

Legislative Council

Tuesday, 25th August, 1953.

CONTENTS.

	Page
Questions : Fertilisers Act, as to analyses and compliance by dealers	233
Dairying industry, as to Commonwealth assistance for undeveloped farms	233
Forests, as to Royal Commission cost and recommendations	234
Water supplies, as to Moonyoonooka-Geraldton pipeline	234
S.p. betting, as to fines for offences	234
Address-in-reply, fifth day	234
Speakers on Address—	
Hon. J. M. A. Cunningham	234
Hon. G. Bennetts	240
Hon. L. A. Logan	240

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

QUESTIONS.

FERTILISERS ACT.

As to Analyses and Compliance by Dealers.

Hon. A. L. LOTON asked the Chief Secretary:

(1) How many times has the Minister for Agriculture required a dealer in superphosphate to forward for analysis to the chemist of the Department of Agriculture a sample of fertiliser for the year 1951-1952?

(2) Why have not the dealers in superphosphate complied with the requirements of Section 12 (c) of the Fertilisers Act, 1928, which requires the dealer to give to the purchaser an invoice setting out the analysis of the fertiliser?

(3) Has any action been taken against dealers for not complying with the Act?

(4) How many analyses of fertilisers were made during the year 1951-1952, by the Government Chemical Laboratories?

(5) How many samples of superphosphate were not up to the required standard?

(6) How many samples showed an excess of moisture?

(7) How many samples showed a deficiency of—

- (a) nitrogen;
- (b) water soluble potash;
- (c) acid soluble potash;
- (d) total phosphoric acid?

The CHIEF SECRETARY replied:

(1) Dealers are not required to submit samples to the Department of Agriculture for analysis.

(2) In conformity with Section 12 (c) of the Fertilisers Act, 1928, and the regulations thereto, the manufacturers of superphosphate supply invoices on the back of which is printed the registered analyses of all fertilisers sold by them.

(3) During the periods under consideration no legal action has been taken against dealers as breaches warranting such action have not arisen. Other appropriate action has, however, been taken by the officers concerned in the administration of the Act.

(4) During the 1951-52 fertiliser registration year, 36 samples were analysed.

(5) None of the samples of superphosphate analysed during 1951-52 or up to date for 1952-53 were below the standard required by the Act and regulations.

(6) The moisture content is not required to be registered under the Fertilisers Act, 1928.

(7) Acid soluble potash is not a constituent required to be registered under the Fertilisers Act. The number of samples showing deficiencies in both 1951-52 and for this year to date are:—

	1951-52.	1952-53.
Nitrogen	1	—
Water soluble potash	4	4
Total phosphoric acid	1	1

DAIRYING INDUSTRY.

As to Commonwealth Assistance for Undeveloped Farms.

Hon. C. H. HENNING asked the Chief Secretary:

Will he inform the House—

(1) Has any request been made during the last two years by the Government to the Commonwealth for financial assistance to rehabilitate under-developed dairy farms in the South-West?

(2) If so, what was the text of the request?

(3) What was the answer of the Commonwealth?

The CHIEF SECRETARY replied:

(1) Yes.

(2) A case was submitted for additional development on approximately 1,400 dairy farms to build up the pasture area to approximately 150 acres on each farm. Area involved estimated to be 50,000 acres to be developed in five years.

Request was for financial assistance for the first year for—

- (a) the purchase of heavy machinery, £100,000;
- (b) loans for clearing and further development, £150,000;
- (c) estimated cost of scheme, £725,000.

(3) The Commonwealth offered to purchase tractors owned by the State and operating under the War Service Land Settlement Scheme, in order to provide funds whereby the State could complete purchase of heavy machinery already on order for general clearing.

No decision has been made by the Commonwealth for assistance towards providing funds for granting of long-term loans to individual farmers.

FORESTS.

As to Royal Commission Cost and Recommendations.

Hon. J. MURRAY asked the Chief Secretary:

Will he inform the House—

(1) The total cost of the Royal Commission on forestry matters?

(2) What recommendations (if any) have been given effect to?

The CHIEF SECRETARY replied:

(1) £2,138.

(2) The Royal Commission on Forestry reported under 10 terms of reference and made 66 summarised recommendations, apart from others expressed in the body of the report. Of those summarised, 34 have had attention. These are very numerous to deal with in detail.

WATER SUPPLIES.

As to Moonyoonooka-Geraldton Pipeline.

Hon. L. A. LOGAN asked the Chief Secretary:

(1) When is it expected that the laying of the duplicate pipeline from Moonyoonooka to the Geraldton reservoir will be completed?

(2) Is it a fact that some defect occurred in the fitting of the pipes and, if so, has this been remedied?

(3) If any defect did occur, was this responsible for any delay?

The CHIEF SECRETARY replied:

(1) Development of the water supply scheme, including the pipeline, is being done in stages in accordance with the finance available and the growth of water consumption. Work now in progress on the pipeline between Moonyoonooka and Geraldton from funds allocated this year is expected to be completed by the end of December.

(2) Slight defects were found in some of the pipes and these have been remedied on the site by the suppliers.

(3) There was some delay in the laying of pipes but this has not affected in any way the supply of water to Geraldton.

S.P. BETTING.

As to Fines for Offences.

The CHIEF SECRETARY: Recently Hon. J. McI. Thomson asked:

(1) What was the total amount of money received by way of fines from starting-price bookmakers for the financial year ended the 30th June, 1953?

(2) What was the amount received for similar offences for the same period from the police courts of—

- (a) Perth;
- (b) Fremantle;
- (c) Midland Junction?

(3) What was received from the following towns—

- (a) Albany;
- (b) Bunbury;
- (c) Geraldton;
- (d) Collie;
- (e) Kalgoorlie;
- (f) Boulder?

(4) What was the total amount received from within the following areas:—

- (a) Mt. Barker to York;
- (b) Northam to Coolgardie;
- (c) Brunswick Junction to Pinjarra;
- (d) Mullewa-Mingenew to Goomalling-Gingin?

I now have the replies which are as follows:—

(1) The total amount of money received by way of fines from starting-price bookmakers for the financial year ended the 30th June, 1953, was £51,909.

(2) The amounts received for similar offences for the same period from police courts mentioned were as follows:—

- (a) Perth, £28,045;
- (b) Fremantle, £6,640;
- (c) Midland Junction, £6,320.

- (3) (a) Albany, £784;
- (b) Bunbury, £910;
- (c) Geraldton, £2,630;
- (d) Collie, Nil;
- (e) Kalgoorlie, £2,690;
- (f) Boulder, £1,120.

- (4) (a) Mt. Barker to York, £762 10s.;
- (b) Northam to Coolgardie, £190;
- (c) Brunswick Junction to Pinjarra, £66;
- (d) Mullewa-Mingenew to Goomalling-Gingin, £82.

ADDRESS-IN-REPLY.

Fifth Day.

Debate resumed from the 19th August.

HON. J. M. A. CUNNINGHAM (South-East) [4.42]: First of all, I should like to extend my congratulations to the two

members upon whom their colleagues have conferred the honour of Ministerial rank. I hope that their tenure of office will be pleasurable to themselves and of considerable advantage to the State. I also welcome the new member, Mr. Griffith, who succeeded in winning the seat recently vacated by Mr. Dimmitt.

In particular this afternoon, I wish to bring to the notice of members several matters relating to the South-East Province about which we feel considerable concern and for which we require assistance in order that it may be developed in the right way. I refer to Esperance and the adjacent district. Unfortunately no Government has found it necessary to interest itself in the district to the extent of assisting its development by an extension of the soldier settlement or other scheme to that area. It is a matter for amazement to members for that Province, who know so well the advantages and the future possibilities in that part of the State, to find so little attention being paid to it by the Government.

Of all the districts that have been opened up by the Government, Esperance is capable of the easiest development at the lowest possible cost. The greatest single factor in opening up new country is the cost of clearing which, in most instances, is enormous; but in this district which we are so eager to bring under the notice of the Minister, clearing costs the least as compared with the opening up of virgin country elsewhere. We could take interested members to the district and show them land which, two years ago, was virgin bush and which, in the last 18 months, has been brought by a practical farmer, a true husbandman of the land, to a stage of development where he has covered his developmental costs with the sole exception of those for fencing.

It is really fantastic what can be done with that land for a comparatively small outlay. This is demonstrated not only by men making small beginnings, but also by men who are interested in development on a large scale. There are men who have gone to that district from the north and mid-north and have opened up thousands of acres of land. One in particular is Mr. Noel White. In the space of two years, that man has created almost a little township on the Young River between Ravensthorpe and Esperance, and it would do the hearts of members good, particularly those members interested in agriculture, to see what he has accomplished in that short space of time. Fifty miles from Esperance there are houses that would not shame any avenue in the metropolitan area. These men, after erecting good homes to ensure the happiness of their wives and families, then go ahead with the development of their properties.

One direction in which great assistance could be given to further the development of the district lies within the power of

the Minister for Local Government. The Esperance Road Board is a progressive body. This year it has planned to extend the roads not only in the town itself, which is confined to the narrow coastal face, but also over the sandhills in order to serve the homes that have been built at a distance from the town. Five or six years ago the static population numbered 750; today it is in the vicinity of 1,000, but the holiday population for six months of the year is 5,000 or 6,000. Consequently the average population over the year warrants greater consideration being extended to the district.

In a town of that size there is of necessity considerable activity in Governmental and semi-Governmental offices, and yet the town has but one police officer; and his duties, apart from the ordinary policing of the district, embrace almost everything—forestry, electoral, fisheries matters, and all the rest—and he is also registrar of births, marriages and deaths. Inquiries for land have increased so greatly that the local road board has recently requested the Police Department to supply another officer, because this is included amongst the multitudinous police duties at Esperance. The department has refused to grant an extra officer on the plea that the over-all picture does not warrant a second appointment, although it is realised that the present man is overworked. That appeals to me as being somewhat of an Irish refusal, and the fact remains that it is vitally necessary to provide some form of assistance so that he may be relieved of some of his duties.

I have made inquiries to ascertain whether the Crown Law Department would consider re-creating the office of Clerk of Courts at Esperance. There can be no doubt that the volume of work warrants this being done. We have had the extraordinary experience of a boat having called at Esperance to replenish its supply of fresh water and, believe it or not, it fell to the lot of a private citizen to arrange for the boat to receive the water. There was no one there whose duty it was to attend to the matter. It is fantastic, but it is true. I suggest that amongst other things the Clerk of Courts could look after that sort of thing. It may be outside his duty at present, but if the policeman is out of town a private citizen has to look after the watering of visiting ships. That is only one of the matters that those who are interested in seeing Esperance developed have to consider.

I have a small cutting showing that years ago there were interests working against the development of outports. This extract is from a paper of some 40 years ago—

The "Albany Advertiser" writes: "Consequent upon the publicity given to the visit of the Blue Funnel liner, Nestor, to Albany, the residents of the metropolitan area have renewed the cry for the further extension of the Fremantle harbour. It is proclaimed

a national work, yet the aim is not to attract new business, but to take to it trade that at present goes naturally to another port. Surely this is centralisation in its worst form! . . ."

I submit that stands good today as it did then. The same interests that are trying to preclude the development of the smaller ports are just as operative now as they were 40 years ago. We still have the cry to extend Fremantle harbour; that it is a national work. Probably it is; but I submit that the extension of the smaller ports on other parts of the coast is just as much a national work, particularly when they are in an area that has been proven to be a success and a potential shelf in our food larder.

Consequent upon this plea for members to interest themselves in the Esperance district, I have with me an invitation from the Esperance Road Board to all members of Parliament to make time available to go there to see what we have been telling them about. I think the three most valuable members in the House, bar one, come from the South-East Province. They have been singing the praises of Esperance for years, and at times other members have gone there and verified the claims made for the district. The board extends an invitation to members to go to Esperance about the middle of November.

Hon. C. W. D. Barker: Will expenses be paid?

Hon. J. M. A. CUNNINGHAM: If the hon. member uses his pass he will not need his expenses paid. Recently private enterprise has awakened to the possibilities of the district. One company put on a complete field day at a small siding—Circle Valley—on the Esperance Plain. This company demonstrated a complete family of equipment which was particularly adapted to the development of that type of light-soil agricultural project. That was the Ford Company.

Hon. L. C. Diver: It is too light.

Hon. J. M. A. CUNNINGHAM: It has been proven not to be. The demonstration was successful, and the company expressed itself as being so satisfied with the results that it is going to repeat the performance with further equipment. The sales in that one day more than recouped it for the expenditure involved. The demonstration included even machinery that would be of no particular interest in that area, such as circular saws. There is no timber there, so that such machinery would not be needed.

