan River	615,993	21,316	4,831	903	†3,737	.....	30,787
Dredges, Steamers and Plant	733,264	25,376	5,694	1,075	.....	.....	32,144
Other Tides and Works	186,038	6,458	1,550	272	†16,150	.....	24,410
Cockburn Sound	20,978	726	11,063	31	.....	.....	11,820
	(c) 13,483,492	466,595	102,345	10,758	149,098	.....	439,600
<i>Water Supplies.</i>							
Metropolitan	17,898,340	619,369	123,388	26,228	989,677	215,694	.....
Comprehensive Water Supply—Northern	7,086,460	245,226	50,274	10,384	†308,176	.....	612,060
Comprehensive Water Supply—Southern	1,688,446	58,428	10,850	2,474	2,261	.....	69,491
Country Towns	3,193,322	110,504	21,009	4,679	†78,747	.....	214,939
Other Water Supplies	2,536,461	87,774	19,495	3,717	†101,895	.....	212,881
Irrigation and Drainage	4,460,249	154,346	33,001	6,535	†106,448	.....	300,330
Sewerage for Country Towns	439,941	15,224	2,892	645	15,697	.....	3,064
	37,303,209	1,200,871	265,909	54,660	414,300	.....	1,197,071
<i>Trading Concerns.</i>							
Wyndham Meatworks	1,071,445	37,077	8,408	1,570	78,050	30,907	.....
Brickworks	860,150	29,785	6,791	1,261	†15,982	.....	53,799
Engineering Works	139,243	4,819	1,105	204	68,655	62,527	.....
Saw Mills	1,635,504	56,598	11,748	2,397	85,962	15,221	.....
Shipping Service	3,122,965	108,070	15,444	4,576	†983,754	.....	1,111,844
Hotels	101,886	3,526	692	149	3,010	.....	1,357
West Australian Meat Export Works	268,303	9,285	2,124	393	20,054	8,252	.....
	7,199,556	249,140	46,308	10,550	†744,005	.....	1,050,003
<i>Development of Agriculture.</i>							
Soldiers' Land Settlement (d)	1,934,318	66,937	15,176	2,835	5,101	.....	79,757
Rural and Industries Bank	8,439,414	292,044	66,525	12,366	273,210	.....	97,716
Rural and Industries Bank—Government Agency and Delegated Agency	2,473,952	85,611	10,870	3,625	23,521	.....	76,585
Group Settlement	2,622,310	90,744	20,573	3,842	.....	.....	115,150
Rabbit-proof Fence	332,527	11,507	2,609	487	.....	.....	14,803
Generally	3,509,040	121,430	26,101	5,142	†44,976	.....	197,649
	19,311,561	688,273	141,854	23,297	256,955	.....	581,460

* This statement distributes the net cost of loan charges for the year over the various assets.

† Debit.

[Return No. 16—continued.]

IV.—PUBLIC DEBT.

DETAILED CLASSIFICATION OF LOAN ASSETS 1956-57—continued.

Undertaking.	Loan Liability.	Capital Charges. (a)			Net Earnings.	Surplus.	Deficiency.
		Interest.	Sinking Fund.	Ex-change.			
<i>Abattoirs, Saleyards, etc.</i>	£	£	£	£	£	£	£
Midland Junction	977,076	33,811	7,182	1,432	74,021	32,496	....
Kalgoorlie Abattoirs	84,152	2,812	680	123	5,586	1,891	....
Generally	87,390	3,024	705	128	15,769	....	9,628
	1,148,618	39,747	8,547	1,683	74,738	24,761	....
<i>Development of Mining.</i>							
State Batteries	518,815	17,954	3,908	760	†110,942	....	142,654
Generally	1,986,093	68,728	14,447	2,910	11,447	....	74,638
	2,504,908	86,682	18,445	3,670	†108,495	....	217,292
<i>Public Buildings.</i>							
Education (including Narrogin School of Agriculture and Muresk College of Agriculture)	10,740,356	371,688	71,719	15,738	†246,096	....	706,121
Police Stations, Quarters, etc.	367,841	12,720	2,770	539	†44,770	....	60,808
Court House, Quarters, etc.	69,252	2,397	535	102	†6,933	....	9,967
Goals	111,978	3,875	848	164	†42,276	....	47,163
Hospitals	6,280,941	217,351	41,659	9,203	124,593	....	143,320
Institutions	1,023,178	35,407	7,929	1,490	†19,321	....	64,156
Buildings generally	1,561,949	54,061	10,648	2,280	†98,504	....	165,492
	20,155,495	697,478	136,108	29,534	†333,907	....	1,197,027
<i>All Other.</i>							
Aborigine Stations	106,807	3,696	879	157	†43,641	....	46,373
Assistance to Industries	722,560	25,005	4,886	1,050	25,065	....	5,885
Bulk Handling at Ports	276,817	9,579	2,129	406	9,950	....	2,164
Ferries	8,242	285	71	12	†2,470	....	2,838
Loans to Public Bodies	125,148	4,331	280	183	70	....	4,715
Metropolitan Markets	140,437	4,860	1,105	208	8,810	2,645	....
Miscellaneous	747,303	25,860	6,000	1,095	9,056	....	23,908
Pine Planting and Re-forestation	2,150,897	74,431	16,090	3,152	85,723	....	7,950
Plant Suspense	1,083,186	37,484	8,498	1,587	22,038	....	25,531
Roads and Bridges	2,337,377	80,885	18,483	3,425	77,396	....	25,397
Charcoal Iron and Steel Industry	1,500,094	51,910	10,553	2,198	76,669	12,008	....
Tourist Resorts	146,732	5,078	1,152	215	†33,339	....	40,284
State Housing Commission	6,866,652	237,619	43,633	10,062	273,287	....	18,027
Campion Alunite Deposits	21,523	745	178	31	....	....	954
Welshpool Industries	362,320	12,538	2,836	531	†3,782	....	19,687
Kwinana Area Development	311,196	10,760	2,283	456	430	....	13,028
Kwinana Area Housing	1,904,397	65,901	14,986	2,790	96,377	12,700	....
Special Deficit Loans	4,465,080	45,585	77,933	....	....	....	123,498
Deficits Funded	665,835	23,041	9,025	976	....	....	33,042
Capital Adjustments and Unallocated costs of Raisings	377,792	13,073	....	553	....	....	13,626
Balance of General Loan Fund	*2,887	....	....	....	....	....	....
	24,317,528	732,655	221,009	29,094	601,204	....	381,554
TOTAL	205,145,043	6,990,181	1,531,139	294,060	†1,348,865	....	10,164,025
Public Debt, 30th June, 1957	205,145,043	....	....	....	....	....	....

* Overdrawn. † Debit.

(a) Actual Expenditure averaged over all assets.

(b) Includes £428,952 being part of Capital Expenditure on Harbours and Jetties controlled by Railway Dept.

(c) To this should be added £428,952 included in Railway Capital in respect of the following Harbours and Jetties—Busselton, £37,997; Geraldton, £324,806; Esperance, £66,149.

(d) Represents expenditure by P.W.D. on roads, bridges and drainage, and by Lands Department on repurchased estates.

(e) Capital Charges met by Treasury.

[Return No. 17.]

V.—BUSINESS UNDERTAKINGS.

SUMMARY OF RESULTS OF OPERATIONS.

A Public Utilities.

Public Utility.	Return No.	Trading Results 1956-57	
		Profit.	Loss.
Fremantle Harbour Trust	18	£ 2,992	£
Country Areas Water Supply	19	.....	795,514
Other Hydraulic Undertakings .....	.....	†	†
Metropolitan Water Supply, Sewerage and Drainage	20	44,678	.....
Railways Commission	21	.....	5,279,937
Tramways	22	.....	257,786
Ferries	23	.....	3,596
State Batteries	24	.....	152,645
Caves House	25	.....	10,756
Total—Net Loss .....	.....	.....	6,452,564

† No composite commercial accounts are prepared.

In Return 16 the average cost of Servicing the Public Debt has been applied to all undertakings. In Return 17-25 the figures as shown have been prepared in accordance with the published Commercial Accounts of the Utilities.

[Return No. 18.]

FREMANTLE HARBOUR TRUST.

Details.	1952-53.	1953-54.	1954-55.	1955-56.	1956-57.
	£	£	£	£	£
Loan Capital	4,035,606	4,128,141	4,357,010	4,655,975	6,280,562
Revenue Capital	259,199	247,270	229,437	213,939	151,189
Total	4,294,805	4,375,411	4,586,447	4,869,914	6,431,751
Total Annual Revenue	1,815,520	2,029,053	2,214,454	2,056,141	2,515,118
Working Expenses	1,430,592	1,579,741	1,772,385	1,838,650	2,031,368
Interest	142,006	159,642	164,544	174,280	209,519
Depreciation including Sinking Fund	242,397	281,634	284,875	207,571	269,239
Provisions and Other Charges	2,000	2,000	2,000	2,000	2,000
Total Annual Cost	1,816,995	2,023,017	2,223,804	2,222,501	2,512,126
Profit .....	.....	6,036	.....	.....	2,992
Loss	1,475	.....	9,350	166,360	.....

[Return No. 19.]

V.—BUSINESS UNDERTAKINGS.
COUNTRY AREAS WATER SUPPLY.

Details.	1952-53.	1953-54.	1954-55.	1955-56.	1956-57.
	£	£	£	£	£
Loan Capital	7,305,150	7,532,087	7,928,616	8,337,350	9,460,091
Total Annual Revenue	398,057	432,502	443,096	469,232	499,724
Working Expenses	692,473	728,562	643,612	709,215	808,692
Interest	197,395	211,299	216,174	237,423	300,851
Depreciation including Sinking Fund	118,677	129,097	136,898	154,389	184,924
Provisions and Other Charges....	1,491	2,639	1,518	2,317	771
Total Annual Cost	1,010,036	1,071,597	998,202	1,103,344	1,295,238
Loss	611,979	639,095	555,106	634,112	795,514

[Return No. 20.]

METROPOLITAN WATER SUPPLY, SEWERAGE AND DRAINAGE.

Details.	1952-53.	1953-54.	1954-55.	1955-56.	1956-57.
	£	£	£	£	£
Loan Capital	12,637,095	13,897,638	15,273,248	16,364,884	17,898,340
Total Annual Revenue	1,021,410	1,353,975	1,548,725	1,756,021	1,867,561
Working Expenses	546,820	644,540	752,316	874,290	885,116
Interest	478,478	536,613	587,432	638,041	778,762
Depreciation including Sinking Fund	97,886	107,831	122,328	143,029	159,005
Total Annual Cost	1,123,184	1,288,984	1,462,076	1,655,360	1,822,883
Profit		64,991	86,649	100,661	44,678
Loss	101,774				

[Return No. 21.]

V.—BUSINESS UNDERTAKINGS.

RAILWAYS COMMISSION.

Details.	1952-53.	1953-54.	1954-55.	1955-56.	1956-57.
	£	£	£	£	£
Loan Capital	32,827,629	38,360,642	43,091,496	45,962,602	48,340,410
Loan Capital—non-interest bearing	12,326,349	12,326,349	12,326,349	12,326,349	12,326,349
Total	45,153,978	50,686,991	55,417,845	58,288,951	60,666,759
Total Annual Revenue	7,972,259	11,374,307	12,530,410	13,274,166	14,044,111
Working Expenses	12,023,188	13,653,573	13,820,881	14,873,450	15,871,871
Interest	869,919	1,175,667	1,447,468	1,770,024	2,116,719
Depreciation including Sinking Fund	777,043	898,365	1,071,593	1,203,603	1,335,458
Rehabilitation of fully depreciated assets	(a) 184,865	(a) 161,306	.....	(a) 42,933	.....
Total Annual Cost	13,855,015	15,888,911	16,339,932	17,890,010	19,324,048
Loss	5,882,756	4,514,604	3,809,522	4,615,844	5,279,937

(a) Refunded from General Loan Fund in following year.