A complete coverage by various implements such as scarifiers, ploughs and everything else was given. What is more, to discourage any suggestion that they were running on flat country or down hill, every demonstration was given on an uphill pull with so-called light equipment. The aim of the field day was to prove that the light equipment and tractor were practicable

and satisfactory in that type of country, and it more than succeeded. I do not want to appear to talk too much on one field of interest, but it will be noted that in several cases I have to refer to the police or the Police Force.

During my inquiries in this district recently it was pointed out to me that in a State such as ours with a growing population—not of our own nationality, but of Southern Europeans who in many cases become excited and have such violent tempers that they want to finish up every fight that they get into with violence, so that it ends in tragedy or near tragedy—the policeman, who must just hop into the fray and try to maintain law and order, receives no compensation if he is injured; and this has happened in the last few years. Some have actually lost their lives in the course of their duties. An ordinary workman who is injured or loses his life on the job receives compensation under our laws, and his family, generally speaking, have a reasonable chance of being protected and provided for.

We had one case, a couple of years ago I think, when a police officer was murdered by a criminal he was attempting to apprehend. That officer's family was in no way recompensed under the compensation laws of the State. I suggest to the Government that it go into the question of compensating police officers who are injured or who lose their lives in the course of their duty. Almost every day we see in the papers such headings as these—"Sergeant Hurt in Struggle"; "Policeman Injured on Duty"; and "Policeman Loses his Life."

In the paper today there is a report of an injury sustained by a policeman in the course of his duty. These officers are probably looked after as far as hospitalisation is concerned, but that is not much encouragement to a man who must go in, without question, and in some way try to quell trouble that is brewing; and especially when, in doing so, he sees civilians—the people he is supposed to protect—standing on the side watching him take the bashing.

Hon. L. A. Logan: That is the tragedy.

Hon. J. M. A. CUNNINGHAM: I am not criticising civilians for standing aside because they say it is not their job. Still, the constable in doing his duty has to jump in with both feet without thinking, more or less, and knowing that if he loses his life, his family will not in any way be looked after. I think it is most unreasonable and unjust. I am going to declare my position with regard to the police matters that have been greatly discussed in the last few months. One member of another place has had the courage to express himself, and he has come under criticism from both sides for what he had to say.

I congratulate that member, not on the particular stand that he took, but on his courage in coming out and expressing himself. In particular, I wish to refer to the closing in Kalgoorlie, some five or six months ago, of the big two-up school that had been running there for many years. No one can criticise the Commissioner in any way for the moral attitude he adopted in endeavouring to clean up the Gaming Act as it applied to two-up in Kalgoorlie.

Hon. R. J. Boylen: It is a legal attitude, too, you know.

Hon. J. M. A. CUNNINGHAM: The motive behind his actions cannot be criticised. He wanted to clean up two-up all over the State, and no one could criticise that desire. But I think we can criticise the outcome of that action—the complete negation of that good motive—because no further action has been taken. I do not wish to debate the rights or wrongs of the Gaming Act because I am not a gambling man; I am not interested in and I do not uphold gambling in any of its forms. But I am one of those who can sit down and analyse the whole position. I have taken tickets in charities, and that is classed as gambling.

Hon. C. W. D. Barker: Have you won anything?

Hon. J. M. A. CUNNINGHAM: No. That is why it is gambling. But one can go to church bazaars and see the people there conducting penny raffles. Then there are the Irish sweepstakes; they are all different forms of gambling.

Hon. R. J. Boylen: What about the stock exchange?

Hon. J. M. A. CUNNINGHAM: Yes, that is gambling.

Hon. H. S. W. Parker: What about farming?

Hon. J. M. A. CUNNINGHAM: Two-up is gambling in the same way as s.p. betting and betting on the tote. But this problem seems to be a matter of geography, because a man who goes to the racecourse or the trots and has a five-shilling bet on Mary Lou in the third is a sportsman. If he goes into the betting-ring, however, and has a five-shilling bet on the same horse in the same race, he is a criminal. Also, if he goes to an s.p. bookmaker and does the same thing, he is a criminal. But if he does his betting over the phone, on credit, he becomes a sportsman again. The position is so chaotic that no one has the right to criticise any man that says he agrees or disagrees with the Gaming Act in its present form.

Hon. C. W. D. Barker: Would you support a Bill to legalise it?

Hon. J. M. A. CUNNINGHAM: I would support a Bill to legalise s.p. betting.

Hon. C. W. D. Barker: I will remember that.

Hon. J. M. A. CUNNINGHAM: Our Roman forebears, at the dawn of civilisation, tried to legislate betting out of the people, but they did not succeed. How can we succeed, in these days, when people have so much freedom? I have never seen any man being dragged with chains round his neck either to a two-up school or a racecourse, or even an s.p. shop. No one bets if he does not want to do so. It is illegal because our laws say that it is illegal. Our lotteries are no longer illegal, because the Government approves and introduced a law to cover the position. I claim that today we are out of touch with the general desire of the people. A law is created only to do the greatest good for the greatest number; it is a code of ethics made by the representatives of the people, the legislators, to let the people live as the majority wishes to live. It is my belief that the majority in this country today desires to have bets in one form or another, such as on two vehicles running against each other, two horses competing in a race, or two men fighting. It is all gambling, and in my opinion the people desire it, and so the present position is an absolute farce. I have with me a daily newspaper which practically says that it owes its existence to the racing information that it supplies. On the same day another paper published two complete pages of horse-racing information gathered from all over Australia.

Hon. E. M. Heenan: Misinformation.

Hon. J. M. A. CUNNINGHAM: I have a third newspaper which publishes pictures as well as information. It is all illegal, but there it is for the public and even juveniles to purchase. Let any member switch on the radio on a Saturday and try to get a decent programme. Somewhere along the line some hysterical nut, screeching his head off about some race or other, will chip in.

Hon. F. R. H. Lavery: It might be South Fremantle!

Hon. J. M. A. CUNNINGHAM: It is absolutely farcical.

Hon. C. W. D. Barker: Would you support a Bill to legalise two-up at Kalgoorlie?

Hon. J. M. A. CUNNINGHAM: I would support a Bill that tried to bring some sanity into the present set-up. I have been asked why something was not done about it at the time. Frankly, I believed that it would not last, but it has. I have been asked how it reacts on the average man working in Kalgoorlie. I have with me a letter in the form of a petition, signed by 30 men from one single organisation, asking me to do something. The organisation is perfectly legal and the men who have signed the petition are working men with families. They say that the closing of the two-up school has put them on the borderline. That sounds

fantastic, but they are ordinary working-men and represent a complete organisation.

Hon. C. W. D. Barker: What body of men is that?

Hon. J. M. A. CUNNINGHAM: The taxi rank at Kalgoorlie which, I understand, is the biggest in Australia.

Hon. J. G. Hislop: Somebody else must be gaining.

Hon. J. M. A. CUNNINGHAM: Not necessarily. If the closing of the two-up school benefited the greatest number of the people, the action could not be questioned. But people are being hurt, and they are good citizens. I repeat, I am not prepared to debate the rights and wrongs of this business, but I want to know why one town has been made the scapegoat; why in one part of the State it is a criminal act, while in other parts of the State the same thing is overlooked.

Hon. C. W. D. Barker: What are the views of the miners' wives?

Hon. J. M. A. CUNNINGHAM: I have not discussed it with them; but if the men are not at the two-up school, they are somewhere else. I can assure members that although the school has been closed down, two-up is still being played, and now the men are scuffling around like rabbits and rats through the bush. We will have it dirty or we will have it clean, and at present it is dirty. If lotteries can be made legal, then surely betting can be made legal, too. Were that done, it would be kept clean; and if people wished to go and have their bets, either on two pennies or on two horses, they could do so without sneaking through the bush. It is an absolutely rotten business.

Hon. C. W. D. Barker: Why did not you do something about it when it happened last year?

Hon. J. M. A. CUNNINGHAM: Like many others, I was waiting to see it extended throughout the rest of the State. As I said before, the Commissioner's attitude could not be challenged or criticised, but nothing was done in the rest of the State. I refer members to the current report of the Commissioner, in which he has this to say about s. p. betting—

I repeat from my last annual report that the attempted suppression of starting-price betting under the existing laws is farcical; the only effect is to produce revenue. The fines in Perth and suburbs for the year amounted to £20,224 for—

Betting? No. For gambling? No. For obstructing traffic! Is not that a dirty way? I repeat, I am not a gambling man, unless one cares to say that I gamble if I buy a ticket in a lottery. The Commissioner wants to see some sort of reform, and so do I. If proper registered premises were available to the public, they could be controlled in the same way

as hotels are today. It could be an offence for a juvenile to go on to those premises, the same as it is an offence for a juvenile to enter licensed premises. Taxation could be extracted from s. p. operators, and so betting could be legitimately controlled and the associated interests could be carried on in towns as an amenity as has been done for many years. All registered s.p. premises should have to pay tote odds or course odds. At present, s.p. bookmakers impose their own limit, and on the course a horse may win at 50 or 100 to one, but these people can decide to pay a maximum of 10 to one, and there is nothing anyone can do about it.

Earlier I referred to phone and so-called credit betting. Some people say that my arguments cannot be proved; but if any member tries to use a public telephone on a Saturday afternoon, he will find it most difficult because of these people operating. The lines are absolutely crowded out on a Saturday afternoon and 90 per cent. of the trouble is credit betting.

Hon. L. C. Diver: Try to phone at 10 o'clock on a Saturday morning.

Hon. J. M. A. CUNNINGHAM: It is particularly bad on Saturday afternoon.

Hon. F. R. H. Lavery: Do you mean on the Goldfields or in the metropolitan area?

Hon. J. M. A. CUNNINGHAM: It is general. There is one other small matter in connection with police activities to which I wish to refer. A suggestion has been made that there should be an alteration of the Licensing Act, and I trust that the Minister will thoroughly investigate the matter and will not be swayed by a small group of people. The people who make up this group are ardent and idealistic and their motives cannot be challenged: I refer to those whose aim is to eliminate completely the drinking of intoxicating liquor. In some ways, the drinking problem is allied to the gambling problem, but there is one big difference. Sane drinking and sane drinking laws have, in many cases, contributed to the social development of certain countries. Some members may think that a foolish statement, but nevertheless it is true. Can any member think of an important function, a luncheon or a dinner to some celebrity at which liqueurs or wines are not consumed? That is drinking in just the same way as is swilling in a hotel. Drinking as we know it in Kalgoorlie and Boulder, and in all country mining towns, is many grades higher than drinking in the metropolitan area. I submit that the actual cases of drunkenness in the metropolitan area, and by that I refer to mean drunkenness, offensive drunkenness—are double those in the districts I have mentioned. Various statistics prove that. The figures for Boulder and Kalgoorlie are nine and ten per thousand.

Hon. H. K. Watson: On that reasoning, there is no s.p. betting in Collie.

Hon. J. M. A. CUNNINGHAM: We are led to believe that is so and are expected to think that is true, but, of course, it is incorrect. These are the actual figures in police cases.

The Minister for the North-West: They are the prosecutions.

Hon. J. M. A. CUNNINGHAM: Yes. In Esperance, the figure drops to 2½ per thousand. That is in a coastal area in which the greater proportion of the people are vacationists and visitors out to spend money and to have a good time. All those vacationists coming from the city where they have been used to grogging up before 9 o'clock, now that they are at this seaside resort on vacation and are able to drink till 11 o'clock, find that it is no longer necessary for them to become drunk. They can drink there with their families in comfort and quite sensibly without the necessity of having to drink too much too fast. I feel that as soon as the restriction is lifted from these people, sanity takes over. The cases of drunkenness per thousand go down, and this has been proved time and again.

Hon. F. R. H. Lavery: Would you suggest that if the hours of trading in the city were the same as on the Goldfields, there would be less drunkenness?

Hon. J. M. A. CUNNINGHAM: I suggest to the hon. member that he thinks of Kalgoorlie where that very circumstance is in force today. One can go into hotels in Kalgoorlie and have a drink on a Sunday. Even fewer cases of drunkenness will be seen there on a Sunday than anywhere else, and the theory cannot be advanced that the police in Kalgoorlie are more lenient, because if a drunk is seen in the streets of Kalgoorlie, he is seen from one end of the city to the other. Where restrictions are imposed, those restrictions immediately imbue everybody with a desire to partake of something that is forbidden. It is a human trait, but it is there.