[Return No. 22.]

TRAMWAYS.

Details.	1952-53.	1953-54.	1954-55.	1955-56.	1956-57.
	£	£	£	£	£
Loan Capital	1,528,704	1,377,268	1,295,508	1,232,953	1,249,608
Loan Capital—Non-interest bearing	591,932	665,375	664,844	661,493	661,354
Total	2,120,636	2,042,643	1,960,352	1,894,446	1,910,962
Total Annual Revenue	1,114,678	1,065,659	1,027,100	988,374	1,054,449
Working Expenses	1,055,036	1,062,085	1,060,070	1,107,200	1,163,549
Interest	54,072	57,696	52,325	50,476	54,745
Depreciation including Sinking Fund	102,571	102,790	103,320	96,815	93,941
Provisions and Other Charges	19,400	.....	.....	.....	.....
Total Annual Cost	1,231,079	1,222,571	1,215,715	1,254,491	1,312,235
Loss	116,401	156,912	188,615	266,117	257,786

[Return No. 23.]

V.—BUSINESS UNDERTAKINGS.

FERRIES.

Details.	1952-53.	1953-54.	1954-55.	1955-56.	1956-57.
	£	£	£	£	£
Loan Capital	10,303	9,612	10,120	9,143	8,242
Revenue Capital	1,404	1,287	1,170	1,053	936
Total	11,707	10,899	11,290	10,196	9,178
Total Annual Revenue	12,384	10,754	11,480	9,944	12,836
Working Expenses	18,179	18,272	15,962	15,410	15,022
Interest	428	399	397	387	392
Depreciation including Sinking Fund	882	886	887	1,095	1,018
Total Annual Cost	19,489	19,557	17,246	16,892	16,432
Loss	7,105	8,803	5,766	6,948	3,596

[Return No. 24.]

STATE BATTERIES.

Details.	1952.	1953.	1954.	1955.	1956.
	£	£	£	£	£
Loan Capital	427,609	443,252	475,465	482,449	490,706
Total Annual Revenue	76,580	47,644	47,878	39,111	42,334
Working Expenses	148,447	130,963	128,588	152,267	159,341
Interest	17,105	17,730	19,018	19,298	20,855
Depreciation including Sinking Fund	11,888	15,982	12,443	12,550	12,803
Provisions and Other Charges	1,772	1,795	1,967	1,967	1,980
Total Annual Cost	179,212	166,470	162,016	186,082	194,979
Loss	102,632	118,826	114,138	146,971	152,645

[Return No. 25.]

V.—BUSINESS UNDERTAKINGS.

CAVES HOUSE.

Details.	1952-53.	1953-54.	1954-55.	1955-56.	1956-57.
	£	£	£	£	£
Loan Capital	34,127	34,206	34,829	35,748	35,748
Revenue Capital	6,193	6,378	6,808	6,865	6,865
Total	40,320	40,584	41,637	42,613	42,613
Total Annual Revenue	31,544	34,106	35,094	38,495	45,440
Working Expenses	31,518	35,351	38,923	43,904	54,439
Interest	1,365	1,368	1,393	1,430	1,430
Depreciation	308	342	466	350	327
Total Annual Cost	33,191	37,061	40,782	45,684	56,196
Loss	1,647	2,955	5,688	7,189	10,756

[Return No. 26.]

SUMMARY OF RESULTS OF OPERATIONS.

(B.) State Trading Concerns.

Trading Concern.	Return No.	Trading Results, 1956-57.	
		Profit.	Loss.
		£	£
State Engineering Works	27	62,409	.....
State Brickworks	28	.....	6,911
State Sawmills	29	.....	50,197
State Shipping Service*	30	.....	.....
Wyndham Meat Works	31	38,867	.....
State Hotels	32	1,505	.....
W.A. Meat Export Works	33	10,640	.....
Total—Net Profit .....	.....	56,313	.....

*After receipt of Treasury Grant of £945,565

In Return 16 the average cost of servicing the Public Debt has been applied to all undertakings. In Return 26-33 the figures as shown have been prepared in accordance with the published Commercial Accounts of the Concerns.

[Return No. 27.]

V.—BUSINESS UNDERTAKINGS:
STATE ENGINEERING WORKS.

Details.	1952-53.	1953-54.	1954-55.	1955-56.	1956-57.
	£	£	£	£	£
Loan Capital	151,286	149,522	143,682	140,838	139,203
Earnings	500,790	493,942	578,426	688,617	780,332
Increase in Stocks .....	.....	10,019	6,374	7,319	57,169
Decrease in Stocks	3,339	.....	.....	.....	.....
Total Annual Revenue	497,451	503,961	584,800	695,936	837,501
Working Expenses	420,642	422,697	493,199	583,975	708,469
Interest	6,971	6,774	6,380	5,978	6,906
Depreciation including Sinking Fund	(a) 18,906	(a) 24,753	(a) 22,674	(a) 23,716	(a) 25,051
Provisions and Other Charges	15,380	16,172	18,576	22,303	34,666
Total Annual Cost	461,899	470,396	540,829	635,972	775,092
Profit	35,552	33,565	43,971	59,964	62,409

(a) Includes Sinking Fund charged, in the accounts of the Concern as follows :—

£1,180 £1,232 £5,565 £1,534 £1,595

[Return No. 28.]

STATE BRICKWORKS.

Details.	1952-53.	1953-54.	1954-55.	1955-56.	1956-57.
	£	£	£	£	£
Loan Capital	817,868	846,118	875,792	865,568	860,150
Earnings	234,250	374,862	446,683	453,611	463,020
Increase in Stocks	2,934	556	999	7,348	.....
Decrease in Stocks .....	.....	.....	.....	.....	5,919
Total Annual Revenue	237,184	375,418	447,682	460,959	457,101
Working Expenses	215,055	308,594	396,150	431,806	375,621
Interest	7,805	28,005	35,422	36,168	40,733
Depreciation including Sinking Fund	15,412	40,472	44,980	41,635	42,722
Provisions and Other Charges	3,666	950	1,048	Cr. 66	4,936
Total Annual Cost	241,938	378,021	477,600	509,543	464,012
Profit .....	.....	.....	.....	.....	.....
Loss	4,754	2,603	29,918	48,584	6,911

[Return No. 29.]

V.—BUSINESS UNDERTAKINGS.

STATE SAW MILLS.

Details:	1952-53.	1953-54.	1954-55.	1955-56.	1956-57.
	£	£	£	£	£
Loan Capital	980,273	1,125,959	1,402,695	1,497,251	1,635,562
Earnings	2,054,587	2,293,301	2,432,552	2,426,012	2,288,379
Increase in Stocks	28,608	28,579	136,504	51,371	...
Decrease in Stocks	5,271	...	...	...	...
Total Annual Revenue	2,049,316	2,321,909	2,461,131	2,562,516	2,339,750
Working Expenses	1,856,353	2,149,939	2,277,177	2,433,184	2,217,005
Interest	39,582	39,332	51,642	58,299	74,274
Depreciation including Sinking Fund (a)	53,303	60,009	78,561	70,217	81,892
Provisions and Other Charges	22,401	14,075	17,810	14,365	16,978
Total Annual Cost	1,971,639	2,263,355	2,425,190	2,576,065	2,389,847
Profit	77,677	58,554	35,941	...	...
Loss ... ..	...	...	...	13,549	50,197

(a) On assets acquired since 1940-41—no depreciation charge made for assets acquired prior to 1940-41.

[Return No. 30.]

STATE SHIPPING SERVICE.

Details.	1952.	1953.	1954.	1955.	1956
	£	£	£	£	£
Loan Capital (a)	497,898	495,519	1,071,073	1,664,928	2,352,646
Earnings	587,491	645,797	730,685	770,400	811,591
Treasury Grant	495,568	588,274	535,064	697,253	945,565
Total Annual Revenue	1,083,059	1,234,071	1,265,749	1,467,658	1,757,156
Working Expenses	1,029,887	1,185,141	1,175,921	1,328,280	1,570,646
Interest	19,091	20,512	27,983	54,951	83,572
Depreciation including Sinking Fund	21,833	21,119	35,809	50,690	68,760
Provisions and Other Charges	12,248	7,299	26,036	33,737	34,178
Total Annual Cost	1,083,059	1,234,071	1,265,749	1,467,658	1,757,156
Loss ... ..	...	...	...	...	...

(a) Excludes Loan Capital written off amounting to £595,675.

(56A)

[Return No. 31.]

V.—BUSINESS UNDERTAKINGS.
WYNDHAM MEAT WORKS.

Details.	1-2-52 to 31-1-53.	1-2-53 to 31-1-54.	1-2-54 to 31-1-55.	1-2-55 to 31-1-56.	1-2-56 to 31-1-57.
	£	£	£	£	£
Loan Capital	1,071,545	1,071,495	1,071,445	1,071,445	1,071,445
Revenue Capital	11,273	11,273	11,273	11,273	11,273
Total	1,082,818	1,082,768	1,082,718	1,082,718	1,082,718
Earnings	770,881	978,289	1,026,696	1,463,117	1,399,956
Increase in Stocks ....	....	4,484	....	530	40,530
Decrease in Stocks	509	....	3,871	....	....
Total Annual Revenue	770,372	982,773	1,022,825	1,463,647	1,440,486
Working Expenses	714,489	902,268	938,410	1,353,172	1,340,279
Interest	42,862	42,862	42,860	42,858	45,983
Depreciation including Sinking Fund (a)	5,358	5,358	5,357	5,357	5,357
Provisions and Other Charges	6,985	10,000	10,000	10,000	10,000
Total Annual Cost	769,694	960,488	996,627	1,411,387	1,401,619
Profit	678	22,285	26,198	52,260	38,867
Loss ....	....	....	....	....	....

(a) Sinking Fund not charged in the accounts of the Concern, but included for comparison as follows :—

£5,358 £5,358 £5,357 £5,357 £5,357

[Return No. 32.]

STATE HOTELS.

Details.	1952-53.	1953-54.	1954-55.	1955-56.	1956-57.
	£	£	£	£	£
Loan Capital	69,649	78,516	81,176	88,221	101,887
Total Annual Revenue	211,971	221,285	216,893	215,978	218,016
Working Expenses	200,856	207,525	203,935	209,703	209,042
Interest	2,685	3,005	3,210	3,357	4,319
Depreciation including Sinking Fund	2,854	3,850	4,769	5,376	3,150
Provisions and Other Charges ....	....	2,000	....	....	....
Total Annual Cost	206,395	216,380	211,914	218,436	216,511
Profit	5,576	4,905	4,979	....	1,505
Loss ....	....	....	....	2,458	....

[Return No. 33.]

V.—BUSINESS UNDERTAKINGS.

WEST AUSTRALIAN MEAT EXPORT WORKS.

Details.	1952-53.	1953-54.	1954-55.	1955-56.	1956-57.
	£	£	£	£	£
Loan Capital	258,783	275,236	273,026	270,717	268,303
Total Annual Revenue	436,331	343,038	462,156	638,829	779,322
Working Expenses	376,626	318,249	405,689	603,591	712,789
Interest	10,663	10,343	9,159	9,508	12,918
Depreciation including Sinking Fund	23,529	12,164	31,558	16,485	26,968
Provisions and Other Charges	9,596	1,806	4,616	6,178	16,007
Total Annual Cost	420,414	342,562	451,022	635,762	768,682
Profit	15,917	476	11,134	3,067	10,640
Loss .....	.....	.....	.....	.....	.....

[Return No. 34.]

SUMMARY OF RESULTS OF OPERATIONS.

C. Other Business Undertakings.

Undertaking.	Return No.	Trading Results 1956-57.	
		Profit.	Loss.
		£	£
State Electricity Commission	35	103,065	.....
Rural and Industries Bank—Rural Department	36	(a)	.....
Rural and Industries Bank—Government Agency Department	37	(a)	.....
State Government Insurance Office	38	106,627	.....
Charcoal Iron and Steel Industry	39	11,532	.....
Albany Harbour Board	40	24,294	.....
Bunbury Harbour Board	41	.....	25,072
Metropolitan Market Trust	42	.....	150
Total—Net Profit .....	.....	220,296	.....

(a) Not Available.

In Return 16 the average cost of servicing the Public Debt has been applied to all undertakings. In Returns 34-42 the figures as shown have been prepared in accordance with the published Commercial Accounts of the Undertakings.

[Return No. 35.]

V.—BUSINESS UNDERTAKINGS.
STATE ELECTRICITY COMMISSION.

Details.	1952-53.	1953-54.	1954-55.	1955-56.	1956-57.
	£	£	£	£	£
Loan Capital	11,433,525	11,917,577	12,407,743	13,228,720	15,141,952
Loan Capital—Non-interest bearing	1,272,666	1,272,666	1,272,666	1,272,666	1,272,666
Subscribed Loans	2,748,731	4,959,100	7,841,560	9,866,695	11,966,260
Total	15,454,922	18,149,343	21,521,969	24,368,081	28,380,878
Total Annual Revenue	5,030,459	5,726,390	6,396,346	6,884,563	7,251,171
Working Expenses	4,471,334	4,998,736	5,411,951	5,894,856	6,056,598
Interest	512,507	606,863	761,912	870,606	1,091,508
Total Annual Cost	4,983,841	5,605,599	6,173,863	6,765,462	7,148,106
Profit	46,618	120,791	222,483	119,101	103,065
Loss .....	....	....	....	....	....

[Return No. 36.]

RURAL AND INDUSTRIES BANK OF W.A. (RURAL DEPARTMENT).

Financial Years ending 30th September.

Details.	1953.	1954.	1955.	1956.	1957.
	£	£	£	£	£
Loan Capital	7,447,141	8,553,725	8,521,915	8,459,535	
Total Annual Revenue	550,239	680,814	718,245	771,700	
Working Expenses	246,895	273,450	333,016	395,726	
Interest	225,313	252,716	274,805	270,987	
Depreciation	20,468	44,356	28,783	28,475	
Provisions and Other Charges	36,289	86,455	56,000	49,241	
Total Annual Cost	528,965	656,977	692,604	744,429	
Profit	21,274	23,837	25,641	27,271	
General Reserve	144,696	168,533	194,175	221,446	

Details
not
Available.

[Return No. 87.]

V.—BUSINESS UNDERTAKINGS.

RURAL AND INDUSTRIES BANK OF W.A.

(Government Agency Department.)

Financial Years ending 30th September.

Details.	1953.	1954.	1955.	1956.	1957.
	£	£	£	£	£
Loan Capital	653,505	443,656	432,137	382,995	
Total Annual Revenue	28,487	20,603	15,923	16,517	
Working Expenses	22,245	15,794	12,896	10,880	Details not Available.
Interest	30,703	19,683	16,843	16,685	
Bad Debts	848	(a) 2,273Cr.	(a) 387Cr.	(a) 1,400	
Total Annual Cost	53,796	33,204	29,352	28,965	
Loss	25,309	12,601	13,429	12,448	

(a) Includes Recoveries from Previous Years.

[Return No. 38.]

STATE GOVERNMENT INSURANCE OFFICE.

Details.	1952-53.	1953-54.	1954-55.	1955-56.	1956-57.
	£	£	£	£	£
Total Assets	2,025,898	2,215,657	2,343,283	2,488,412	2,612,836
Earned Premiums	552,781	453,829	522,727	547,935	581,016
Other Revenue (Interest and Rents)	50,403	59,529	69,692	79,595	102,198
Total Annual Revenue	603,184	513,358	592,419	627,530	683,214
Claims Paid and Outstanding	336,977	339,723	423,896	457,141	469,157
Working Expenses (including Taxes, Rebates, etc.)	68,588	48,095	103,440	110,121	117,430
Total Annual Cost	405,565	387,818	527,336	567,262	586,587
Taken to Reserves—					
Surplus	197,619	125,540	65,083	60,268	106,627
Deficiency					
Total Reserves	1,680,814	1,806,354	1,871,437	1,931,705	2,038,332

[Return No. 39.]

V.—BUSINESS UNDERTAKINGS.
CHARCOAL IRON AND STEEL INDUSTRY.

Details.	1952-53.	1953-54.	1954-55.	1955-56.	1956-57.
	£	£	£	£	£
Loan Capital	1,271,031	1,350,168	1,322,445	1,345,093	1,491,706
Earnings	323,718	381,840	596,693	557,776	702,590
Increase in Stocks	93,325	42,611	.....	6,087	5,401
Decrease in Stocks ....	.....	.....	92,171	.....	.....
Total Annual Revenue	417,043	424,451	504,522	563,863	707,991
Working Expenses	354,470	376,384	435,263	484,779	549,093
Interest	47,936	53,545	54,685	54,412	60,971
Depreciation	37,620	37,781	41,670	44,049	46,013
Provisions and Other Charges	21,421	23,016	24,480	27,406	40,382
Total Annual Cost	461,447	490,726	556,098	610,646	696,459
Profit ....	.....	.....	.....	.....	11,532
Loss	44,404	66,275	51,576	46,783	.....

[Return No. 40.]

ALBANY HARBOUR BOARD.

Details.	1952-53.	1953-54.	1954-55.	1955-56.	1956-57.
	£	£	£	£	£
Loan Capital	1,203,635	1,362,166	1,436,033	1,521,911	1,631,791
Total Annual Revenue	35,520	32,281	52,732	50,975	92,431
Working Expenses	30,304	22,892	34,769	41,311	48,487
Interest	5,318	5,318	7,482	8,071	11,971
Depreciation ....	.....	.....	6,541	7,450	7,679
Total Annual Cost	35,622	28,210	48,792	56,832	68,137
Profit ....	.....	4,071	3,940	.....	24,294
Loss	102	.....	.....	5,857	.....

[Return No. 41.]

BUNBURY HARBOUR BOARD.

Details.	1952-53.	1953-54.	1954-55.	1955-56.	1956-57.
	£	£	£	£	£
Loan Capital	1,332,846	1,371,970	1,402,320	1,458,788	1,521,691
Total Annual Revenue	29,468	34,147	28,723	33,955	47,338
Working Expenses	60,296	73,513	73,244	45,607	39,196
Interest	50,398	53,314	29,084	29,084	32,719
Depreciation	260	291	303	371	495
Total Annual Cost	110,954	127,118	102,631	75,062	72,410
Loss	81,486	92,971	73,908	41,107	25,072

[Return No. 42.]

V.—BUSINESS UNDERTAKINGS.
METROPOLITAN MARKET TRUST.

Details.	1952-53.	1953-54.	1954-55.	1955-56.	1956-57.
	£	£	£	£	£
Loan Capital	180,949	195,351	190,444	214,153	230,902
Total Annual Revenue	32,803	41,929	43,128	51,434	62,366
Working Expenses	19,166	21,979	22,745	24,791	29,063
Interest	6,993	7,470	7,928	8,211	10,042
Depreciation including Sinking Fund	2,950	4,599	4,906	5,291	6,251
Provisions and Other Charges	3,635	7,824	7,543	13,140	17,160
Total Annual Cost	32,744	41,872	43,122	51,433	62,516
Profit	59	56	6	1	....
Loss ....	....	....	....	....	150

[Return No. 43.]

VI.—TRUST FUNDS.
HOSPITAL FUND.—TRANSACTIONS DURING THE YEARS 1952-53 TO 1956-57.

Details.	1952-53.	1953-54.	1954-55.	1955-56.	1956-57.
	£	£	£	£	£
<i>Receipts</i>					
Treasury Grants	2,036,918	2,350,047	2,504,499	2,975,432	3,103,427
Miscellaneous Receipts	18,408	29,639	1,845	6,063	7,130
	2,055,326	2,379,686	2,506,344	2,981,495	3,110,557
<i>Payments.</i>					
Administration Expenditure	37,008	45,636	51,566	58,967	107,796
Hospitals Expenditure—					
Departmental	694,911	748,761	826,445	725,584	708,148
Non-Departmental Subsidies, etc.	1,267,379	1,511,052	1,522,624	2,055,688	2,147,313
Miscellaneous	56,028	74,237	105,709	141,256	147,300
	2,055,326	2,379,686	2,506,344	2,981,495	3,110,557

[Return No. 44.]

VI.—TRUST FUNDS.

ROAD FUNDS.—TRANSACTIONS DURING THE YEAR 1956-57.

Details.	Main Roads Trust.	Common- wealth Aid Roads, 1954	Metro- politan Traffic Trust Account.	Total.
	£	£	£	£
Balances from year 1955-56	324,066	621,465	106,650	1,052,181
Receipts during year—				
License Fees and Permits			801,235	801,235
Traffic Lights and Signs	29,726			29,726
Recoups by Local Authorities	176,690			176,690
Commonwealth Government Recoup	6,585			6,585
Commonwealth Government Grants		5,996,984		5,996,984
Miscellaneous Receipts	24,566			24,566
Other Receipts in Suspense				
	561,633	6,618,449	907,885	8,087,967
Transfer to Other Funds		373,380	179,909	553,289
Transfer from Other Funds	553,289			553,289
Totals	1,114,922	6,245,069	727,976	8,087,967
Payments during year—				
Administration, Plant, Office Equipment, etc.	335,518		74,392	409,910
Transferred to Consolidated Revenue Fund			70,000	70,000
Treasury—Interest and Sinking Fund	7,396			7,396
Road Construction, Maintenance Surveys, etc.	351,244	5,508,256		5,859,500
Distribution to Local and Statutory Authorities			404,221	404,221
Traffic Control Lights, etc.	22,469			22,469
Railway Crossing Account			2,966	2,966
Other payments in Suspense				
Totals	716,627	5,508,256	551,579	6,776,462
Balances on hand at 30th June, 1957	398,295	736,813	176,397	1,311,505

[Return No. 45.]

VI TRUST FUNDS.

FOREST IMPROVEMENT AND RE-FORESTATION FUND—TRANSACTIONS DURING THE YEARS,
1952-53 TO 1956-57.

Details.	1952-53.	1953-54.	1954-55.	1955-56.	1956-57.
<i>Receipts.</i>	£	£	£	£	£
Balance from previous year	1,883	217	10,834	244	59,875
Appropriation from Revenue Fund	250,165	294,980	328,838	748,247	741,641
Treasury—Special Grant	83,248	164,500	159,000	.....	.....
Sundry Receipts	103,711	125,544	237,254	285,529	301,212
	439,007	585,241	735,926	1,034,020	1,102,728
<i>Payments.</i>					
Expenditure on Forest Improvements and Re-forestation during year	438,790	574,407	735,682	974,145	978,434
Balance at end of year	217	10,834	244	59,875	124,294
	439,007	585,241	735,926	1,034,020	1,102,728

[Return No. 46.]

THE STATE HOUSING COMMISSION FUNDS—TRANSACTIONS DURING THE YEARS,
1952-53 TO 1956-57.

Details.	1952-53.	1953-54.	1954-55.	1955-56.	1956-57.
	£	£	£	£	£
Balance—Brought forward	Dr. 262,852	443,437	182,122	Dr. 327,362	16,562
<i>Receipts during year—</i>					
General Loan Fund	1,427,000	.....	1,598,000	1,827,000	1,350,000
Other Borrowings	170,000	500,000	.....	500,000	30,000
Sale of Land and Leases	57,854	44,899	51,769	71,765	404,892
Rents	7,684	9,475	10,149	12,813	9,501
Principal Interest and Repayments from Borrowers	114,161	166,758	224,493	345,179	507,716
Construction	26,431	3,470	133,544	10,390	28,234
Fees and Agency Commissions	319,315	328,538	341,556	344,035	430,187
Other Revenue	108,849	68,307	270,222	467,314	316,910
Total Receipts	2,231,294	1,121,247	2,629,733	3,578,496	3,077,440
<i>Payments during year :—</i>					
Repayment of Borrowed Funds	19,215	28,157	27,862	36,117	73,477
Construction	825,373	538,675	2,178,784	1,603,009	615,974
Purchase of Land and Leases	145,541	100,850	230,587	616,837	516,353
Revenue Vote—Administration	318,673	360,561	405,916	438,355	481,636
Interest	65,212	76,422	134,877	195,739	301,559
Other	150,990	277,897	161,191	344,515	614,045
Total Payments	1,525,004	1,382,562	3,139,217	3,234,572	2,583,044
Balance on hand 30th June	443,437	182,122	327,362 Dr.	16,562	510,958

STATEMENT SHOWING RECEIPTS FROM COMMONWEALTH TAKEN TO THE CONSOLIDATED REVENUE FUND, 1901-02 TO 1956-57.