If a Bill is brought down extending the drinking hours, I for one will support it, because my past experience in the town in which I live shows that there would be less drunkenness and offensiveness. I also believe that less money would be spent on drink. I have seen it happen on several occasions, as a visitor to this city. Arrangements have been made for me to go to a show with a small group of people, but first of all we must have a drink! I have generally ordered a ginger ale, which has caused the other members of the party to look down their noses at me, though this does not worry me one little bit. Those people who were drinkers in the party always felt that they had to get all the drink they could before 9 o'clock, with the result that, while they were drinking one lot of drinks there were three other lots waiting to be consumed; they would buy three rounds ahead.

This is a stupid practice. On the other hand, if these people knew they would be able to get a drink after the show, I am confident that they would not do this and that their drinking would be far more restrained. I have let the House know where I stand on this matter and I intend to be quite frank about it. The accusation cannot be levelled at me that I am in any way an interested party, because I am not. The only interest I have is the effect which this is likely to have on the people as a whole. I have seen the effect of sane and reasonable drinking hours and I have seen it in a town that has been branded for many years as a wicked city. I submit it is quite wrong.

Let us take America as an example and see what the result was there. As everybody knows, America tried complete prohibition and the result was that certain unscrupulous people became so wealthy that, even after prohibition was lifted, they were able to control gangster thugs; and, with the wealth of money they had behind them, in some cases they were even able to bribe judges and the police. They do so today. America has not recovered from its experiment of prohibition, and all I can say is, "God help this country if it is ever tried here!" I do not intend to continue very much longer in this strain, as I have said all I wish to say.

There is another matter, however, which perhaps I could have handled more easily by asking a question of the Minister. I put it to him now in the form of a request. Will the Minister in his reply give me all the information he can on what control the Government has over the quality of petrol supplied by the petrol companies of this State to retailers for distribution to the public?

Hon. F. R. H. Lavery: Did you say quality?

Hon. J. M. A. CUNNINGHAM: Yes. The correct term would probably be octane rating, and I would like to know if there is any way whereby the Government can check the octane rating of petrol sold by retailers to the public. If so, is there any standard or level set by the Government? The reason why I ask this is that inquiries I have made recently indicate that the octane rating of petrol supplied to the public has dropped considerably in the last few months. This has been pointed out to me mainly in connection with the resultant drop in petrol mileage per gallon. People have taken their cars into a garage to have something put right, having discovered that they can get only 19 miles per gallon whereas before they were able to get 23 or 24 miles per gallon.

A sufficient number of these complaints was made to me to warrant my making some investigations. I inquired of those people who would be able to give me the best information on the subject: the drivers on the taxi ranks, carriers and the

owners of heavy-traffic vehicles. At that time, some of them had never thought of it, but when they checked the matter they discovered that they were certainly getting fewer miles per gallon than they had previously. This has been my own experience. At present I can get only 17 miles per gallon whereas previously I used to get 24 miles per gallon. There must be a reason for this drop in mileage. All the information I have had shows that there has been a definite drop. Whether the same applies to the metropolitan area or not, I do not know.

Hon. F. R. H. Lavery: All petrol arriving in the State is sampled by the Commonwealth Customs Department for specific gravity before it goes to the general public.

Hon. J. M. A. CUNNINGHAM: I thank the hon. member for that information. However, there appears to me to be a very wide disparity between the suggestion the hon. member has made and the actual commodity supplied to the public. It appears that there may be somewhere along the line where, if necessary, and if the company so desires, it can break the petrol down and dilute it. I would like the Government to make inquiries into the apparent drop in the quality of petrol, and I suggest that it is possibly tied up with the refusal of the Commonwealth to grant an increase in the price of petrol.

Another matter to which I would like to refer is the question of students who sit for the Junior examination. After they have sat for their examination—the parents having had to pay 25s., I think, to enable them to do so, on top of all other costs associated with studies—they are told, on completion of the examination, only whether they have passed or failed. No indication whatever is given of the marks obtained and this is very important if a child, after sitting for the examination, desires to become, for instance, a teacher. So, in order to obtain the percentages, they apply to the Education Department again and, before they are given the figures, they are required to pay a further £3. To my mind, that is an imposition, particularly after a student has gone through the whole business of sitting for the examination and paying for permission to sit. When such young people apply for jobs, they are very often asked for the percentage they obtained in their examinations. I cannot see what there is to stop the department from indicating that a student passed with 70 per cent. or failed with 30 per cent.

Hon. H. S. W. Parker: Is it not the University that levies the charge?

Hon. J. M. A. CUNNINGHAM: I am not concerned with the University but with the Education Department.

Hon. H. S. W. Parker: It is the University, not the State Education Department.

Hon. J. M. A. CUNNINGHAM: Well, whoever it may be, why should there be this extra charge of £3 to let a student know what percentage he obtained in his examination? If he has earned a pass, then the complete information should be given. In some cases it is difficult for these people to obtain employment where it is necessary to indicate the percentages they obtained. I support the motion.

HON. G. BENNETTS (South-East) [5.28]: I did not intend to speak tonight, but as the opportunity has presented itself, I shall do so. Firstly, I would like to congratulate the new Ministers on our side of the House. I am very pleased to see Labour back in office in this State. We came in at a time when finances were at a low ebb, and we will have to put the State back on a financial footing in a manner similar to that done on the last occasion when a Labour Government was in power. When we vacated office previously we had laid a foundation for the Liberal and Country Party Government to take over. I would also like to congratulate our new member, Mr. Griffith, and welcome him here. I feel sure he will be able to add to the debates and assist us in this House.

Like Dr. Hislop, Sir Charles Latham and, I think, Mr. Baxter, I would like to refer to the times through which we are passing at present and the dark clouds which are gathering around us. We have one thousand million Asiatics or black races very close to our mainland. As Mr. Barker has already pointed out, there is a vast area in the North of this State which is undeveloped, and as members know, there are 375,000,000 Indians very close to our shores. Each 28 months their increase in population is equal to the number of people in Australia. There is practically the same number in Japan and China, and I have omitted reference to Indonesians and others. There are one thousand million of these people close to our shores, and it is up to the Commonwealth Government to take urgent steps to develop the far North of this country in order that these foreigners may be kept out. The coastline is undefended, and it is possible for them to come here with the fast planes which they possess today.

I heard Sir Charles Latham refer to prospecting. I do not think he was quite right in saying that the prospectors he mentioned were not doing the work for which they were being paid. A fortnight ago last Sunday, Mr. Heenan and I were present at a well-attended meeting of prospectors at the Chamber of Mines, Kalgoorlie, over which Mr. Walls presided. Lectures were given by Mr. Spencer Comp-ton, a geologist; and by Mr. Agnew, president of the Chamber of Mines. About 60 prospectors were present and they were genuine prospectors.

The president of the Chamber of Mines made special mention of the need for prospecting and for further assistance from the Government with a view to opening up new mines against the time when those in existence are worked out. He could not say whether the mine of which he is manager would last 50 years with the cost of production on mines increasing at a high rate. Rail freights have gone up and water rates have been increased by 100 per cent. The cost of everything required in gold production is rising and the life of the mines is getting shorter. Because of the high cost of production low grade ores are being bypassed.

Years ago I worked underground in the Ivanhoe Mine, and certain ores were bypassed then because they were low grade. Today it is a serious matter, on account of the cost of production. I hope that the Government will give greater assistance to men who are prepared to go out into the backblocks and open up new mines. Prospecting is a hard job. Men have to be prepared to rough it in the bush and live on tinned meats and all the—

Hon. H. S. W. Parker: Nice things!

Hon. G. BENNETTS: Yes! It is far better today than it was years ago when the pioneers opened up the country, but prospectors need all the assistance they can obtain. If we want this country to develop, we have to depend on men who are prepared to go outback and try to discover new shows. There are minerals available today of which we were previously unaware. The lecture given on the occasion I mentioned was interesting to the prospectors, and I am satisfied that if they are helped, still other minerals will be discovered, which will be useful to the State as a whole.

I heard Sir Charles refer to the pulling up of railways. I am opposed to that because the Goldfields would not have had the population it did in the pioneering days had it not been for the existence of the railways and water supplies. Those were two requirements that were essential for the development of the outback. In the early days, transport was by rail to Southern Cross and our family travelled by team from there to Kalgoorlie. There were very few womenfolk on the fields at the time, and it was the railway that led to the development of the country and to the growth of population. It is essential that our outback railways be retained.

In the early days the railways were never looked upon as being likely to yield returns, but they were installed as a utility designed to extend development in the outback parts of the State. I know that they represent a big cost to the Government, especially on account of the increased cost of maintenance; but before anything is done to remove any of our country railways, I hope the Government will explore every other avenue available to it.

I am very concerned about the need for a uniform gauge. The greatest mistake in the history of Australia was made when the uniform gauge proposal was turned down as a result of the opposition of Western Australia and Queensland. If the plan had been proceeded with, we would have a decent railway gauge throughout the whole of Australia today, and it would have been achieved at about one-fifth of the present cost. To see the beautiful train run by the Commonwealth from east to west is an eye-opener. I suppose many members have travelled on it or seen it. It has reduced travelling time to 24 hours between Port Pirie Junction and Kalgoorlie, and it is a mansion on wheels. Had we accepted a uniform railway gauge when it was proposed, we would have had a similar train running from Brisbane to Perth.

I have been all over Australia. I did not undertake the trip purely for pleasure but in order to enlighten myself on railway matters and on problems connected with homes for the aged and housebuilding, etc. I was on the job from 9 a.m. until 5 p.m. every day, gathering information wherever I could. I came to the conclusion that we have a lot for which to thank the Commissioner of Commonwealth Railways, Mr. Hannaberry, who urged the use of diesel electric locomotives. If there had been a standard gauge, it would have been possible for us to reduce the time of travelling between Brisbane and Perth by half or more, with the use of those locomotives. Today we are losing about 30 odd hours in stoppages between the different States. For instance, in Kalgoorlie there is a delay of 2½ hours and that could have been reduced to half an hour or less; and in Adelaide 3½ hours; Melbourne and Sydney 11 hours; and Albury, 1 hour.

Hon. A. L. Loton: It is time well spent, though!

Hon. G. BENNETTS: Yes, we want people to have a break to inspect Kalgoorlie. But in case of war and similar emergencies, there is need for a uniform railway gauge so that commodities do not have to be transferred from one line to another before they can be taken to their destination. Nobody knows more about that than do I, because during the last war I was in charge of transshipping. I wish now to read a letter which I received from the Commonwealth Railways Commissioner's office, dated the 19th June, 1953. It is as follows:—

In reply to your letter of the 18th May, regarding the operation of diesel-electric locomotives on the Trans-Australian Railway.

The actual delivery date of the first diesel-electric locomotive on this Railway was 22nd September, 1951, and the total number of 11 were in service by 9th July, 1952.

Up to the end of March, 1953, the 11 diesel locomotives now in service have run over 1,200,000 locomotive miles. They have been used on all classes of traffic, including freight and express passenger, and have maintained an unblemished "on time" record.

The economies resulting from the use of diesel power have justified all expectations. The saving in fuel costs to 30th June, 1952, was £240,000, with a further saving of over £40,000 in water costs. The cost of operating the diesel-electric locomotives in the last four weeks for which figures are available was 45.95d. per locomotive mile. This figure includes the cost of crews for operating the locomotives and all workshop and running costs, including fuel, lubrication, servicing, etc. In the last comparable period when all mileage was run by steam power, the cost was 163.20d. per engine mile.

In regard to coal consumption, it is advised that for the financial year ended 30th June, 1952, a total of 20,157 tons was used by steam locomotives on the Trans-Australian Railway.

Before diesel-electric locomotives took over services on the Trans-Australian Railway, all passenger trains and the majority of goods trains were hauled by "C" class steam locomotives. The "C" class loco. was designed specifically for fast passenger services and the schedule for the through trip from Port Pirie Junction to Kalgoorlie provided for the journey being undertaken in 43-hours 35-mins., with an average overall speed of 25 m.p.h., and average section speeds (excluding standing time) of 32.7 m.p.h. With diesel locomotives hauling modern passenger coaches, the overall schedule from Port Pirie Junction to Kalgoorlie has been reduced to 24-hours 45-mins., the average speed overall being 46.5 m.p.h., and average sectional times 47.1 m.p.h. The standing time is 1-hour 15 minutes or five per cent of the overall time required for the full journey.

A considerable reduction in the number of engine crews required to operate the service on the Trans-Australian Railway has been effected as a result of the introduction of the diesel-electric locomotives.