Year.	Contribution towards Interest.	Surplus Revenue Returned.	Payment per Head, 25s.	Special Payment to W.A.	Grant Under Sec. 96.	Income Tax Reimbursement.	Tuberculosis Financial Aid.	Mental Institutions Benefits.	Immigration Subsidies.	Other Receipts.	Total.
Period Covered by Braddon Clause.											
(a) 1901-02 to 1910-11	£	£ 8,872,722	£	£	£	£	£	£	£	£	£ 8,872,722
Period Covered by Per Capita Payments and Special Payment to W.A.											
1911-12 to 1926-27	£	£	6,632,284	2,556,248	565,905	£	£	£	£	(g) 462,010	10,216,427
Period Covered by Financial Agreement Act.											
1927-28	(c) 483,286	£	£	£	300,000	£	£	£	£	(g) 25,775	809,061
1928-29	483,578	£	£	£	300,000	£	£	£	£	(g) 47,868	811,446
1929-30	473,432	£	£	£	300,000	£	£	£	£	£	773,432
1930-31	473,432	£	£	£	300,000	£	£	£	£	£	773,432
1931-32	473,432	£	£	£	300,000	£	£	£	£	£	773,432
1932-33	473,432	£	£	£	500,000	£	£	£	£	£	873,432
1933-34	473,432	£	£	£	600,000	£	£	£	£	£	1,073,432
1934-35	473,432	(d) 133,000	£	£	600,000	£	£	£	£	£	1,206,432
1935-36	473,432	(d) 35,000	£	£	800,000	£	£	£	£	£	1,308,432
1936-37	473,432	(d) 33,000	£	£	500,000	£	£	£	£	£	1,006,432
1937-38	473,432	£	£	£	575,000	£	£	£	£	£	1,048,432
1938-39	473,432	£	£	£	570,000	£	£	£	£	£	1,043,432
1939-40	473,432	£	£	£	595,000	£	£	£	£	£	1,068,432
1940-41	473,432	£	£	£	850,000	£	£	£	£	£	1,123,432
1941-42	473,432	£	£	£	630,000	£	£	£	£	£	1,103,432
1942-43	473,432	£	£	£	800,000	2,546,000	£	£	£	(h) 73,640	3,893,072
1943-44	473,432	£	£	£	850,000	2,546,000	£	£	£	(h) 98,168	3,967,618
1944-45	473,432	£	£	£	904,000	2,546,000	£	£	£	(h) 98,168	4,021,618
1945-46	473,432	£	£	£	950,000	(e) 3,458,559	£	£	£	(h) 98,168	4,960,177
1946-47	473,432	£	£	£	1,873,000	3,384,000	£	£	£	£	5,730,432
1947-48	473,432	£	£	£	2,977,000	3,807,000	£	£	£	(i) 3,190	7,272,014
1948-49	473,432	£	£	£	3,600,000	4,494,632	4,400	£	4,225	(j) 48,065	8,025,354
1949-50	473,432	£	£	£	5,818,000	(f) 5,834,110	83,702	8,525	£	(j) 74,458	12,072,227
1950-51	473,432	£	£	£	5,839,000	7,176,428	136,496	17,225	6,583	(j) 62,373	13,711,536
1951-52	473,432	£	£	£	5,088,000	9,400,000	196,335	17,627	1,289	(j) 101,575	15,278,758
1952-53	473,432	£	£	£	8,041,000	10,854,544	513,928	17,723	50	(j) 98,859	19,994,334
1953-54	473,432	£	£	£	7,800,000	11,347,415	424,065	18,280	£	(j) 15,045	20,078,237
1954-55	473,432	£	£	£	7,450,000	11,806,004	467,981	9,453	£	(j) 12,467	20,219,327
1955-56	473,432	£	£	£	8,900,000	12,313,308	403,539	£	£	(k) 12,046	22,102,625
1956-57	473,432	£	£	£	9,200,000	13,705,834	477,615	£	10,973	(i) 14,971	23,882,826
Total, 30 years	14,202,960	201,000	£	£	77,410,000	105,219,832	2,688,359	88,733	35,412	880,290	200,726,580
Total, 56 years	14,202,960	9,073,722	6,632,284	2,556,248	77,975,905	106,219,832	2,688,359	88,733	35,412	1,342,300	219,815,735

(a) First complete year under Federation. (b) Including £868,963 from Special Tariff provided under the Constitution of the Commonwealth for 5 years after the imposition of uniform Customs duties. (c) Special payment under States Grant Act, pending passing of the Financial Agreement Act. (d) Proportion of Commonwealth Surplus distributed to States. (e) Includes special payment under the States Grants (Income Tax Reimbursement) Act, 1942 of £801,677. (f) Includes special payment on account of Coal Strike of £801,677. (g) Interest on transferred properties. (h) Entertainment Tax Reimbursement. (i) Ord River Irrigation. (j) Includes Ord River Irrigation and Price Control Reimbursement.

[Return No. 48.]

VII.—STATISTICAL SECTION.

RECEIPTS FROM COMMONWEALTH TAKEN TO VARIOUS FUNDS OTHER THAN CONSOLIDATED
REVENUE FUND, 1956-57.

Details.	Amount.
Trust Funds and Commonwealth Grants and Advances—	£
Sinking Fund (Financial Agreement)	454,590
Commonwealth Aid Roads and Works Acts, 1954	5,998,984
Commonwealth and State Housing Agreement	3,110,571
War Service Homes	3,548,537
War Service Land Settlement	3,014,268
Meat Production—Encouragement of	52,000
Promoting Efficiency in Dairying Industry	19,043
Agriculture Extension Services	27,000
Sheep Fertility Investigations	1,300
Tobacco Industry	21,000
National Fitness	10,875
National Safety Council	14,850
Hospital Benefits	594,000
Pharmaceutical Benefits	90,000
Coal Mining Industry—Long Service Leave	15,195
Commonwealth Educational Training Scheme	88,597
Emergency Housekeeping Service	1,000
Total—Trust Funds	17,059,610
Other Funds—	
Comprehensive Water Supply Scheme	462,500
University	193,943
Tuberculosis Financial Aid	502,063
Free Milk for School Children	158,639
Ord River Project	7,195
Mental Institutions	53,155
Red Cross Blood Transfusion Service	11,079
Strategic Roads and Roads of Access to Commonwealth Property	40,839
War Service Land Settlement—Advances—Rural and Industries Bank	380,926
Total—Other Funds	1,810,359
GRAND TOTAL	18,869,969

[Return No. 49.]

TOTAL NET COLLECTIONS OF STATE TAXATION TAKEN TO THE CONSOLIDATED REVENUE FUND,
TRUST ACCOUNTS, AND SPECIAL ACCOUNTS, FOR THE YEAR ENDED 30TH JUNE, 1957.

Details.	Paid to C.R. Fund.	Paid to Trust or Special Accounts.	Total.	Taxation per Head. (a)
	£	£	£	£ s. d.
Probate and Succession Duties	1,004,450	.....	1,004,450	1 9 4
Other Stamp Duties	1,249,995	.....	1,249,995	1 16 6
Land Tax	994,148	(b) 100,000	1,094,148	1 12 0
Income Tax—Commonwealth Reimbursement	13,705,834	.....	13,705,834	20 0 6
Entertainments Tax	271,654	.....	271,654	7 11
Liquor Licenses	367,440	.....	367,440	10 9
Racing—				
Stamp Duty on Betting Tickets	89,447	.....	89,447	2 7
Totalisator Duty	158,453	.....	158,453	4 7
Totalisator Licenses	2,169	.....	2,169	1
Stamp Duty on Tote Dividends	1,556	.....	1,556	1
Turnover Tax and Bookmakers' Licenses	344,349	.....	344,349	10 0
Motor Taxation	116,808	1,687,205	1,804,013	2 12 9
Other Vehicle Taxation .....	.....	2,805	2,805	1
Vermin Tax .....	.....	20,698	20,698	7
Fruit Fly Eradication Registration Fees .....	.....	10,948	10,948	4
Licenses not elsewhere included	43,769	.....	43,469	1 4
Total	18,348,072	1,821,656	20,169,728	29 9 5

(a) Based on estimated mean population for year 1956-57, viz. 684,400.

(b) Paid to Vermin Act Trust Fund.

VII.—STATISTICAL SECTION.

COST OF SOCIAL SERVICES—YEAR 1956-57.

Service	Loan Lia- bility.	Expenditure.				Receipts.	Net Ex- penditure.	Cost per Head.
		Indirect.		Direct.	Total.			
		Interest and Ex- change.	Sinking Fund.					
		Interest and Ex- change.	Sinking Fund.	Con- solidated Revenue Fund.	Total.			(*)
1.—Education—	£	£	£	£	£	£	£	£ s. d.
(a) Education Department and Schools	10,017,367	361,327	66,343	6,656,689	7,084,359	72,258	7,012,101	10 4 11
(b) University	115,220	4,156	899	517,360	522,415	....	522,415	15 3
(c) Technical Education	413,356	14,910	2,965	635,339	653,214	28,733	624,481	18 3
(d) Agricultural Education	194,413	7,013	1,512	90,941	99,466	38,629	60,837	1 9
(e) Library, Museum, etc.	36,208	1,306	284	156,431	158,021	....	158,021	4 8
(f) Deaf, Dumb and Blind	884	32	7	3,750	3,789	....	3,789	1
Total 1	10,777,448	388,744	72,010	8,060,510	8,521,264	139,620	8,381,644	12 4 11
2.—Health, Hospitals and Charities—								
(a) Public Health	7,919	285	62	501,132	501,479	190,084	311,395	9 1
(b) Care of Sick and Mentally Afflicted, Health of mothers and Children	7,035,574	253,774	47,579	4,678,151	4,979,504	467,059	4,512,445	6 11 11
(c) Recreation Facilities	....	....	....	63,769	63,769	....	63,769	1 10
(d) Relief of Aged, Indigent and Infirm, Child Welfare	211,454	7,627	1,560	756,925	766,112	225,741	540,371	15 10
(e) Miner's Phthisis	....	....	....	31,293	31,293	....	31,293	11
(f) Natives n.e.i.	106,807	3,853	879	327,684	332,416	19,185	313,231	9 2
(g) Unemployment Relief	....	....	....	135,303	135,303	....	135,303	3 11
Total 2	7,361,764	265,539	50,080	6,494,257	6,809,876	902,069	5,907,807	8 12 8
3.—Law, Order and Public Safety—								
(a) Administration of Justice	68,211	2,460	535	382,592	385,587	312,920	72,667	2 1
(b) Police	388,452	14,013	2,932	1,601,840	1,618,785	132,012	1,486,773	2 3 5
(c) Gaols and Reformatories	111,978	4,039	848	266,213	271,100	19,755	251,345	7 4
(d) Public Safety	....	....	....	102,962	102,962	5,036	97,926	2 11
Total 3	568,641	20,512	4,315	2,353,607	2,378,434	469,723	1,908,711	2 15 9
GRAND TOTAL	18,707,843	674,795	126,405	16,908,374	17,709,574	1,511,412	16,198,162	23 13 4

(*) Based on estimated mean population for year 1956-57, viz. 684,400.

Return No. 51.]

VII.—STATISTICAL SECTION.
WESTERN AUSTRALIAN GOVERNMENT RAILWAYS.
Statistical Statement of Operations.

Details.	Year Ended 30th June.				
	1953.	1954.	1955.	1956.	1957.
Average number of miles open.	4,108	4,111	4,111	4,119	4,117
Results of Operations (per train mile).					
Earnings	340·34d	361·52d	372·51d	371·9d	394·54d
Operating Expenses	529·77d	440·91d	415·99d	421·70d	451·42d
Depreciation	30·78d	26·28d	29·60d	32·41d	36·37d
Interest	38·28d	37·69d	43·52d	49·84d	59·47d
Operating Expenses plus Depreciation and Interest	598·83d	504·88d	489·11d	503·95d	547·26d
Deficit	258·49d	143·36d	116·60d	132·05d	152·72d
Operating Expenses per cent of Earnings	151·62	120·94	111·21	112·95	114·01
Passenger Traffic					
Rail					
Number of Passenger Miles	109,574,235	135,840,554	145,552,603	163,220,993	166,801,893
Earnings from passengers Carried	£697,855	£882,841	£959,670	£1,039,624	£1,076,521
Average Earnings per Passenger Mile	1·53d	1·56d	1·58d	1·53d	1·55d
Road Services.					
Number of Passenger Miles....	32,914,008	27,046,551	21,874,952	19,210,547	18,319,171
Earnings from Passengers Carried	£271,719	£224,255	£178,503	£155,584	£148,013
Average Earnings per Passenger Mile	1·98d	1·99d	1·96d	1·94d	1·94d
Parcels Earnings	£323,530	£406,931	£427,845	£421,210	£467,923
Goods and Livestock Traffic Paying.					
Number of Ton Miles	409,590,736	537,798,832	556,504,766	608,418,205	667,695,009
Average haul per ton of Goods (miles)	156·4	187·73	163·36	160·41	158·11
Average tonnage per loaded truck	6·77	6·99	6·9	7·1	7·3
Average train load (tons)	122·11	118·71	117·15	121·29	135·17
Average Earnings per ton mile	3·44d	4·08d	4·39d	4·26d	4·13d
Earnings from Goods and Livestock	£6,202,530	£9,308,162	£10,359,555	£10,988,696	£11,697,627
Goods and Livestock Traffic Gross					
Average Tonnage per Loaded Truck	14·65	15·97	16·25	18·09	18·26
Average train load (tons)	298	297	301	313	312
Average number of vehicles per train—Loaded	19·58	18·58	18·52	18·71	18·41
Average number of vehicles per train—Empty	6·9	7·03	7·57	7·61	7·74
Rolling Stock on 30th June.					
Locomotives Steam—No.	440	414	†378	†369	†355
Locomotives Diesel Electric—No. ....	.....	16	45	65	69
Passenger Vehicles	419	424	413	385	378
Brake Vans—No.	221	216	221	236	231
Goods Vehicles—No.	12,497	13,616	13,423	12,817	12,651
Omnibuses—No.	54	54	52	52	52
Staff—Average per Year.					
Salaried—No.	2,037	2,113	2,124	2,107	2,125
Wages—No.	10,454	11,352	11,436	11,749	11,977
Total—No.	12,491	13,465	13,554	13,856	14,102

† Includes 1 Petrol Locomotive.

WESTERN AUSTRALIAN GOVERNMENT RAILWAYS.
STATEMENT SHOWING TONNAGE OF GOODS CARRIED.

Class of Goods.	1952-53.		1953-54.		1954-55.		1955-56.		1956-57.	
	Tonnage.	Percentage of Total.	Tonnage.	Percentage of Total.	Tonnage.	Percentage of Total.	Tonnage.	Percentage of Total.	Tonnage.	Percentage of Total.
Coal, Coke, and Charcoal	464,831	17.75	535,691	16.72	587,999	17.26	520,851	13.73	471,529	11.17
Ores and Minerals	231,014	8.82	271,265	8.46	156,793	4.60	186,919	4.03	205,072	4.86
Wool	21,279	.81	51,062	1.59	48,280	1.42	61,033	1.61	59,791	1.42
Chaff	17,811	.68	18,359	.57	12,680	.37	10,586	.28	10,459	.25
Wheat	539,576	20.60	637,067	19.87	778,624	22.86	1,082,649	28.02	1,511,542	35.70
Grain and Grain Products	188,858	7.21	214,287	6.68	168,043	4.93	277,210	7.30	210,060	4.99
Firewood	23,841	1.10	23,742	.74	19,719	.58	18,121	.48	14,279	.34
Local Timber	155,508	5.94	290,534	9.06	311,589	9.15	323,201	8.52	326,391	7.74
Imported Timber	181	.01	52	.01	112,393	3.30	102,071	2.70	111,474	2.64
Fruit and Vegetables	108,288	4.13	107,119	3.34	866,421	10.78	357,462	9.42	400,797	9.49
Fertilisers	247,017	9.43	341,248	10.65	844,093	24.77	872,703	23.01	900,237	21.31
All other goods	615,603	23.52	715,532	22.31						
Total	2,618,806	100.00	3,205,958	100.00	3,406,634	100.00	3,792,856	100.00	4,223,031	100.00

WESTERN AUSTRALIAN GOVERNMENT RAILWAYS—continued.

STATEMENT SHOWING EARNINGS ON GOODS CARRIED.

Class of Goods.	1952-53.		1953-54.		1954-55		1955-56.		1956-57.	
	Earnings.	Percentage of Total.	Earnings.	Percentage of Total.	Earnings.	Percentage of Total.	Earnings.	Percentage of Total.	Earnings.	Percentage of Total.
Coal, Coke, and Charcoal	£ 634,231	10·81	£ 936,702	10·78	£ 1,159,117	11·39	£ 1,025,087	9·50	£ 920,269	8·01
Ores and Minerals	376,573	6·42	549,112	5·99	423,232	4·16	515,609	4·78	531,224	4·62
Wool	104,478	1·78	275,381	3·01	296,112	2·91	379,100	3·51	364,618	3·17
Chaff	42,378	·72	60,405	·66	42,731	·42	33,711	·31	32,030	·29
Wheat	719,704	12·27	1,111,930	12·15	1,489,054	14·65	1,893,390	17·56	2,730,495	23·75
Grain and Grain Products	259,707	4·43	394,741	4·32	308,729	3·01	525,234	4·87	396,803	3·45
Firewood	38,605	·66	39,620	·43	31,963	·31	29,251	·27	22,512	·20
Local Timber	356,611	6·08	864,993	9·45	1,016,988	10·00	1,054,752	9·78	1,038,408	9·03
Imported Timber	298	·01	252	·01						
Fruit and Vegetables	246,136	4·20	324,820	3·55	353,298	3·49	338,908	3·14	349,053	3·04
Fertilisers	368,100	6·23	689,441	7·54	718,280	7·06	674,888	6·25	751,236	6·54
All other goods	2,719,724	46·39	3,854,920	42·11	4,333,795	42·60	4,319,254	40·03	4,358,594	37·00
Total	5,863,543	100·00	9,152,317	100·00	10,174,279	100·00	10,791,184	100·00	11,495,292	100·00

[Return No. 53.]

VII.—STATISTICAL SECTION.
Indicators of Western Australian Economic Conditions.

Item.	Unit.	1952-53	1953-54	1954-55	1955-56	1956-57
Population at 30th June.	No.	622,203	639,716	658,538	677,389	†690,000
Land Settlement—						
Area of land selected during year	acres	1,280,397	1,627,861	839,907	875,158	699,214
Area of land leased during year	acres	3,588,644	3,625,299	5,166,940	9,358,516	2,913,178
Area of land under cultivation (a)	acres	18,642,765	19,779,488	20,679,129	21,464,341	(d)
Area of land under crop	acres	4,636,654	4,477,102	5,042,586	5,233,501	(d)
Production—						
Wool (Shorn, Dead and Fellmongered)—						
Quantity	lb.	120,726,000	128,964,000	124,173,000	149,764,000	†148,600,000
Value	£	37,560,721	41,283,337	33,992,564	34,820,947	†45,627,000
Wheat—						
Quantity	bus.	35,458,000	39,700,000	34,300,000	53,250,000	†31,600,000
Value	£	27,596,965	27,711,647	21,827,313	34,419,861	†20,915,000
Oats	bus.	10,433,880	9,590,643	9,584,559	16,515,679	(d)
Barley	bus.	1,742,376	2,733,177	2,804,706	4,653,050	(d)
Gold—						
Quantity	fine oz.	786,889	845,675	848,502	827,372	833,387
Value (b)	£	12,843,286	13,371,494	13,263,348	12,943,244	13,043,839
Coal—						
Quantity	ton	770,439	958,958	978,304	875,938	840,805
Value	£	2,553,202	3,973,934	3,457,567	2,974,159	2,753,501
Timber (sawn)	sup. ft.	203,207,000	215,774,000	225,247,000	222,116,000	†205,476,000
Bricks	No.	86,043,000	101,240,000	115,412,000	99,406,000	†92,316,000
Electricity (Distributed)	K.W.H.	469,209,000	520,301,000	582,688,000	626,928,000	†654,633,000
Net Value of Production—						
Agriculture	£	28,977,019	28,118,846	23,482,564	37,350,359	+24,605,000
Pastoral and Trapping	£	38,872,554	44,088,568	36,362,351	36,733,905	†47,760,000
Dairying, Poultry and Bee-keeping	£	5,460,137	5,541,081	4,884,931	4,884,460	†4,199,000
Fisheries	£	1,514,381	1,741,736	2,019,416	2,225,181	†2,694,000
Forestry exclusive of Milling	£	3,327,323	3,615,326	3,850,037	4,348,098	†4,135,000
Mining and Quarrying	£	12,409,856	13,998,223	14,776,032	14,129,214	†14,584,000
Factories	£	49,191,332	55,147,229	60,955,829	68,732,802	(d)
Livestock at 31st March (c)—						
Sheep	No.	12,474,672	13,087,108	13,411,282	14,128,168	†14,000,000
Cattle	No.	846,261	829,694	860,574	896,897	†956,000
Trade—						
Total Imports	£	98,480,531	125,212,340	141,702,541	135,457,665	134,569,429
Total Exports	£	113,132,804	91,652,608	96,094,094	116,671,798	156,183,235
Principal Exports—						
Wheat	£	20,173,406	5,635,764	13,738,962	14,429,864	31,166,073
Wool (Greasy and Scoured)	£	39,560,894	41,129,968	35,281,530	35,156,930	43,321,950
Timber	£	2,073,593	2,240,042	1,923,618	2,799,170	3,111,663
Gold Bullion	£	12,399,246	6,615,109	9,668,885	6,420,786	12,059,597
Flour	£	7,545,152	5,861,806	3,609,745	3,883,012	3,736,776
Retail Sales	£	164,600,000	183,300,000	197,600,000	207,700,000	†203,600,000
Finance—						
Depositors' Balances—At end of June—						
Trading Banks	£	87,440,207	92,189,704	85,231,399	85,900,747	89,872,423
Savings Banks	£	49,794,288	52,614,379	53,628,939	57,933,790	62,693,000
Insurance—Life—						
Sum Assured (Existing Policies)	£	103,132,000	116,805,000	130,904,000	146,515,000	162,126,000
Insurance—General—						
Gross Premiums	£	5,368,019	5,713,329	6,281,549	6,772,858	(d)
Building — Dwellings Completed during year	No.	8,070	7,872	9,144	8,376	†5,372
Motor Vehicle Registrations—						
Cars	No.	69,917	78,312	90,255	98,875	103,788
Wagons, Vans, Utilities	No.	55,420	59,257	62,753	64,430	64,806

(a) Area of cleared land under crop or pasture, fallowed, used for natural grazing or resting.

(b) Australian Currency values, including premiums, but excluding Commonwealth Subsidy.

(c) 31st March of year last mentioned.

(d) Not yet available.