With the use of diesel-electric locomotives, bigger loads can be carried. Two trains can be coupled and run by one crew. They are capable of carrying 700 tons on the passenger trains. That is to say, two engines, operated by one crew, can pull 1,400 tons. When I was running guard, we would carry on an ordinary steam locomotive 350 tons of water, a certain amount of coal and two trucks of paying

goods. I recently saw a diesel freight train hauling 700 tons, included in which there would be one passenger coach weighing 35 tons and a goods van of about 25 tons, all the rest being payable freight instead of, to a large extent, water and water tanks.

Hon. H. S. W. Parker: You think we should have diesel locomotives?

Hon. G. BENNETTS: Yes. I am certain that when this State does go in for diesel locomotives the system will become more payable. I do not believe in doing away with engine crews but, as the previous Minister for Railways knows, it is hard to get young men to become firemen. Our railways must be made to pay because the burden of excessive freights and fares falls largely on country people. The South Australian railways have gone in for diesel locomotives of a type similar to those used on the Trans-Australian railway except that those operated by the Commonwealth are an American type and those to be seen in South Australia are British built. However, they can be coupled together in the same way.

While in Adelaide I visited the Islington workshops and had the locomotives explained to me by the man in charge of the diesel section. These locomotives are used to haul the "Overland" from Adelaide to Melbourne, and apart from doing away with one crew, they provide better times and service. While in Melbourne for 11 hours those diesel locomotives operate on other trains and are then attached again to the express for the return run to Adelaide. After each 1,000 hours running they are serviced at the Islington workshops, the engine being taken out and one, already overhauled, put in its place, with the result that the locomotive is back in service the same day; while with a steam locomotive the repairs, after only one-third of the running time, would take practically a week.

A further point is that steam locomotives must be supplied with fuel and water frequently, thus wasting a great deal of time. The Queensland railways are going in for diesel locomotives of the American type, the contract price for each locomotive being £90,000. The workshops in Brisbane, using Australian labour and steel, can turn them out for £70,000 each so I am confident that we could build them much cheaper than that in this State, although certain parts of the locomotive must be imported into Australia. In Queensland there is also a streamlined steel diesel train running from Townsville to Cairns, its cost being £450,000. These trains are beautifully fitted up with three berths in the second class and two berths in the first class. They have hot and cold water, with showers, and so on and a most modern dining-car.

Members will realise that all the States of the Commonwealth are becoming diesel minded because that is the only way in

which they can cut down their railway operating costs. In Victoria and New South Wales the picture is not so good. I believe there are many in New South Wales who are a bit hostile because the Government there has let a contract worth £7,000,000 for the electrification of the line between Sydney and Newcastle, and they know that with an electric railway system, there is considerable expense involved in the maintenance of cables and standards and the installation and running costs of the necessary generators. In addition, if anything goes wrong with the generating plant, the whole service is put out of operation, while if one diesel locomotive is out of order, another can quickly take over.

Several members of the New South Wales Parliament told me that if the Government there were to cancel the contract and go in for diesel locomotives instead, it would have to sacrifice £2,000,000, and so it was undecided what to do. Uniformity of our rail gauges in Australia would have been a great saving. I have here the annual reports of all the Australian railway systems, if any member wishes to examine them, together with the reports on housing, age pensions, and so on. At page 5 of the annual report of the South Australian Railways Commissioner appears the following:—

The outstanding event of the year was the introduction, in September, 1951, of the first of the ten main line diesel electric locomotives being constructed at the Islington workshops. It was the first heavy duty diesel electric locomotive to be placed in regular main line service in Australia. The power equipment, comprising a 1,760 h.p. diesel engine, generators, traction motors, and controls, was supplied by the English Electric Company of England, the bogie frames were manufactured by Bradford Kendall Ltd., of New South Wales, while the under frame and other details were constructed at the Islington Workshops where the whole unit was assembled.

The bogies of these diesels in South Australia weighed 25 tons each and the only plant in Australia capable of manufacturing them is that at Islington. The engine units themselves each weighs 25 tons also and members can therefore see that these are very substantial units. They are being built in six weeks and are all oxywelded. They contain no rivets and are a splendid type of engine. Three of these locomotives were brought into service during last year and are being used in pairs to haul the "Overland" between Adelaide and Serviceton and freight between Mile End and Tailem Bend in train loads of 700 tons. The report continues—

Their performance has been most satisfactory, as evidence of which each unit has averaged 10,000 miles per month over the difficult terrain of the Adelaide hills, or approximately three

times the mileage obtained from steam locomotives on similar service. By virtue of their capacity to haul loads up steep grades at much greater speeds than the steam locomotives and the fact that they require no time for taking on fuel and water en route, the diesel electric locomotives make two return trips daily between Mile End and Tailem Bend, as compared with one with steam, or haul the "Overland" to and from Serviceton and a freight train to and from Tailem Bend in one day.

Hon. H. S. W. Parker: From what are you reading?

Hon. G. BENNETTS: The annual report of the South Australian Railways Commissioner, and I am dealing with diesel electric locomotives. I am trying to prove to members that we would have been far better off with uniform rail gauges and diesel locomotives. A new railway is being built from Port Augusta to Leigh Creek at present for the purposes of the South Australian Power Trust, which will eventually supply electric power to the whole of South Australia. It is a broad gauge line and I am informed that the intention is to purchase for use there a bigger type of diesel locomotive to haul greater loads. On the Quorn line the engines are operating double-headed trains carting coal and the average number of trains per day is between 45 and 60.

On the day that I was there the trains numbered 62, each running with two engines. They are light gauge trains and can take only about 150 tons per engine on the grades encountered there. With the new type of engines and the new line that is being built, it will be possible for a train to haul 1,000 tons, or with two coupled together, 2,000 tons per train load. That is the sort of thing that is being done in South Australia in order to put the railways on a payable footing. They are building trucks of 25 tons tare, which will take a load of 45 tons, making an all up weight of 70 tons.

Hon. A. L. Loton: Do you say the capacity per truck is 40 odd tons?

Hon. G. BENNETTS: They are building their louvre vans and freight vans of 21 tons tare and for loads of up to 45 tons. To get the required speed with diesel locomotives, it is necessary to have eight-wheel bogies and a suitable track. The rails at present used are the 35 ft. 88 lb. type, but the authorities are laying a heavier track now, using 94 lb. rails welded together. I believe that an American expert who examined the present tracks said that most of the trouble experienced with the brake gear and so on has been caused by expansion in the rails.

I think our own railway system could be improved without any increase in freights. I realise that even now rail freights in Western Australia are the cheapest of all the States. However, passenger traf-

fic will decrease rather than increase if we decide to raise the fares. That will only encourage people with motorcars to use them more and also transport their friends to their destinations. Very often lately, I have seen trains running with only seven or eight passengers in the first-class compartments, and that has been not on one section, but on several. If the fares continue to increase, people will be unable to afford to travel by rail, especially those with families. When the previous Government ceased issuing concession tickets to schoolchildren it was the greatest mistake that was ever made. The trains might as well be carrying those concession fares as running without them.

The trouble with our railway system today is that it is over-administered. Prior to the formation of the present Railway Commission, there was only one Commissioner of Railways, one Chief Traffic Manager and one Traffic Superintendent. Also the Commissioner was in charge of the ferries, tramways and the East Perth power station. At the time of his retirement he had no money at hand with which to improve the service which had been made derelict through the engines and rolling-stock being run to a standstill during the war years.

When he retired from office, we appointed three Commissioners, three Chief Traffic Managers and numerous other departmental heads. At present there are 30 or 40 in the loco. shed. Additional traffic and footplate inspectors have been appointed, and I maintain that the large expenditure on the railways is principally due to the fact that there are too many in administration. I consider that the Premier, the Deputy Premier and the Minister for Railways have a big job ahead when they try to make our railways pay. I suggest to them that they should appoint two highly efficient railway men from some other State to make an inquiry into the railways in order that we may have a clear picture of what is wrong with them.

Hon. F. R. H. Lavery: We have some highly efficient men in this State, too.

Hon. G. BENNETTS: Yes, but I think we should get two officers from outside the State to make the inquiry. In referring to the efficiency of our railway officers, I am rather annoyed that the tendency in the past has been to appoint men from outside to the leading positions in our railways. I consider that such a practice has caused a great deal of discontent among the railway officers because they are offered no encouragement to improve themselves in railway administration. Two members of the Railway Commission were brought from overseas, the remaining one being appointed from within our own service. Also the Chief Accountant was appointed from outside the State. As a result of this practice we have lost many railway officers to the Commonwealth railways because they could not see any chance of promotion ahead of them. One was Mr. White who

is giving wonderful service in the Commonwealth railways and, at an early date, he will be promoted to the position of Chief Traffic Manager. Therefore, if he is capable enough to hold a position of that nature he cannot be any fool.

Hon. C. H. Simpson: The hon. member should not forget that we sent Mr. White to England at the expense of the Government in order that he might be trained for our railways.

Hon. G. BENNETTS: There is no doubt that he will be a big loss to this State. Also, we have lost one of our chief engineers to the Commonwealth railways. The only way that we can obtain efficient service from our railway staff is to promote them to the vacant positions as they become available, which will also tend to encourage more young recruits into the service. At Kalgoorlie when the present Minister for Railways was working there, we had about 180 men on the loco. staff, with one loco. foreman, one assistant and one clerk. Today, I think there are only about 60 men, but there are four foremen and a large number of clerks. It can therefore be seen that the administrative staff is becoming top heavy. At Northam, too, there are four foremen with a large office staff, and I have been told that those employed are double the number required for administrative purposes. When Mr. Ellis was the Commissioner of Railways the commercial branch was under the jurisdiction of the Chief Traffic Manager, but today that is a branch in itself with a separate departmental head. That is only one instance of the changes that have occurred in railway administration.

Another item that is open for improvement is the new rate book, which is most confusing to businessmen. The other day I was present in the goods shed when a number of businessmen were endeavouring to get the freight clerk to explain to them how to work out the freights on the different railways systems from the new rate book. I was there for quite a long time and most of the morning was taken up by the clerk in trying to enlighten those men. It is far too complicated. An entirely new system should be introduced to facilitate the assessment of the freight rates and thus make the work of the various commercial firms a great deal easier. Also, a great deal of expense is incurred on the railways by the transhipping of goods from one State railway to another. I think a great deal of the difficulty could be overcome by the use of large vans,

To illustrate what I mean I would point out that a considerable number of small paper parcels are handled by various firms such as R. P. North & Co. The reason for the paper wrapping is to keep the freight cost down, to make for easier handling and to save the expense of cardboard cartons or wooden boxes. Hundreds of such parcels travel by rail, generally in a "V"

van, and it takes the staff about 1½ hours to handle them because each parcel has a number which has to be recorded by the checker. If one of them should be torn, the parcel is put aside and afterwards put in a special van for forwarding to Perth. The majority of such parcels contain hosiery, etc., and on their arrival at Perth the owner has to be present while they are checked by two railway officers following which a porter has to re-wrap them. All of this work must constitute a terrific cost to the department.

Years ago, when I was working on the railways, I made a suggestion to overcome this excessive handling; and perhaps if I repeated it, it could be food for thought for the Railway Department. I suggested that a van should be used similar to a large furniture van. At present such vans are transported from one State to another. People in the Eastern States load their furniture from a motor-truck on to a railway van and it then proceeds right through to Perth, where they are able to unload the furniture from the van on to another truck. Such vans could be lifted on the train at Melbourne and carried right through the various systems. That would obviate the checking of the parcels on each State railway system and would result in lower freight charges to the firms concerned. Also, it would prove to be a great saving to the railways. The vans could be in the form of boxes suitable for screwing on to the under-carriage and constructed so that they could be carried over a broad or a narrow gauge.

Lately, a number of imported trucks came to this State for use on our railways. They are not of standard size and great difficulty is being experienced through their becoming uncoupled when travelling over the various sections. On one occasion when I was travelling to Kalgoorlie, a van became uncoupled on the Perth side of Midland Junction and we were delayed for about half an hour until it was coupled up again. At Northam the same thing occurred. The buffers on these trucks are not the same as they are on our trucks. They are without choppers or side chains. I understand that when the two buffers are together there is a contrivance that locks them, but it is not foolproof and they become uncoupled and divide the train.

The trucks at the back of a brake van are generally known as swingers and on one occasion I asked whether, if one of these imported trucks was at the rear of the train and became uncoupled, it would run away. I was told that the only chance it would have of running away would be as a result of a defective cylinder. When I was working on the railways I had the experience of encountering three defective cylinders in one day which caused the train to run away. That could happen

with the new van. If the van was at the rear of the train and the cylinder was defective the train could run away. I consider that we should have standard couplings placed on our trains.

Sitting suspended from 6.15 to 7.30 p.m.

Hon. G. BENNETTS: I was speaking about railway coaches becoming uncoupled. I was looking at one of the new waggons, a VD van, and I found that the chopper was four inches higher than the other part of the connection and so, when the trucks came together, the coupling jumped up. When we got to Northam, a coupling link was inserted, which overcomes the difficulty. The link has two holes in it and can be secured by the insertion of a pin. The Albany train also had a section that became detached and the same thing happened to the Bullfinch train and to one at Moorine Rock.

When we get the diesel-electric locomotives running, I consider that it would be a good idea to get two independent railway men to investigate the whole system to see what is required. The Ministers concerned have a lot of work to do and cannot be expected to undertake an investigation of this sort. While we have men of high standing comprising the Railway Commission, I consider that the system cannot continue to bear the high administrative costs that are being incurred and that some remedy should be sought. A committee such as I suggest should be able to suggest a remedy.

Here is a matter that came to my notice a few weeks ago. The military trainees from Kalgoorlie were being conveyed to the Northam camp by road transport. A bus is run empty from Northam to Kalgoorlie to convey the trainees to the camp while, at the same time, the trains are running with light loads. I had a talk with military representatives in Kalgoorlie and was informed that the bus was employed because the cost for the transport of each trainee was 10s. less than if they went by train and an additional advantage was that the bus picked them up at the military barracks and conveyed them right to the Northam camp. I believe that last week some trainees were brought down by train. I wrote to the Minister to ascertain whether steps could be taken to get the Commonwealth authorities to use the trains in future. The railways have certainly proved to be a good friend to the farmers, and in saying this I do not intend to indulge in criticism of any sort.

Hon. Sir Charles Latham: And the farmers have been very good to the railways, too.

Hon. G. BENNETTS: I am satisfied that wherever possible the farmers do make use of the railways. Following on some remarks made by Mr. Baxter, I give it as my opinion that a proper railway inspection can never be made by using

motor cars. One must travel on a train in order to find out what is taking place. It would be interesting to know how many motor cars are being used for this purpose. We have been told that the loss on the Esperance railway amounted to £22,000. One train I saw seemed to be full of the heads of departments, which must have represented a big expense. Now I wish to refer to old age pensioners.

Hon. Sir Charles Latham: That is a Commonwealth matter.

Hon. G. BENNETTS: Yes, but I want the State Government to take some action. During a recent visit to the Eastern States, I made inquiries to see how pensioners there were being treated. I have a letter here dealing with the matter, but I should say that we have at Mt. Henry the best home in Australia. The cottages to which reference has been made might be satisfactory for certain persons, but they do not fulfil my idea of what we require. A person who could go into a little cottage at Esperance, Kalgoorlie or Norseman would be one who was living with his people or already an inmate of some home and able to do a certain amount of work. The person to whom we should give consideration is the one who is not quite fit to look after a house. The people who pioneered the goldfields are entitled to the best treatment we can give them.

I visited a home in Adelaide and also Methodist and Masonic homes in Queensland and saw what was being done there. The home in Brisbane takes up to 1,000 of these cases. The inmates are divided into sections, one of which comprises those who sleep in dormitories and are able to go into a big dining-room for their meals. Then there are inmates who are not able to go into the big dining-room and they are supplied with meals in their own homes. Another section comprises the bedridden, who are specially provided for. There were 950 persons in the institution at the time of my visit, though it had accommodation for 1,000.

The cost for these inmates is about £5 10s. a week and they receive dental and optical treatment. Our pensioners on the goldfields cannot get free dental or optical treatment there. The only way in which they can get it is by coming to Perth, and to do that they have to fit themselves out with clothes and pay for accommodation in Perth and so their expenses are greater than if they paid for the treatment in Kalgoorlie. I consider that the Lotteries Commission might well provide the funds for the provision of a home on the Goldfields for these pensioners.

While I was in Adelaide, I cut out an article from the local paper which stated, among other things, that a sum of £70,000 was being expended to improve the homes there. One home is run by the Methodist church and the Rev. Mr. Forsyth stated that the institution charged £3 per week.

The Government cost is £9. The explanation of the difference is that, when an application is made for admission to the church home, the patient must be interviewed, and if he is able to get about and do a few jobs, he is accepted, but immediately he falls sick he is sent to the Government institution. The Government institution provides dental and other treatment and even clothes the inmates, and 44s. is taken from the man's pension while he receives the rest for his personal requirements. I repeat that the old people here should be given better treatment.

I received a letter the other day from a woman in Kalgoorlie to say that she was sick and wanted dental treatment. She asked me to see what I could do to help her. The only thing is for her to come to Perth, but she cannot do that. If it is good enough to have these institutions in Perth, then it is good enough to have them in Kalgoorlie. In the "Daily News" of the 18th August, there is a picture of people going along to get free tea and sandwiches. The money spent by Federal Ministers in travelling around Australia and the world would go a long way towards providing for these people.

Hon. H. S. W. Parker: The State, too.

Hon. G. BENNETTS: Yes. I inspected places in Adelaide where they have the dormitories, four in a row, and they accommodate eight in each. They are beautifully set up. I cannot see why we could not have one in the South-West, one on the Goldfields and one half-way at Merredin or Kellerberrin.

Hon. A. R. Jones: What about Geraldton?

Hon. G. BENNETTS: Yes, in different parts of the State. The cottages are all right to a certain extent, but we have to cater for people who are not able to get the amenities I have mentioned. In some parts of Queensland, they have the small cottages for both single and married couples. They are quite alright. It is the same at Rockhampton. I would like our State Government to press the Commonwealth Government to do something better for the pensioners of Western Australia.

Hon. C. W. D. Barker: Do they separate married people in Queensland?

Hon. G. BENNETTS: In the dormitories they do.

Hon. C. W. D. Barker: We do not want that.

Hon. G. BENNETTS: It cannot be helped with the dormitories. The medical officer in Adelaide took me around, and I saw where a woman—a member of a family that had been prominent at one time—was in one section of the hospital and her husband was in another. They were in dormitories, so there was nothing else they could do. The doctors on the Goldfields are very good to the pensioners.

They treat them free. I have never heard of a pensioner there receiving a bill.

Hon. Sir Charles Latham: The Commonwealth Government pays for the pensioners.

Hon. G. BENNETTS: Does it? The pensioner is asked to pay 6d. a week into the hospital benefit fund.

Hon. Sir Charles Latham: I do not know about that, but I know the Commonwealth Government provides medical and hospital expenses.

Hon. G. BENNETTS: He is asked to pay 6d. a week into this fund. Some are doing it and some are not. The doctors there have never questioned any of them yet.

Hon. F. R. H. Lavery: The Goldfields doctors have always stood alone in helping the sick and aged.

Hon. G. BENNETTS: In Kalgoorlie last week everyone received the new water rate bills. There is concern about the increases which, in some cases, represent double the previous amounts, in others, treble. The valuations are arrived at by two men going around and looking at the houses—they do not go inside—and making the valuations from the outside appearance.

Hon. N. E. Baxter: On the rental values.

Hon. G. BENNETTS: Yes.

Hon. A. L. Loton: You can appeal.

Hon. G. BENNETTS: Yes. One place has been revalued from £30 to £70. They work that out at £2 5s. a week rent for the place. I suppose if the owner advertised the property for £2 5s., he would very likely get it on account of the shortage of houses. If a tenant takes the house, there is no chance of having it revalued, but if I were to get someone to stooge for him and said to him, "I want a reduction in my water rates, so I would like you to object to paying 45s. a week and offer me £2," I could have the rates reduced. One hon. member said the rates in the metropolitan area had been increased terrifically.

Hon. H. S. W. Parker: What causes the increases in the rates?

Hon. A. R. Jones: The water is better.

Hon. H. S. W. Parker: It is because of the basic wage, is it not?

Hon. G. BENNETTS: Yes, in some cases, and because of the high cost of living. The basic wage is always behind the high cost of living. Mr. Cunningham spoke of Esperance, and I must back him up in what he said about the land there. I do not know what Mr. Diver said about the land at Esperance.

Hon. L. C. Diver: I hope to see it.

Hon. G. BENNETTS: Last year I took four well-known farmers from the Cunderdin-Meckering district to the field day

at Esperance. They spoke highly of the district, and told the Minister they reckoned it was the best light land in the State. They were asked what their opinion of it was compared with the land at Many Peaks and in other parts. Many Peaks was mentioned straight out because our agricultural people, including Mr. Baron Hay, were there. They said it was 50 per cent. better than that.

Hon. L. C. Diver: It would be mighty poor if it were not.

Hon. G. BENNETTS: Many Peaks was being boomed, whereas there were thousands of acres of land available at Esperance with a good subsoil within 9 to 12 inches of the surface. The land has proved itself and there is a good rainfall and plenty of subterranean water. Tomorrow I have to go to the Lands Department on account of another settler who has taken up a good deal of land next door to Mr. Noel White, who has about 15,000 acres and who came from Meekatharra. He has the whole of his family there, and they have built a little township. We have the Sampsons there—the earth-moving people—and they cleared 5,000 acres in six weeks.

Hon. N. E. Baxter: With light equipment?

Hon. G. BENNETTS: It was done with an 18ft. log behind a tractor. I wrote to the Minister for Agriculture to see whether he would run a Reso trip down there on the field day this coming month, so that members who wished to do so could go there, but there was not sufficient time for him to make the necessary arrangements. This place is worthy of inspection because there could not be anything better for a land settlement scheme. I am also satisfied that, with our pyrites industry at Norseman, there is a golden opportunity for a super works to be established at Esperance. They would supply the whole of the Goldfields and the Esperance district.

I want to impress upon the Minister for Health that we have been trying to get renovations to the hospital there for some years. The last time I saw it, it was the same as it had always been. The previous Government was going to do various things, and plans and specifications were made out, but nothing was done. If members get the chance, I advise them to go to Esperance. I was in Adelaide recently, and I went to the Tourist Bureau because I wanted to find out about Western Australia—in particular, about Kalgoorlie, Norseman and Esperance. The chaplain said to me, "I have a book here about Western Australia. You might find something in it about those places." I said, "Do you mean to tell me there is no department here for Western Australia?" He said, "No. It was offered to Western Australia but the Government would not accept it." So we have no Tourist Bureau

in South Australia. In a State like this we have plenty of opportunity to sell ourselves.

Hon. H. S. W. Parker: Where are you going to put your tourists up when you get them here?

Hon. G. BENNETTS: We could easily advertise the State and tell them what we have and what we produce.

Hon. H. S. W. Parker: What are you going to do with the tourists?

Hon. N. E. Baxter: There is plenty of room in the country hotels.

Hon. G. BENNETTS: I asked the Tourist Bureau here whether an aerial photograph could be taken of Esperance. After waiting a fortnight, I wrote again and received this reply—

The Bureau has no aerial photographs of Esperance, nor does it contemplate taking any of Esperance or any other country town in the near future.

If aerial photographs are urgently wanted then I suggest that the Esperance Road Board may arrange with the local photographer for a short charter flight during the period of stay of the scheduled air service in Esperance.

We have no photographer at Esperance. It is a pity the department could not take photos of the State to advertise Western Australia.

The Minister for the North-West: We are photographing the North.

Hon. A. L. Loton: Mr. Barker got in ahead of you.

Hon. G. BENNETTS: The people at Norseman are perturbed about the water supply. Their rates have been increased even more than those on the Goldfields. Last year there was a lot of trouble there. They were practically a day on one occasion without water. They were promised a catchment or reservoir. Of course, the Liberal Government has gone out of office and we are worried about what this Government will do.

Hon. H. L. Roche: You have no hope with this Government.

Hon. G. BENNETTS: The people are of the opinion that the committee which recently investigated the idea of a flat rate for water throughout the State should have had two members from the country instead of two representatives from the metropolitan area. If an engineer from the Goldfields section, and maybe another person from the farming areas or areas that suffer a shortage of water, had been on the committee, a different result might have been forthcoming.

The Minister for the North-West: There was one from the North.

Hon. G. BENNETTS: They are installing four booster pumps on the Norseman line and it is costing a good deal of money to

work two shifts. At Norseman itself an electrical system has been taken out and a diesel system installed in its place, and that has resulted in dearer electricity. It would have been cheaper if a larger main had been installed in the first place because now the pipes have been in for many years; with four booster pumps working there will be a higher pressure and it is doubtful whether the pipes will stand up to it. The water supply engineer says they will but the engineers in Norseman have their doubts.