† Preliminary.

BILL—STIPENDIARY MAGISTRATES.

Returned from the Council without amendment.

BILL—NURSES REGISTRATION ACT AMENDMENT.*Second Reading.*

Debate resumed from the 29th August.

MR. MARSHALL (Wembley Beaches) [4.36]: This Bill proposes to make some very small amendments to the Act. The first has relation to those nurses who have completed their period of training, and provides the board with power to register them in the midwifery section of the nursing profession. There does not appear to be anything contentious in that part of the Bill. The aim is to clear up an anomaly that has existed and to allow the board to do the right thing by these people.

Clause 3 seeks to amend Section 16 of the parent Act. It proposes to add after the subparagraph (v) of paragraph (b) of Section 16 the following subparagraph:—

(vi) Prescribing the qualifications to be held by persons desiring to be accepted as students and regulating the training of students and prescribing the classes to be attended and the examinations to be passed and the minimum age at which training may be commenced.

Section 16 provides that the Governor may appoint persons to be examiners under the Act and to make regulations and so forth prescribing amongst other things—

the respective places at which persons may be trained or instructed or both and the respective courses of training and instruction or both for qualification for registration or entitlement to enrolment in the respective divisions of the register mentioned in Section 3 of the Act.

It might therefore be argued that the Act already provides for a board to adjudicate as to the requirements of the student nurses concerned.

I think that over the years there has been considerable difficulty in encouraging young people to enter the nursing profession. The problem is one which is giving serious concern to the Government. The staffing of hospitals is an urgent need and that need is growing as the population increases and the necessity for hospitalisation correspondingly increases. This means that consideration must be given to providing a much larger trained nursing personnel.

The Minister for Health: The greatest problem arises from the marriage of nurses.

MR. MARSHALL: That is an aspect to which I intended to refer. The number of nurses registered in each of the years

from 1954 to 1956 has not varied very much. According to the figures supplied to me, there has been an increase of about 20 or 30. It would therefore appear that although we have training schools—and a fairly substantial number of young people desire to be trained and are trained—we still have not overcome the difficulty that exists with regard to retaining trained personnel once they have become qualified. The number in training would be approximately twice the number who are registered. The latest figures with regard to student nurses in training which I have been able to obtain indicate that in 1957 there were 827.

We know that there is a certain amount of wastage of personnel who either do not qualify or who give up training before completing the course. Consequently, we do not get sufficient to continue in the nursing profession and to meet the requirements. I think members will recall that I raised this point last year when we were discussing amendments to the Act, and I said I considered it was necessary for attention to be paid to the problem of attracting young people to the nursing profession.

It is very interesting, therefore, to read a statement in the "Daily News" attributed to Mr. J. Devereux, Under Secretary for Health, in which he expressed very great concern at the shortage of nurses in country hospitals. He said that 100 were required and that his department was troubled by the shortage of nurses in the country areas and of trained nurses in the city. He added that the deficiency had been partly overcome by the number of trainees.

The department is on the lookout for nurses in England and it is prepared to pay their fares out here, together with expenses, on condition that they serve two years in the country. In the past year, 12 nurses have come here from England under those conditions. Mr. Devereux says the attraction of living in the city often makes it difficult to keep girls in country hospitals and that one answer to the shortage would be a campaign to interest school-girls in nursing.

I think that is significant, because during the debate on the Bill of last year an amendment was moved to reduce the prescribed age from 17½ to 17 years and the contention of some members then was that a reduced age would not overcome the difficulty and that the younger females would not have the ability to undertake the duties and training required in the nursing profession. At all events, the amendment was not agreed to and the Act still provides for the minimum age of 17½ years.

The amendment sought in the present measure would give the board power to prescribe the qualifications—I take it that is the education qualification, because they

would not require any others until they entered the profession—and to regulate the training and prescribe the examinations and the minimum age for entering the profession. No doubt that is a desirable objective. In addition to the board's control of the nursing profession—and particularly the student nurses—they are bound by the conditions laid down in an award of the Arbitration Court.

I have no objection to a board being set up to regulate training or prescribe the type of training. I feel that as long as the conditions prescribed by the board are in accordance with the award of the court laid down for these people, no real objection can be taken. A student nurse, on entering the profession has to serve a period of probation and, following that, must sign indentures similar to those signed by apprentices in other avocations.

In the award of 1951, Australian Nurses' Association Industrial Union of Workers, Perth, paragraph (g) of the definitions, we find that a "student nurse" is a pupil undergoing training in a registered training school and is an apprentice within the meaning of the Act, so it is recognised that for the purposes of the award, a student nurse should be treated as an apprentice. Of course, we cannot compare the type of work or conditions of employment of a student nurse with those of an apprentice, either male or female, in the various branches of industry, but in the terms and conditions applicable to apprentices there is usually provision for one day per fortnight to attend technical classes on the secondary side of their education in the trade or calling, and the rest of their time is spent learning the trade in the employer's workshop or business.

The peculiar system operating in regard to student nurses at present is that usually when they have completed their hours of duty they have to attend lectures, outside the normal hours of duty, frequently twice or three times per week. That is a slightly different condition from that which applies to apprentices in outside industry. I am not saying that it causes very much hardship but it is responsible for some discomfort for those who have to attend examinations and lectures.

A student nurse may be on a shift from 6 a.m., with half an hour for breakfast and I think three-quarters of an hour for lunch, to 3.15 p.m., making an eight hour day, and then at 5 or 5.30 p.m., that student may have to attend a lecture, which could easily continue for anything up to two hours, thus making her day very much longer. I realise that it is necessary for student nurses to receive all the technical training possible, and no doubt the lectures are a very valuable part of their education, because this profession is different from any other open to females.

There may be some comparison in certain respects between the teaching profession and the nursing profession, but as regards conditions there is no comparison between the two. The nursing profession is not one in which a female can start at 9 a.m. on Monday and finish at 5 p.m. on Friday. Hospitalisation is a 24 hour a day job, seven days a week and consequently, the nursing personnel must be available on seven days a week for the various shifts it is necessary for them to work.

I have pointed out that feature of the conditions of nurses to show the difference between their position and that of apprentices in industry, with particular stress on the time required for lectures and technical training. It will be seen that time spent on lectures and so on, above the normal working hours, is considerable in the case of student nurses. In Clause 9 of the award the provision regarding ordinary hours is—

Provided, further, that for student nurses at Princess Margaret Hospital and King Edward Memorial Hospital, straight shifts shall be worked as soon as practicable. At hospitals within a radius of 25 miles from the General Post Office, Perth, and Kalgoorlie, 40 hours per week, exclusive of meal times, provided that for student nurses at Kalgoorlie, Royal Perth Hospital and Fremantle Hospital the hours worked shall be in straight shifts of eight hours.

I think the Minister will agree it has not been found practicable to adhere to that provision. I am not objecting to that, but am pointing out how difficult it is to obtain staff to maintain a seven day per week service in hospitals and it is necessary for student nurses to take their places with trained staff in the shift work outside the terms of the award.

Of course, they work 44 hours a week and for the first four hours there are no overtime rates prescribed as there are in many other awards and, in addition to the shift work entailed in this provision there are many extra hours involved in studying and attending lectures, which add to the gross number of hours that the student nurses have to work. When so many other avenues of employment are open to young females who, with equal educational qualifications, can usually obtain very much better paid employment than the nursing profession offers, it is difficult to secure trainee nurses. The young female looking for a job usually desires a five-day week, with the week-end free and evenings free. In that regard, the nursing profession is not attractive.

In order to get girls to enter the nursing profession, I think we will have to consider other means of recompensing them for the inconvenience inherent in the nursing profession. Possibly the member for Cottesloe will recall that last year I referred to the fact that the older people in the nursing

profession—I did not say it in a disparaging way—were living in the days of Florence Nightingale and the hon. member said it was rubbish. I do not think he meant that, because anyone who has studied the life of that gallant woman will agree that it was nothing but a long life of frustration. That gallant woman had no need at all to enter the nursing profession because she came from a family which was substantially well-off, but it was only her outlook on humanity, and her self-sacrifice and devotion to a cause that made her determined to carry on and place the nursing profession on the basis on which we see it established today.

She returned from the Crimea a very sick woman; she was not sick in spirit because she constantly approached members of Parliament, Cabinet Ministers, and even the Prime Minister of England in her determination to do something to elevate the profession of nursing from the system prevailing at the time. Nevertheless, she differed very considerably in her outlook, and many contrary suggestions resulted in frustration. It is very difficult to assess the real value she gave to the nursing profession. But I am sure the member for Cottesloe knew that I was not making these remarks against the nursing profession disparagingly when I raised the point with him, because I have the highest regard for that profession.

I would point out, however, that even today among some of the older people in the profession there still exists a very discontented and frustrated outlook that has been handed down to them by the system under which they have worked for so many years. It is most difficult for them to change their outlook with changing times and with the intake of young people today. There is no doubt, however, that the young people today certainly would not put up with the conditions that existed years ago.

Mr. Ross Hutchinson: What are the reforms you say should be incorporated in the nursing system?

Mr. MARSHALL: I am now referring to the attitude adopted to nurses by some of the people in the nursing profession. I am not disputing the fact that discipline is necessary, and that the training should be carried out as it is being done today, but the reasons I have outlined are responsible for the fact that we cannot obtain nurses today. I wish to vary my theme a little and possibly the hon. member will follow it as I go along. First of all I would like to quote from a publication entitled "Florence Nightingale," written by Cecil Woodham Smith. It is an authentic volume. It will give members some idea of the violent reactions to the proposal to institute the nursing profession. I quote now from page 484 of the book—

Regulations must be observed because regulations were essential to organisation. If regulations were bad

they must certainly be changed, but until they were changed they must be observed.

In a private note of 1866 she wrote—

Women are unable to see that it requires wisdom as well as self-denial to establish a new work.

The book continues—

It was a difficult lesson to teach. Women who are trained as nurses inspired by a spirit of devotion, found themselves sent to posts where their good intentions were frustrated and their skill wasted.

After giving some indication as to the attitude in relation to women's organisations, we find the following on page 485—

Her outlook was aristocratic. Equality meant little to her, equality of the sexes, the goal of the early pioneers of feminism least of all. She had never felt handicapped by her sex or wished to be a man. In all the long history of frustration recorded in her private notes, she never suggests she was frustrated by men because she was a woman.

On page 570 the book goes on to say—

Though Miss Nightingale's influence in nursing was dominant there was opposition to her. It was never contested that her results were not superior, but it was held that the form of training she demanded, the close supervision and the exactions of her school, could not produce nurses in the numbers which were now necessary.

In 1866 a proposal was made which aimed at giving the trained nurse official recognition and at placing her qualifications on a standard basis. A committee of the Hospitals Association proposed that an independent body of examiners, not connected with the training schools, should be created. This body would set an examination, and when a nurse had passed it she should be entitled to have her name placed on a register of nurses. Thus a standard of technical excellence in nursing would be established and the public would be protected against employing nurses who were incompetent or disreputable.

It was the beginning of a battle which split the nursing world in two. Miss Nightingale opposed the proposal for two reasons. First, she did not think the time was ripe for the step. In 40 years time, she wrote, the nursing profession might be ready, but at the moment nursing was still too young; still too unorganised, and contained divergencies too great for a single standard to be applied. This was, in fact, the view

which the Hospitals Association committee had taken. A curious situation had arisen: the committee had violently disagreed—so violently that it broke up; the majority resigned, and it was a minority who recommended that a register should be established and finally founded the British Nurses Association, whose object was to press for the register.

We come now to another very interesting volume written by a gentleman named James Barclay, who had spent practically half his life in hospital administration. The book is entitled "Why No Nurses?" If members would read it, they would see that the gentleman certainly had vast experience in hospital administration. The most important thing we must realise is that we must have a fully trained staff of nurses, and that we should employ every endeavour to induce young people to enter the profession. On page 8 of the above publication we find the following:—

There is nothing queer or quaint in nursing, any more than there is anything queer or quaint in doctoring. Yet the latter is regarded as an honourable profession in which it is considered a privilege to enter, while the former appears, from outside, as something to be tolerated, except by the relatively few girls in whom the sense of vocation overrides considerations of the discomforts and grievances of nursing life.