I am also concerned about the roads, and it is time that the people in Norseman were provided with a bitumen-coated road. I have some notes here sent to me by the people in Merredin a couple of days ago, and they tell me that they made application to the previous Government for a five-year high school for the district. Merredin is a big centre and a number of buses bring children in from the outback areas, and to my mind a high school is a necessity. So I hope our Government can see its way clear to do something about it.

During the time the previous Minister for Railways was in office, I was continually worrying him about new railway barracks for Merredin, and I was told that they were to be built after the Brunswick Junction project. At the moment, owing to an increased number of running staff, an old sleeping car is used. It is pushed into the siding and there is a good deal of noise because of the shunting that is going on, but the engine crews have to live in that old sleeping car because they cannot obtain board in the town. People will not cut their cribs and consequently they cannot obtain accommodation. They are unable to get sleep and they are most perturbed about the position. That is one of the reasons we are having trouble in getting young men into the railways. The same thing applies at Norseman and Collie and to my mind it is time something was done about it.

When the previous Government took office it promised swimming pools for country towns; and soon after that promise was made, three towns in my district asked for some assistance—Merredin, Southern Cross and Norseman. But the people in those three towns were told that if they had over a certain number of people in the town it was not possible for them to receive assistance, and as those three towns did not come within the requirements of the scheme they could not obtain assistance. The company at Norseman has built a pool in that town to provide an amenity for the people of the district but last year they were unable to obtain water because of a water shortage. The people of Merredin think it is up to the Government to subsidise them on a £ for £ basis either from the Lotteries or from some other funds. City people have all these amenities but the outback people have nothing.

That just about completes all I wish to say this evening and I am sorry to have kept members here for about two hours listening to me. I wanted to touch on the subject of housing but it would take another hour. I have reports from all States in Australia—

Hon. H. S. W. Parker: Give them to the Housing Commission.

Hon. G. BENNETTS: I will. I visited the other States and inspected their housing schemes and South Australia has the highest rate of building in Australia.

Hon. C. H. Henning: It is a Liberal Government.

Hon. G. BENNETTS: I do not think that is the reason. I think the hon. member will find that the Labour Government in this State will do a little better than its predecessor. Of course the previous Government had a wonderful start, because when Labour went out of office it had stock piles of almost all commodities.

Hon. H. S. W. Parker: That gave them a good start.

Hon. G. BENNETTS: After a long war, when the Labour Party was not able to do very much with the finances, it built up firm foundations for the next Government to take over. The Liberal Government came into power and took the credit for everything. Mention was made of the "Kybra." When the increase in railway freights is made this will hit the Norseman and the Esperance areas very hard. Shipping is the only means by which we can give cheaper rates to these areas of the State. The farmers there spend large sums of money to develop those areas and they are unable to get any money from the banks. This money they have spent is their own money and they are doing the job properly. So if we can get the "Kybra" returned to that part of the State we will be able to give cheaper rates, not only to Esperance, but also to Kalgoorlie.

Hon. C. W. D. Barker: What about the depth of water?

Hon. G. BENNETTS: In Esperance we have one of the best seaports in the State. In fact, we have all the makings of a splendid tourist trade up there, and I would very much like to see some of the members in this House going up there for a holiday, for I feel sure they would return 100 per cent. fitter than they were when they left.

Hon. H. S. W. Parker: Can you guarantee accommodation?

Hon. G. BENNETTS: Yes, we will get the hon. member all the accommodation he requires. Esperance is improving every day and modern types of buildings are being erected. We do require the ships over there to enable the people in these remote areas to live as decently as those who reside in the city.

I hope some notice will be taken of Dr. Hislop's remarks. We get up here and talk and talk, but nothing is done about the suggestions in our speeches. A committee should be set up to look into certain parts of these speeches and see if something cannot be done. Members travel around their electorates, obtain information and make suggestions for the benefit of the State, and all that is done with their findings is that they are put into a book and nothing more is heard of them. I support the motion.

HON. L. A. LOGAN (Midland) [8.13]: It is a bit early to knock off and I would like to say a few words for a quarter of an hour or so. First I wish to congratulate Mr. Fraser and Mr. Strickland on their elevation to Cabinet rank. I would also like to congratulate Mr. Griffith on being elected to this House.

I have mentioned before that a number of speeches were made on the Address-in-reply, but that the Minister took no notice of them. The Government of the day thought I was rapping it over the knuckles. I hope therefore that the Ministers in this House today will take some notice of the suggestions put up. Probably some of them are a lot of hot air, a good many of them, while improvements, may be impossible. But we are getting to the stage of our development where we have to look to the impossible or we will find ourselves in trouble.

I would like to refer to the supply of water to parts of this State. Today, with less than 700,000 people, we have water restrictions in nearly every centre at some time of the year. I think Albany is still restricted in its supply of water today. In most country centres, particularly towards the end of the summer, restrictions are applied, and this with a population of less than 700,000! When Professor Stephenson was here, he said that this State could carry a population of 2,000,000 people. Either that was a responsible statement from a responsible man or an irresponsible statement from a responsible man.

Professor Stephenson did not elaborate on his remarks, nor did he say how the State could support those 2,000,000 people. If there is any basic truth in that, however, I am afraid the planners of the State will have to get down to some hard work in an endeavour to work out how these people are going to be supplied with water. As I said, with a population of under 700,000, we are constantly having water restrictions, so how we are going to provide water for 2,000,000 people is beyond my comprehension. Orthodox methods appear to be rather useless. I cannot conceive of another Canning Dam being found in Western Australia.

Hon. C. W. D. Barker: There are possibilities up North.

Hon. L. A. LOGAN: It is necessary, however, to apply different methods to the North than to Canning. That is why I say unorthodox methods will have to be used.

Hon. H. S. W. Parker: Bring the water down by ship.

Hon. L. A. LOGAN: We in the northern area have not been prepared to sit back and criticise the Government or the departments for not doing anything. Over the last two years a committee has been set up which, at its own cost, goes out to inspect every known area and possible source of supply of which it has been notified. This committee has covered a good many miles by motor car, jeep and on foot; it now contemplates using aeroplanes for observation purposes. The Murchison River, Allanooka, Howatharra, the Swamps and the Northampton area have all been covered by this committee, and I think the unorthodox method on the Murchison River probably shows the best result. Sufficient water comes down the Murchison River in flood, and if it could be harnessed it would probably satisfy quite a large portion of the requirements of the northern part of the State.

Hon. Sir Charles Latham: Is not that salt?

Hon. L. A. LOGAN: The Sandford River which runs into the Murchison is predominantly a salt tributary. That is why we would have to use unorthodox methods. If we could divert the Sandford River before it entered the Murchison and then build a diverting weir upstream from the main dam where the early water could be diverted, then if the main water collected into the dam and the later flow of water could be diverted again, we would be able to dam sufficient water to accommodate a good many people. There are other methods, too, such as boring and sub-artesian wells which will assist the already known supply. At one place we inspected only three weeks ago, despite the fact that there is running water in the creek in that area—and fairly good water too—the owner decided to sink a bore. Although he was only ten yards from the stream, he had to bore 72ft. But when he did, the water immediately came within 3ft. of the surface which, in my opinion, proves that there is a vast source of good water available in that area.

The Minister for the North-West: Was it good water?

Hon. L. A. LOGAN: Yes. I mention these things because I believe that unorthodox methods have to be introduced to supplement this supply. It is most urgent because since 1947 we have already received in the State 71,000 New Australians or immigrants; this is besides the increase in our own population. Now with the establishment of Medina and a projected 40,000 population in that area, plus

the increase which must necessarily occur in the other areas surrounding it, the catchment or the volume of water at Canning will not be more than will be required. As a matter of fact, had this part of the State had a dry season this year, the metropolitan area would have been in a very sad plight. Fortunately, however, we had good rains and the dam looks as though it might overflow.

I would like to touch on the endeavours made in the past to increase the supply of water to Geraldton. In doing so, however, I do not wish to condemn any particular Government as having brought the position about. Efforts have been made over the last few years to increase the supply; firstly by increasing the number of bores at Wicherina; and then by increasing the pumping capacity of the pumps; and, thirdly, by laying a new main from the dam to the summit tank. The next step was to build a new summit tank with a capacity of 1,000,000 gallons and to re-lay the pipeline from the summit tank to the Moonyanooka tank. But if that supply of water was to be cut off tomorrow, Geraldton would be without water, and I think it is too much to ask a town of the size of Geraldton to exist on bore water.

We know we have a catchment area of some 3,500 acres, but we have a dam of only 105,000,000 gallons and our consumption is 170,000,000 gallons without any restriction. We could be using 300,000,000 gallons of water without any trouble. So something has to be done urgently because we cannot expect a town like Geraldton to exist after having its water supply cut off. The dam has been filled eight times during the past 28 years. The land is unfortunately rather porous and it takes very heavy rain to fill the dams. Personally I am not in favour of bituminisation. To enable the dam to be filled with the amount of rainfall we get, we would have to lay down 600 acres of bitumen and members can work out for themselves how much bitumen would be required. We would then only have a third of the supply we required. I hope the Government can give us some assurance that it is working to some master plan to enable this State to build up water reserves for the future and also for present-day needs.

It has been said by Professor Underwood, and quite a large amount of publicity has been given to it, that an appeal should be made for funds for soil fertility. It has been pointed out that the soil fertility of Western Australia is deteriorating. I do not like that very much, because I think it is wrong. My opinion is that the amount of time and study put in by the majority of farmers in Western Australia over the last few years, when they have been pasture-minded, has improved the fertility of our soils. There may be one or two instances to the contrary

but they are few and far between. I would rather see emphasis placed on the soil erosion problem than on the question of fertility. I consider if the soil erosion problem is tackled and we can overcome that, we will build up our soil fertility. Those of us who had the opportunity of attending a demonstration, where in one year water was racing through the paddocks and tearing up the best of the land, knew that very little feed was going into that paddock. The following year, when soil erosion was tackled and contours put in together with spreader banks, the recovery of the paddock was remarkable. Instead of the feed being scarce it was there in abundance. That is why I say soil conservation should be the first step towards soil fertility. Then the farmers will be able to build up fertility by the growing of legumes.

I do not doubt for one moment there are many aspects into which Professor Underwood will be able to delve, and I do not decry his efforts; but I do not think it right that we should be told that our soils are being depleted when, to my mind, the opposite is taking place. The farmer is entitled to some consideration for being able to absorb what has been taught to him by field days, experiments, and advice from the Department of Agriculture. If we cannot take notice of what we are told by the experts then there is little need for experts.

I must disagree to a certain extent with Mr. Jones. I think he said that the quality of our wool had deteriorated. There are a good many studs in Western Australia, and I understand that there are a greater number of studs per sheep here than in any other part of Australia. I do not know of any stud which over the last ten years has not spent an enormous amount of money in its efforts to improve its flocks and the quality of the rams for sale to the farmer, grazier or pastoralist.

Hon. N. E. Baxter: Do you not think they are sacrificing finer wool for size?

Hon. L. A. LOGAN: It has been said that wool has got a lot coarser than it was; or a lot stronger than it was. If we get down to the basic fact, we will see that the sheep are getting a lot more feed than ten years ago. The quality of the ram has not altered very much, but because the sheep are better fed they are producing a stronger wool. But if the buyer who started this controversy wants finer wool, why does not he pay for it? If a farmer cuts BBB wool, which is a strong wool, or AAA wool, which is probably 64 quality, and places it on the market the buyer will want to pay the same price for those two types of wool. What incentive has a man to produce a finer wool if he is to lose two or three pounds per head of sheep in doing so? The answer is quite simple: let the buyer pay the price of the finer wool if he requires

it. The quality of our wool has not deteriorated. Of necessity we must have wool from crossbred sheep and the fat lamb industry in Western Australia is a good one. To produce a fat lamb one must have a crossbred sheep, therefore there must be crossbred wool.

A lot has been said over the last few years about our light lands. The Esperance plain has come in for a lot of boosting tonight. We have really four areas in Western Australia that we could call good light land in a good rainfall area. There is the Esperance plain; also that area between Bunbury and Yanchep, and that between Yanchep and Dongarra from Irwin to Wongoody across to Eradu and then round the back to Yuna, and then to this side of the Murchison River. As members know, Mr. Smart has done a remarkable job in the development of a certain area near Mingenew. He has published a book on his achievements and the methods which should be used by a farmer in endeavouring to open up that country. I had only one fault to find with the book and that was that he implied—whether intentionally or otherwise—that there were millions of acres of this class of land waiting to be developed. That land varies considerably. From Esperance right through it needs different treatment according to the area concerned, and it is only by trial and experiment that we will find the correct treatment for it. I would like this Government to endeavour to find out as soon as possible whether the Commonwealth Government is interested in the Eneabba project. If not, let us at least throw it open for civilian selection.

Hon. J. G. Hislop: Where is that?

Hon. L. A. LOGAN: West of the Midland line. The Government had a large area tied up south of the Hill River for three years before it said, "It is no good to us." Let us hope that this land will not be similarly tied up. All the time nothing is being done with the land, development is being retarded. I think we could institute a civilian settlement scheme in some of those areas. Today there are many farmers with sons looking for expansion. Where there is only one son, the farmer can provide for him; but where there are two or three, and sometimes four sons on a property that is closed in, there is no room for expansion. Those sons will make the best farmers in the future, much better farmers than those who have been to the city and go out on the land afterwards. They are the ones we want to keep on the land. Over £10,000,000 has been spent on the soldier settlement scheme, and I do not see why £1,000,000 could not be set aside for a scheme such as I have in mind.

Hon. C. W. D. Barker: Why, when there is such good land up North?

Hon. L. A. LOGAN: Because this land is much easier to work than land up North. I contend that if the soldier settlement scheme had been put into operation on this

area instead of at Many Peaks, production would have been achieved at a fraction of the cost. However, I am not criticising the Many Peaks scheme because it may come good.

Hon. J. McL. Thomson: It will!

Hon. L. A. LOGAN: The reason I suggested that farmers' sons should be put on these areas is that people with plant, capital and experience are needed to develop the land. To let any fellow go out there without the capital, without some backing, and tell him to make a living, is to head for trouble. I know that there may be exceptions; but in the main, unless the men going on to these areas have something behind them, they are likely to be in trouble, and it is better to let farmers' sons with experience, capital and plant develop these areas.

The main things required at present are feeder roads out from these towns. I am now talking of the land west of Midland. Unfortunately, up to the present, all the land west of the 20-mile radius of the line has had a blanket cover on it, and the land west of that 20-mile limit is the best of the lot. Within the 20-mile limit there is a particularly bad sand ridge running the full length of the area, and that is unfortunate because it prevents the making of a good road to a decent area.

Money is required for such a project and the local authorities have not got it. It is up to those in power to assist the local authorities to install feeder roads. When that is done, we can get surveyors on the job, if we can find some, and endeavour to develop the better part of that area. I have not been over all of it, but I have visited some of it, and I trust it will not be long before we shall be able to get out into that good, plain country, with an assured rainfall. And if we cannot produce fat lambs and fat sheep all the year round there is something wrong!

We know that Dandarragan supplies most of the fat stock on the market during March and April and there is no reason why the area of which I am speaking could not be used for the same purpose. I hope that some encouragement will be given to civilian land settlers, particularly to sons of farmers who are anxious to embark on projects of their own but have no hope of expansion within the areas in which they live. I would advise those who may be going on to properties in that district that it is essential for them to plant a legume with their first crop; otherwise they will have wasted something like three years. Earlier in the piece I have seen farmers up that way put in crops on that light land—in fact I have seen them take two or three crops off—without any legume being put back into the soil. When they have been asked why, they have said that they did not have enough capital. That is one reason why I have said we must have a scheme under which these fellows will have suffi-

cient capital to be sure that they will be able to make a success of the venture from the jump. I hope the Minister will take notice of what I have said in this regard.

Speaking of agricultural land which is closer to the city, I made a suggestion to Sir Charles Latham when he was Minister for Agriculture, but unfortunately he did not take it very seriously. At any rate, he did not do anything about it. I refer to the prevention of the gradual cutting up of the food-producing areas within close distance of the city. In my opinion, a blanket should be put over these areas immediately, so that no more of the land will be used, as it is being used today, for housing projects. The reason for this suggestion is that rates are being increased to a big extent, and men know that they cannot produce while they are paying such terrific rates. The consequence is that the land has to be subdivided and sold as building blocks in order that the owners may get out of trouble. The department should have a look at some other cities elsewhere, observe what has happened and take measures to prevent a similar state of affairs here before it is too late.

Hon. Sir Charles Latham: We cannot stop progress.

Hon. L. A. LOGAN: We can, if we like to say that this is agricultural land and will not be taxed above a certain figure. There is land along the Swan—I am not talking about the sandy soil, but the good soil—which will soon be rated out of existence from a production point of view. Take the Spearwood area, where most of our vegetables are grown. It will not be long before that is rated out of existence. The same applies to the Canning area. The situation is serious and something should be done about it immediately. I do not want to see this city going without food that should be grown near its back door.

Hon. Sir Charles Latham: It was ever thus.

Hon. L. A. LOGAN: Perhaps it was; but if a mistake was made in the past, why cannot we rectify it?

Hon. H. K. Watson: The only thing is to stop building.

Hon. L. A. LOGAN: Let us prevent the erection of buildings if food is not being produced. Let us have green areas to stop the city getting too big.

Hon. J. G. Hislop: If you read the report of Miss Feilman you will find she agrees with you.

Hon. L. A. LOGAN: I am glad of that. I have not been able to get the Minister for Agriculture to agree with me. Even the late Hon. G. B. Wood did not agree. He said it could not be done. I say it could and should be done immediately.

Hon. Sir Charles Latham: The town planners put up a lot of proposals, but they are seldom given effect to.

Hon. L. A. LOGAN: We lack an agricultural college in the Northern part of this State. There has been a promise that in three or four years' time something may be done about it. Land has been donated by a certain person in a certain area, and the Education Department could go ahead with the project any time it chose. I trust that it will not be too long before the department will make up its mind that such a college is necessary and will be established. Although we have two research stations in the North there is no college where a young lad or girl can be taught agricultural pursuits.

In no uncertain terms we have been refused junior high schools. We have been told that a junior high school cannot be established unless there are 300 children to serve it. That was the basis laid down by the Education Department. I understand that the department is willing to reduce the figure to 150; but even so, it is still not possible to comply with that condition. Our type of farming necessitates a fairly large holding. Therefore our population can never be so high as to provide for 150 children attending any one particular school. But I believe that if a college were erected in either of three or four of those areas it would not be long before the people of the surrounding districts would send their children to the school, and there would be a sufficient number.

If the department is never going to alter its figure, the people living in the northern area must realise that never at any stage will they be able to send any of their children to a college or a school within their own area. They will know that if any child they bring into the world wants to receive higher education, it will have to be sent to Geraldton or to the metropolitan area. The principle is wrong. In my opinion it is essential that the home influence on the child should not be lost. If a child goes to a school within its district, it is able to return home for the weekend at least, arriving on Friday night and being taken back to school on the Monday morning. That enables the child to have the benefit of the home environment which is so essential. We have tried to have such schools established at Dalwallinu, Moora and Wongan Hills.

The Minister for the North-West: They are suburbs.

Hon. L. A. LOGAN: Maybe, but 150 miles is a long way to take children to and from school.

The Minister for the North-West: They can catch a bus.

Hon. A. L. Loton: They say that farmers have plenty of money.

Hon. L. A. LOGAN: They are not always going to have the money they have now. Today it costs the man in the country £400 per year to send a child to school in Perth.

Hon. N. E. Baxter: I do not think he could do it for that.

Hon. L. A. LOGAN: He could not do it for less and he is allowed £50 per child as a taxation rebate. At this stage I wish to touch on agricultural research. Through the good offices of the late Mr. Wood, Minister for Agriculture, we received a promise that, although he was not prepared to build an experimental station for the tomato industry at Geraldton, he would extend the work of the research officers in experiments on private property. That policy was carried on by Sir Charles Latham and is being continued at present, but there are many disadvantages in an officer making periodical trips to do experimental work on private property. I admit that in the last two years they have made strides and have found out a great deal, but if it is not possible for a research station to be established at Geraldton I would ask the Minister to endeavour to have one built in the metropolitan area. That is not a parochial request and would be of benefit to the whole of the tomato industry as the findings of such an organisation could be applied and proved in the field.

Hon. L. C. Diver: They are doing a lot of experimental work on tomatoes at the University now.

Hon. L. A. LOGAN: Unfortunately the experiments on hybrid tomatoes at the University have gone by the board, having been given up after a lot of time and trouble were spent on them. The best method of experimenting is under practical conditions in the field. This year it was discovered that diphane is the most effective preparation for the treatment of black spot, which is about the worst of the diseases of tomatoes.

Hon. C. W. D. Barker: It has been bad this year.

Hon. L. A. LOGAN: Whenever there is a wet season we have an outbreak of black spot. Diphane is not a commercial line in Western Australia and the Minister could assist by having that preparation made available here. I believe it is of American origin but that there is a French subsidiary organisation by means of which it could be brought into this country dollar-free. If diphane could be made available in time for next season's planting it would be of great service to the industry in this State. To give an idea of the importance of this industry, I would point out that for the 1952 season 210,673 cases of tomatoes of a value of £133,506 were supplied to the Melbourne market. To Singapore were exported 36,617 cases to the value of £12,520, while the local market absorbed 143,749 cases for a return of

£179,681; a total of 382,092 cases for a return of £355,712. Those figures show that the Geraldton tomato industry is well worth fostering. One of the difficulties with which it has to contend is fruit-fly, although it has never been known for fruit-fly to be found in tomatoes. Tasmania, which would be a good diversion market at certain times of the year and would thus be of great help to the tomato growers, has unfortunately said that unless tomatoes come from a fruit-fly-free area or from a garden within two miles of which fruit-fly has not been known, they cannot be imported into that State. Unfortunately the department in this State has, I think, interpreted the Tasmanian Act wrongly in this regard, in refusing to grant licenses for export to Tasmania and that is a matter that the Minister might look into. If we could divert tomatoes from the Melbourne market to Tasmania when a glut threatened, that would be of great assistance to the industry.

The growers at Geraldton also disposed of some 19,000 bags of peas and some 4,000 bags of beans last year. Water, as I have said previously, is one of the problems of the Geraldton area where some of the growers are on the water line and others must cart water. In the early stages of planting they have to cart from a tank and water by hand, using about one-half a jam tin of water to a plant every second day. As that has to be done generally in March and April, they earn their money.

Hon. G. Bennetts: They also have a lot of transshipping to do.

Hon. L. A. LOGAN: The transport of tomatoes over the last three years has been a problem, but with the new fast train services many of the difficulties will be overcome.

Hon. G. Bennetts: Unification would have been better.

Hon. L. A. LOGAN: I agree. Another preparation that has been of some use for black spot is phygon XL, although it is not as useful as diphane. Mention has been made of the money allocated to Albany, Bunbury and Fremantle harbours, but for Geraldton, nil.

Hon. G. Bennetts: And Esperance, nil.

Hon. L. A. LOGAN: I have no objection to the money proposed to be spent on the other harbours as we have a good harbour and they have not, but an inquiry was conducted last year by a departmental officer who was sent to Geraldton to discover what was wrong with the passage where ships were reported to have bumped when coming through. When I asked for the report of that hydrographic survey, the Minister would not give it to me, and so I have had to grope in the dark. I understand that, if nothing can be done to the present channel, there exists another which provides much deeper water and that all that is required is the transfer of

the leading lights so that ships can mark their position and come through. If that is true, I see no reason why we should have to wait for 12 months before something is done to ease the alarm of the shipowners which is detrimental to the port and to trade generally.

Over the last two years a large export trade in manganese and lead has been built up through Geraldton. A shipment of lead two years ago was the first since 1887 through that port and today something like 1,000 tons of manganese is being shipped per week. Members will realise that we cannot afford to have that port put out of action. A lot of wool is also being shipped through Geraldton to Singapore for transshipment to the London market. Unfortunately the State Shipping Service has given Geraldton a rough spin. When the Blue Funnel Line ships were allowed to call there, they did so regularly, but if State ships are late leaving Fremantle and think they may miss the tide further up, Geraldton is by-passed.

The Minister for the North-West: They average four tons of cargo per trip.

Hon. L. A. LOGAN: I have known of hundreds of tons of cargo waiting at the wharf for the "Koolinda" to call in. People further north used to order from Geraldton but have become tired of waiting and now order from Perth. That is anything but decentralisation. We have lost many a good market for the same reason and to all our protests we receive the same reply.

Hon. C. W. D. Barker: You cannot blame the present Government for that.

Hon. L. A. LOGAN: I am blaming the State Shipping Service and no particular Government.

The Minister for the North-West: What were you exporting?

Hon. L. A. LOGAN: It is on account of this sort of thing that sales from the Geraldton flour mill have gone down. Users further north wanted Geraldton flour but because they could not rely on the shipment of supplies, they now buy from Perth. The Blue Funnel Line gave us good service.