Nor is there anything queer or quaint in the nurse, unless it is that in entering hospital she is pursuing an idea of an inner satisfaction which most other girls are happy to forgo for the sake of a greater day-to-day freedom, leading to no particular aim. Many a girl contentedly but pointlessly pounding a typewriter or performing a routine task which adds nothing to her stature would have made a good nurse. Equally, many a nurse would have made a highly efficient office worker. They are the same animal.

Why is it that the officer worker, doing an uncreative, non-productive job, prefers to stay at that job, which has little future, while often the nurse, a member of a profession, doing what should be an absorbing, highly constructive, responsible and satisfying job, would like the chance of sitting at the typewriter? There must be a simple explanation of such a complete contradiction.

The main answer—but not the whole answer—is that the young typist and office worker is a free woman. At the end of her day's work, having powdered her nose and put on her hat, she is her own woman. Her programme is, home, a meal, an

evening's activity of her own choosing. With this freedom she will take a chance on the future. The young nurse ends her day from fifty to three hundred and fifty miles from home. She cannot take up private life in the evening where the typist leaves it in the morning. She has no private life in the full sense. She is tied to her hospital in and out of the working day.

Mr. Ross Hutchinson: What is the point you are making in regard to all this?

Mr. MARSHALL: I am pointing out that the difficulties associated with this profession are evident, though a good many people are not familiar with all that this profession demands. It requires a very high standard of skill, and a very intense course of training. I do not for one moment say it is necessary for one to have a university education in order to take up nursing, but the student nurse certainly requires to make a very intense study of the subjects placed before her from time to time, which, for the most part, are of a highly technical nature, and which are not necessary for the average girl who goes into other professions such as shorthand work, etc.

The skill required for jobs of that nature is quite different from that required for nursing. I would also point out that the salary received by nurses compares most unfavourably with that received by stenographers and typists.

I was interested in the remarks of one Gavin Casey who is a reporter on one of the papers. I have always thought him a very fair-minded man but on Wednesday, the 30th August, he interested himself in the question of hospital finance. Apparently, he has had some discussion with an administrator on various angles of hospitalisation and the cost involved. There is one portion of his article to which I take great exception. It reads as follows:—

Nurses naturally cost the hospitals a lot of money, and a question sometimes asked is, why quarters have to be provided for them, why they can't find their own accommodation and travel to work as other employees do?

Surely anyone who has been associated with hospitals must know that the personnel, particularly nurses, who come in contact with patients suffering from all types of diseases, must live in close proximity to the hospital, and should not be scattered around the place. Apart from that, the conditions of employment prevent them from travelling to and from their work because this involves, among other things, shift work. As I have pointed out, the morning shift starts at 6 o'clock, and even if a nurse were to live out, it would be most difficult for her to get transport at that hour of the morning.

Mr. Ross Hutchinson: This is all very interesting, but I do not see how it is related to the Bill.

Mr. MARSHALL: It concerns the conditions and examination qualifications of student nurses. I am particularly concerned with the fact that we are unable to get enough nurses in the profession because of conditions. I am endeavouring to make that point.

Mr. I. W. Manning: Are you in favour of the Bill or opposed to it?

Mr. MARSHALL: I am supporting it. It might be unimportant to some members of the House, but it is very important to the nursing profession. If we could make this profession attractive enough and improve the conditions, more girls might enter it. One considerable factor which I would mention is in regard to quarters. They lack entirely most of the amenities usually provided, and when a number of people are congregated in quarters, it is the lack of amenities that causes such an amount of dissatisfaction. Usually they get together and provide themselves with some amenities, but it is the responsibility of the employer to see that various types of amenities are provided. They are sadly lacking in the quarters of the nurses at the Royal Perth Hospital, and I hope the Minister will take that point up and do something about it.

Now we come to qualifications. We must assume that the board will, of necessity, see that the girls who desire to be trained have some educational qualifications. I do not know what they are going to prescribe; whether it will be the junior standard or whether they will continue on with a pass out of 8th standard or out of a secondary or high school. I do not know if a highly intelligent girl would become the best nurse, but it would certainly assist the girls to be qualified.

It is interesting to know what type of examinations they will have to take to become qualified. I have been astonished quite often to see some of the papers submitted to them and what they need to know in the profession. I suppose the type of training which is laid down is necessary, otherwise it would not set a standard. Briefly, I would like to give some indication of this from one of their handbooks; it will give some idea of the type of subjects they are required to study. They are as follows:—

Town planning and house construction. Road construction and maintenance. Choosing a building site. Relation of damp and polluted soils to health. The aspect of the house. Building materials. The walls. The roof. Windows. The interior. Legislation regarding insanitary houses. Postwar planning.

There are quite a number of other topics, such as water supplies. The last part of this book, apart from other types of matters referred to therein, deals with—

Public health legislation and administration. General board of health. Local Government board. The Ministry of Health. Recent legislation. Public general Acts. Subordinate legislation. Local Acts. Adopted Acts. Local authorities:—Country borough councils, municipal borough councils, urban and district councils.

To pass examinations in such subjects, one would need to be an expert. However, it is evident that the training covers a wide field and there is no question that these girls have to study all types of sanitary arrangements, including the construction of septic tanks. It is not a profession into which girls can enter, unless they are prepared to give long and devoted time to it. They have to apply themselves to the work in the ordinary hours of duty and apart from that, they have to study this type of training and sit for examinations outside of ordinary working hours.

I will not delay the House any longer, but as this is the only opportunity to bring these matters to light, I would point out to the Minister that it is necessary to give attention to conditions and amenities. If this is done, I feel sure that many girls now in training will stay in the profession.

The Minister for Health: As you have shown so much interest in the nursing profession, I would like your views on male nursing.

Mr. MARSHALL: I have not had much contact with the male nursing profession, but I do know it is not one which is attracting many aspirants.

The Minister for Health: Do you think they could take the place of female nurses?

Mr. MARSHALL: I think in a number of cases they could, particularly in regard to certain types of patients. It is possible that, in such cases, male nurses would be the more suitable. There is no doubt that there is a scope for the introduction of male nurses and they could play an important part in the profession and do quite a lot of things in looking after various types of patients that the female nurse might be reluctant to care for.

I feel the whole question of providing personnel to look after the sick is one to which we must give some attention and, if possible, we might improve the personnel position by the introduction of male nurses. I cannot see any objection to it.

The SPEAKER: The hon. member's time has expired.

Mr. Ross Hutchinson: I will move that the hon. member's time be extended.

Mr. MARSHALL: Mr. Speaker, I have finished my speech and was about to say I support the Bill.

Question put and passed.

Bill read a second time.

In Committee.

Bill passed through Committee without debate, reported without amendment and the report adopted.

BILL—FACTORIES AND SHOPS ACT AMENDMENT.

Second Reading.

Debate resumed from the 20th August.

MR. ROBERTS (Bunbury) [5.27]: Mr. Speaker—

The Minister for Labour: Just in time.

The Minister for Transport: He doesn't know what it is about.

The Minister for Labour: The aquatic centre.

Mr. ROBERTS: Quite frankly, I have not my notes with me at this stage.

The Minister for Transport: I have my wallet.

Mr. ROBERTS: But I understand—

The Minister for Transport: What?

Mr. ROBERTS: This measure is a great deal different from that presented to the House last session and I feel it came as a complete surprise to members when that earlier legislation was not proclaimed.

The Minister for Labour: It is the same measure.

Mr. ROBERTS: It is nothing of the sort, and the Minister must agree it is not the same measure.

The Minister for Labour: It is amending the same measure. You are on the wrong Bill.

Mr. ROBERTS: It is not the same measure.

The Minister for Labour: It is amending the same measure.

Mr. ROBERTS: That is a totally different thing and does not mean it is the same measure. Frankly, I dislike any legislation that will restrict the hours of trading for any person who is prepared to work any hours at all in any 24 hours.

The Minister for Labour: Have you any remarks regarding the Bunbury position?

Mr. ROBERTS: The Bunbury position is rather strange at the moment. However, I feel that the matter will be considerably adjusted within a very short period. I know that the Bunbury resellers are giving a great deal of consideration to

this matter and what I would like to ask the Minister at this particular stage is whether that particular area is to be zoned.

The Minister for Labour: Put it on the notice paper.

Mr. ROBERTS: I might do that to clarify the position. My view is that any body of men who participate in a particular trade should have the opportunity amongst themselves to decide what hours they will trade.

Mr. Jamieson: That is what they tried to do, and what happened?

Mr. ROBERTS: They might have tried to do it, but nevertheless that does not alter my opinion. That may come about yet; I do not know. However, I point out that I am definitely opposed to any restrictions on trading hours, I am not for a moment opposed to the worker working certain hours. There should be a roster system or a spread of hours, and within that spread the worker should work not more than 40 hours.

Mr. Moir: What would you suggest as a spread?

Mr. ROBERTS: As long as a person does not work more than eight hours in any one day.

Mr. Moir: What would be the spread?

Mr. Bovell: This is to meet the demands of public requirements.

Mr. Moir: Whether 12 hours or 18 hours?

Mr. Bovell: It depends on the public demand.

Mr. ROBERTS: What does the hon. member mean? Is he referring to the reseller or the worker?

Mr. Moir: To the spread in the 24 hours.

Mr. ROBERTS: No business should be forced to close if it is profitable for it to remain open. The proprietor should be able to decide whether he is prepared to work and make a profit in any hours. I do not intend to make more than a few comments on the measure on the second reading, but there are points in it that I wish to deal with further in the Committee stage.

MR. HEARMAN (Blackwood) [5.33]: The Minister when introducing the Bill made a short speech and set out, I think, to persuade the House that the measure was substantially the same as the one he introduced last year with the exception that it made provision for ambulances and the R.A.C.; it sought to bring them within the law in the conduct of their present activities. This provision is one that should meet with the approval of the House, but I feel that the other amendments in the Bill are such that we cannot agree to them. Last year it was made quite clear

by the present Minister and the Minister in another place, that the Government was not opposed to 24-hour trading.

The Minister for Labour: That has been explained.

Mr. HEARMAN: I will say that there has been an attempt made to explain it, but I am not satisfied with the explanation. The Minister may get ruffled if he wants to.

The Minister for Labour: You have never seen me get ruffled.

Mr. HEARMAN: The Minister said there was a misunderstanding. These are the words he used on the question of 24-hour trading. I would like to know what misunderstanding there can be about them. This is a quotation from the Minister's speech last year appearing at page 3633 of Hansard—

As I visualise the position, if this Bill becomes law there should be nothing to prevent Sydney Anderson or the Tivoli garage from carrying on as they have done in the past.

Is there any reservation about that at all? He makes it clear that there is to be no interference with the people who want to trade 24 hours. There is no room for misunderstanding on that statement. The Minister's explanation becomes unacceptable. I would like to know who can possibly misunderstand the statement. How could anyone understand from it that the Government was opposed to 24-hour trading? It is apparent that the Automobile Chamber of Commerce at that time, in a letter from which the Minister quoted, made the position quite clear that it not only recognised that there was a demand for 24-hour service but was agreeable to the service being provided.

The Minister for Labour: That is where the misunderstanding arose.

Mr. HEARMAN: There was no misunderstanding in the Minister's previous statement.

The Minister for Labour: If you read on, you will see where I explain.

Mr. HEARMAN: I shall quote now from the letter which the Minister quoted last year—

Certain parking and taxi stations in the metropolitan area are and always have been staffed over a long range of hours (in some cases 24 hours a day, seven days a week) and these outlets in previous years have supplied these emergencies. There is no reason to doubt that the same position would apply today. In matter of fact, we had investigated this matter and find that there are some four or five stations in Perth that would be available for a varying but extensive number of hours to supply the genuine emergency.

The type of stations mentioned are available in Fremantle, South Perth, Midland-Guildford, Perth and undoubtedly further investigations would show them to be available in other areas.

This makes is quite clear that the Automobile Chamber of Commerce was well aware of the fact that 24-hour trading or long hours of trading operated. The chamber even went further in its letter by saying—

In addition to this avenue, this chamber would, if necessary, be prepared to provide, by arrangement with a suitably placed station, continuous service for after hours sale of petrol to the genuine emergency case.

In other words, the chamber made the position quite clear that it recognised the need for continuous service. The House, when dealing with the measure last year, agreed to it on the assumption that there would be 24-hour service. I do not think there was any misunderstanding about it whatsoever. It is quite evident that between the time the measure was debated in the House and when the legislation was to be implemented, a hitch occurred somewhere and someone changed his mind.

I do not know what sort of negotiations took place between the Government and the Automobile Chamber of Commerce, but I think the Minister owes it to the House to explain just what the negotiations were and why, when on the 19th December the Government was prepared to agree, as was the Automobile Chamber of Commerce, to the idea of 24-hour service, it did not proclaim the Act. It would be interesting to know what transpired between that time and March when it was decided that this legislation would not be proclaimed and that new legislation was necessary.

The Minister has not seen fit to give us this information, for reasons best known to himself. I think an explanation is necessary, and the House is entitled to it. It is entitled to know just what this misunderstanding, as the Minister terms it, was, and just what were the points being misunderstood, and whether any sort of bargain was being driven. In the absence of an explanation, one can only speculate, and it is undesirable that speculation should take place on a matter which could obviously be explained. The idea of shutting up these people who have been trading 24 hours is a bad one because, in the first place, it is unwise in a city of the size of Perth—

Hon. J. B. Sleeman: What about Bunbury?

Mr. HEARMAN: I am talking about Perth at the moment, and I am hoping the same thing will apply to Bunbury. Possibly one day we may even get Fremantle in.

Hon. J. B. Sleeman: Tell us who the oil company is.

Mr. HEARMAN: I think it is desirable that 24-hour service should be available. By the very nature of things, a certain amount of traffic has to be on the road at night. We have certain services such as garbage clearance, taxis, ambulances, doctors and other health services, all of which are compelled at times to use the roads at all sorts of hours of the day and night. It is completely wrong that we should place these people in the position, if there is any minor mishap such as a headlamp or a fuse falling, of not being able to avail themselves of this service. It is most desirable that the service should be available to them because, even with modern vehicles, these things happen. We know that emergencies arise—apart from the inevitable minor accident that can cause a headlamp to be damaged—when the battery fails, etc.

If people are willing and ready to provide this service as they have done for many years, the House should be reluctant to prevent them from doing so or to cause any restriction of trading in the provision of the service. I do not see why a person such as a doctor who might, in the course of his duty, want to call on a service station that is willing to provide service for him, be denied the right to do so. It is all very well to say that he can get a policeman.

Mr. Lawrence: Don't you think he would have his tank full all the time?

Mr. HEARMAN: I do not say he would not, but we do not know what the position might be. He might be returning from a long trip. I suppose that even the member for South Fremantle has found himself with, perhaps, not sufficient petrol early in the morning and so was probably glad to be able to get supplies somewhere.

Mr. Lawrence: I always keep my tank full.

Mr. HEARMAN: How can we be certain that everyone's tail light and stop light globes are all right? These are things that we do not know about until it is night time. This is a most retrograde step. The Government seeks to deny the public a service which has been rendered by at least one firm for 20 or 30 years. This seems a form of restriction that is likely to be imposed only by people who want restrictions for the sake of restrictions and because they like pushing people around. What harm is being done? It is true that certain service station proprietors think that the resellers who are open for long hours, are receiving an excess amount of the trade:

As a matter of fact, in at least one case, I can say that if the legislation becomes law and 24-hour service is cut out, something like 75 per cent. of a man's business is likely to go from him. Why should we set out to do that? Why do we want to take a man's business from him? What satisfaction do we get out of it? It is true that the business might be spread amongst more of the resellers, but it is doubtful whether any one of them would get sufficient to make a tremendous difference to him.

The legislation will put certain people out of business and it will cause unemployment in some places. I would like to know on what moral grounds people, who, in many instances, have been in the service station business only a relatively short time, should approach the Government and say in effect, "We are not doing very well but this chap is prepared to work to get along, and he is doing very well. What about restricting him and then we can get a bit more of his business?" They knew who was in the business when they first went into it, because many of these 24-hour people have been established for many years.

Hon. D. Brand: We have not heard so much of these protests over the last eight or nine months.

Mr. HEARMAN: That is significant, too, and one of the reasons for it is that the service station race, as it could be called, has to a large extent stopped. We said at the time that if the trade were left to itself these things would be straightened out, and, of course, people do not continue to build uneconomic stations. It seems likely that the position will remain substantially as it is.

Some new service stations will be built in new suburbs, where there is a demand for them, but the fact of the matter is that the position has settled down after the hubbub that was created last year when all these people were circularised and whipped up. They decided to get the Government to hold up the proclamation of this legislation so that they could get what they wanted, although the Minister told us last year that he knew what they wanted.

There seems to have been a reduction in the organisation of agitation for the restriction of hours. I think that is not without its significance and it is something of which the House should take note. Actually the Bill itself, apart from the provisos I mentioned earlier about the R.A.C. and ambulances, asks Parliament to create a delightful situation which will be favourable for both the Minister and the Automobile Chamber of Commerce.

In effect, it says that the Minister, whether he has received a recommendation in respect of certain businesses and regardless of whether the proprietor of that business is a member of the Automobile Chamber of Commerce or not, is bound if the business comes within the zone that has been prescribed, to insist that it shall observe the same trading hours as other businesses about which recommendations have been made or whose proprietors are members of the Automobile Chamber of Commerce.

In other words, the discretion which the Minister promised us last year he would use, and which he would have been able to exercise under the legislation which was agreed to last year, will no longer rest with the Minister. That discretion, if this legislation is passed, will be taken from him. Why the Minister should be so anxious to avoid the responsibility for that discretion is beyond my understanding. Last year he said that if he received any recommendations from the recommending body which he thought were ridiculous, unreasonable or unfair, he would exercise his discretion. He pointed out that he was the Minister not only for the metropolitan area but also for the whole of the State, and that he would use his discretion.

Now we find him going out of his way to legislate to ensure that there will be no discretion left to him and that he will have to do what is asked of him by the recommending body. I do not wish to start any recriminatory attacks on that body, but in the Royal Commission's report it did not get a completely clean sheet. It was pointed out that that body had participated in an organised boycott of oil companies, and that sort of thing. I think members should view with a good deal of reservation any proposal to give to a body such as that, which is capable of organising boycotts, or endeavouring to do so, almost complete power in deciding whether or not a service station will remain open, and when it will remain open.

I would like to ask the Minister: If he received a recommendation from this body that service stations of one particular brand were to close at such and such a time while others were to remain open for longer hours, what would he do about it? After all, it is possible. These people organised a boycott and they might make a recommendation of that type. What would be his reply to such a recommendation? Would he dismiss it? Under the proposal in the Bill, I think he would have to accept such a recommendation or he might be able to reject the whole of it. I do not think he could alter it but could merely, probably, accept or reject it. I would like to hear the Minister's views on that point, because I think it extremely dangerous that we should, by legislation, not allow the Minister to have any discretion in respect of a recommendation which

would be made by a body which has already got one blot on its escutcheon by its efforts to organise a boycott.

Would the Minister be able to do anything about a recommendation of that type? I think it is a scandalous position for any Minister to ask Parliament to put him in. No self-respecting Minister would be willing to accept such a position. It seems to me that the Minister and Cabinet have not given the matter any real thought, otherwise I feel certain that they would never have agreed to such a proposition. I think I have covered the ground fairly well and I have endeavoured to foreshadow certain amendments to ensure that some all-night service will be available. Personally, I do not think there is a need for the Bill this year such as there was last year because the service station position is working itself out, as we suggested it would.

The Minister for Works: It did not look as though it was working itself out at Bunbury.

Hon. D. Brand: They were stirred up after Mr. Harry went down there.

Mr. HEARMAN: I think the Minister has his tongue in his cheek when he makes an interjection like that; he will look like a racehorse goanna if he goes on like that much longer! He knows perfectly well that when anybody is trying to get people with conflicting interests to come to a common agreement, they do not do it straightaway. If there are a lot of people like parliamentarians, it is very difficult to get them all to agree on a certain matter.

The Minister for Works: They made up their own minds.

Mr. HEARMAN: Apparently they have not.

Mr. Roberts: Only for a certain period.

Mr. HEARMAN: In any case, what will be the effect of this legislation on the person who wants to trade during different parts of the day? Will he be allowed to trade during different hours after that? They wanted to get their share of the tourist trade when it started by trading longer hours.

Hon. D. Brand: Rightly so.

Mr. HEARMAN: Why should they be stopped? Does the Minister want to stop them?

Mr. Lawrence: You have not that power in any case.

Mr. HEARMAN: And, of course, I would not want it.

Mr. Lawrence: Then do not be so overbearing.

Mr. HEARMAN: If there was not this constant talk of legislation, these people would put their own house in order much

more readily because legislation has already been passed by both Houses. The Minister has all the power he wants, and it is only a question of the Government's proclaiming the Bill which was passed last year. It could apply to any area at all. Why does not the Government proclaim it? The only point at issue, as the Minister for Works well knows, is the question of 24-hour trading in the metropolitan area. There is no question that last year Government policy was to permit 24-hour trading in the metropolitan area, and in many places outside, if they wanted to do it. Apparently the Minister for Works does not want to come back on this.

Let us quote again the Minister's statement from last years Hansard—

If this Bill becomes law, there should be nothing to prevent Sydney Andersons or the Tivoli Garage from carrying on as they have done in the past.

Does the Minister for Works want to change his ground on that point, in view of that statement by the Minister for Labour? If he does not, there is no need for the Bill. If he wants to change his ground, I think we are entitled to be told why. I do not think even the Minister, whom we know from experience has the capacity to argue a case whether or not there is substance in it, is buying into this question because he is sitting there with a grin on his face.

Hon. D. Brand: He is only waiting to adjourn the House otherwise he would not be here.

Mr. HEARMAN: I do not know whether that is a hint to sit down; but if I could only get another interjection from the Minister, I could go on.

Hon. D. Brand: Try the Minister for Transport.

Mr. HEARMAN: He is lying very low, too. I cannot get the Minister for Labour to bite at all. I hope the Minister will make it clear to us what all this misunderstanding is about and how it came to pass. What caused the misunderstanding and who caused it? I think the Minister for Labour is wasting his time if he thinks he can talk us out of this question.

The Minister for Labour: I am not the only one wasting everybody's time.

Mr. HEARMAN: That could be a matter of opinion. I think the Minister on one occasion spoke for about four hours. I think I could take a postgraduate course from him in that regard. Personally, I feel that there has been no need for a change in Government policy as was clearly defined in both Houses last year, and there is no need for this legislation. If there has been a change of Government policy, the House is entitled to be

told what it is and why the change has been made. It is unreasonable to expect us to agree to this measure in view of all the facts I have mentioned, unless we have some clear and convincing explanation as to why the Government has changed its policy and why it has found it necessary to take this action. I want to know why the Government has not proclaimed the Bill which was passed last year.

It indicates to me that there is no real urgency about the matter. It would have been a simple matter for the Government to have proclaimed last year's legislation and, if necessary, the Government could have amended it this year and cut out the 24-hour traders. If the Automobile Chamber of Commerce felt it was absolutely essential for the welfare and well being of its members that this legislation should be introduced and implemented as soon as possible, the Government could have done it months ago. I oppose the second reading.

On motion by Hon. A. F. Watts, debate adjourned.

House adjourned at 6 p.m.

Legislative Council

Tuesday, 17th September, 1957.

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