The Minister for the North-West: There is nothing to prevent them calling as they have never been refused a permit.

Hon. L. A. LOGAN: I think they have.

The Minister for the North-West: Last year's "Hansard" will show that they have not.

Hon. L. A. LOGAN: In 1946 when the late Alec Panton was Minister for Health he said, at Geraldton, that he might come back and lay the foundation stone of a regional hospital there. Mr. Parker, when Minister for Health, made a similar statement, as did also Dame Florence Cardell-Oliver, in her turn, as Minister for Health. In answer to inquiries at different times, I have been told that plans were being prepared for regional hospitals at Albany.

Geraldton and Bunbury and that there would be no priority as between the three. I was informed that a departmental officer was preparing the plans for Albany and that a private architect was drafting those for Geraldton and Bunbury. At one stage I was told that the draft plans would soon be ready and that estimates could be prepared from them. We are now told that Albany has No. 1 priority. In "The West Australian" of the 7th instant there is a statement by the manager of the Royal Perth Hospital, reading as follows:—

The Manager of the Royal Perth Hospital (Mr. J. Griffith) said that there was a scheme under way for dividing the State into eight or nine regions each with a hospital, fitted with laboratories, X-ray machines and the latest technical equipment.

The plan, which was in its embryonic stage, was being developed by the Hospital Requirements Committee.

Country centres where the key hospitals would probably be situated were Geraldton, Kalgoorlie, Northam and Albany.

Why should we be told that the plans are already almost completed and then read in the Press that they are in the embryo stage and that the hospitals are to be built somewhere or other? Somebody is not telling the truth, and I want to know what the truth is.

Hon. H. K. Watson: A plan was put up for our inspection two or three years ago, was it not?

Hon. L. A. LOGAN: I did not see it. Mr. Marshall Clifton was the architect who was supposed to be drawing up the plan.

Hon. H. S. W. Parker: No, Hobbs, Winning & Leighton.

Hon. L. A. LOGAN: There again, we cannot get any satisfaction. Mr. Parker says it was Messrs. Hobbs, Winning & Leighton, and I have been told that it was Mr. Marshall Clifton who was supposed to draw up the plan.

Hon. H. S. W. Parker: It was not during my time as Minister, but the plans were laid on the Table of the House.

Hon. L. A. LOGAN: I was told it was Mr. Marshall Clifton who was to be the architect. Where does one get the truth?

Hon. H. S. W. Parker: Well, the plans were tabled in this House.

Hon. L. A. LOGAN: It has been reported in the Press that a member in another place said that the Commonwealth health plan was a harvest for doctors and a sleight-of-hand scheme. I think that is entirely wrong. I suppose I am connected with health services as much as any other member in this House, and from my experience I believe the public of Western Australia are well satisfied with this scheme.

The same hon. member went on to give an example of what had taken place under the scheme. He referred to incidents that happened last January, but the Commonwealth subsidy scheme did not come into operation until the 1st July, so I think his criticism was rather unfounded. Even if he had fault to find with one organisation under the scheme, that is no reason why he should condemn all of them. Such organisations are supplying a great need in this State. No married man with a family can afford to be without hospital insurance, and it behoves all to see that they are covered by a scheme such as this.

Hon. C. W. D. Barker: Or a better one.

Hon. L. A. LOGAN: The hon. member will not find a better one anywhere. Mr. Van Steinwyk of America, who has probably had the most experience of anyone of hospital schemes throughout the world, told us that ours could not be faulted.

The Minister for the North-West: Because he said so?

Hon. L. A. LOGAN: He said that it was a scheme that could not be faulted.

Hon. H. S. W. Parker: As did many others.

Hon. L. A. LOGAN: That is high praise from a gentleman with the experience that he has had. I do not say the Commonwealth scheme is perfect, but it will become better.

The Minister for the North-West: The hon. member differs from his authority. That gentleman said it could not be faulted, and now the hon. member has said it can be bettered.

Hon. L. A. LOGAN: The idea cannot be faulted. It is almost reaching the stage where 90 per cent. of expenses will be paid. Payments of 100 per cent. could not be made because the scheme would be abused, and it was never intended to pay 100 per cent.

Hon. W. R. Hall: The contributions would be pretty high to obtain 90 per cent. payment, too.

Hon. L. A. LOGAN: No. Most men insure their lives, motorcars, houses and furniture, and take out an endowment insurance policy for their children, and yet if they are called upon to pay for hospital insurance, they do not like it.

Hon. L. C. Diver: They do not get paid, that is the trouble.

Hon. L. A. LOGAN: What does the hon. member mean by saying, "They do not get paid"?

Hon. L. C. Diver: I will talk about it later.

Hon. L. A. LOGAN: I am not praising any particular organisation within the scheme, but if a contributor finds fault with one, he can always contribute to another. Mr. Hall has said that for payments up to 90 per cent. the contributions

would have to be fairly high, but for 3s. 7d. a week one can receive £23 16s. 6d. for an appendectomy operation as a recoup for surgical treatment. In addition, one is entitled to £8 1s. 0d. as repayment for hospital expenses, which includes the Government subsidy.

Hon. C. W. D. Barker: For how many weeks?

Hon. L. A. LOGAN: That is for one week but a contributor is covered for 76. I do not think that one can find much fault with that.

Hon. C. W. D. Barker: It is a rotten scheme.

Hon. L. A. LOGAN: What is wrong with it?

Hon. C. W. D. Barker: Everything.

Hon. L. A. LOGAN: The hon. member knows nothing about the scheme.

Hon. C. W. D. Barker: I do. Let the hon. member get sick and try to obtain a recoup from the scheme.

Hon. L. A. LOGAN: I have done so. I received a cheque only today. In the Press yesterday evening, somebody was criticising the plan and he said, "What about if I am well, and am paying into the scheme for 30 or 40 years?" My reply to that is that he will be a lucky man if he can go 30 or 40 years without being sick. On the other hand, what if he were sick during the whole of that period and the rest of the community had to meet his hospital expenses for 30 or 40 years? No man can stand out on his own.

Hon. C. W. D. Barker: We all believe in a scheme, but we want one that will work.

Hon. L. A. LOGAN: This one is working particularly well. Coming nearer home, I would like to point out to the Minister another matter, although I may be told that I am wrong. Recently, the buses running from the city were diverted at the east end of the Causeway from Great Eastern Highway to Albany Highway, into Shepperton-rd., along Asquith-st. and back into the Great Eastern Highway. A great deal of money was spent to build a circus at the eastern end of the Causeway, and those buses originally were leaving the circus without crossing any traffic. Now, however, they cross the traffic at Albany Highway, Shepperton-rd., Asquith-st. and again when coming into the Great Eastern Highway.

Hon. N. E. Baxter: That is what one might call "The Fun of the Circus."

Hon. L. A. LOGAN: Yet that circus was built for the benefit of motorists and to promote safety. The reason for the diversion of the bus traffic was that there was no shelter at the original stopping place, but there is still no shelter where the bus picks up passengers now. All that has been done is to subject passengers in

the buses to great risk in order to give a convenience to a few people who may board the bus at the new stopping place. What should be done is to erect a shelter-shed. That would be much better than subjecting the bus passengers to this great risk, because I consider it is a risk.

There is a definite danger to those people travelling in buses during the peak period between 8 o'clock and 9 o'clock in the morning, and from 4.30 to 5.30 in the evening, especially when those buses have to cross so many intersections and long streams of traffic on those highways. I know because I have travelled on those buses. I would suggest the building of a shelter shed. Now I would like to turn to s.p. betting. I know it has been given a bit of a belting tonight, but I intended to speak irrespective of whether figures were given or not. I am utterly disgusted with the pressure that is being applied in certain parts of Western Australia today.

The Minister for the North-West: It has been going on for a long time; not only today.

Hon. L. A. LOGAN: I know it has. I have spoken on this before and I would like "The Sunday Times" newspaper to come here and look up some of the previous copies of "Hansard" before they go to press on the matter and criticise members of Parliament indiscriminately. If they did that they would see that I have spoken on three different occasions on s.p. betting; they would also find that other members have done the same. If they want to criticise anybody let them refer to people in particular and not criticise members of Parliament in general; let them have some justification for their criticism.

If you, Sir, will consider the figures given to us tonight, you will realise why I am so antagonistic that something is not being done. In Geraldton we find the fines totalling over £2,690; in Bunbury they total £910; in Albany £784, but in Collie the figure given is nil. I want to know who is responsible for this. Is the Commissioner of Police responsible for such a state of affairs, or is he not? I think the orders, in the first place, must have come from the Commissioner and if he has instructed his inspectors and sergeants to stop s.p. betting or to fine these people, then I think those instructions should have been given to all districts.

Hon. G. Bennetts: The trouble is that some of these commissioners do not serve time in the outback.

The Minister for the North-West: I think this Commissioner served his time in the back country.

Hon. L. A. LOGAN: Something has to be done to clean the matter up.

Hon. C. W. D. Barker: Would you support a Bill to legalise the betting?

Hon. L. A. LOGAN: It would all depend on what the Bill contained. Legalising a thing like this without going into all its ramifications is not the answer. If it was legalised in the correct manner, it would probably be all right. Personally, I would like to see a totalisator system operate right throughout the State. At the same time I am not 100 per cent. that way because I have not sufficient information on the subject with me. I object to the present method of dealing with s.p. betting whereby the people are fined for obstructing the traffic in one place while those doing exactly the same in another are not fined at all. It is wrong in principle and it is degrading to our community.

Hon. C. H. Simpson: Do not you think something should be done about broadcasting?

Hon. L. A. LOGAN: I was about to refer to that. Although these people are brought to the courts and fined for obstructing the traffic, the public generally are invited to bet.

Hon. A. L. Loton: Incited to bet.

Hon. L. A. LOGAN: One cannot turn on the radio on any day of the week without finding that the stations have racing information in their programmes. One cannot pick up a newspaper with the possible exception of church journals, that does not contain racing information. Every Friday the paper contains a chart and a doubles chart as well.

Hon. C. W. D. Barker: You would not do away with racing?

Hon. L. A. LOGAN: I did not say I would. It is not legal to bet on the racecourse although nobody is fined out there.

Hon. H. S. W. Parker: They have been.

Hon. L. A. LOGAN: When?

Hon. H. S. W. Parker: On a couple of occasions.

Hon. L. A. LOGAN: Something has to be done to place everybody on the same footing so that anybody who bets will be fined. Either that or some other method must be employed.

Hon. C. W. D. Barker: Bring down a Bill.

Hon. L. A. LOGAN: I think we could legalise it and keep it under strict control. Because South Australia made a mess of it after legalising it there is no reason why we should do the same. We have licensed hotels which are under fairly strict supervision and although the licensees and others break the law, if they are caught they are fined. Until such time as a tote system can be brought into operation, we should do something about legalising this practice. Since the licensing legislation was put through last year by which betting on licensed premises was made illegal, the spectacle has developed of betting by back-alley boys. It was bad enough betting in the hotels but I am not sure that that was

not preferable to standing in back alleys. Nothing is more degrading or more unsavoury than people waiting in back alleys to lay their bets.

The Minister for the North-West: What is the difference in hanging round the bookmaker or betting in the leger?

Hon. L. A. LOGAN: Nothing: At least one is in a mob and the other is in the street, where people are doing everyday business. Put them somewhere where they can bet with decorum.

The Minister for the North-West: What is their everyday business on Saturday?

Hon. L. A. LOGAN: Some people do work on Saturdays. There is still business to be done on Saturday morning.

Hon. C. W. D. Barker: Only by members of Parliament.

Hon. L. C. Diver: And by farmers.

Hon. L. A. LOGAN: Until such time as we can bring in a totalisator system, I would support legalised betting.

Hon. C. W. D. Barker: Me, too.

Hon. L. A. LOGAN: I did intend to have a crack at "The West Australian" but unfortunately I have not the necessary information with me. I do object, however, when a person writes a letter to "The West Australian," or any paper, to the context of that letter being left out and the paper concerned then having the cheek to reply. At the moment I am referring to a letter written by the president of the C.D.L., Mr. Hayes. When that letter was published, the whole context of the letter was omitted and nobody had any idea as to what the context was except, probably, the Press itself. The paper then had the cheek to reply to that letter. I contend that if a newspaper is not prepared to print the whole of a letter, it should not print anything at all. We would be a lot better off.

Finally, I do not wish to raise any controversy about the Royal Visit but I must offer a protest because I feel that the people in the northern areas have been neglected. The Royal Party could have been taken to Geraldton by plane just as quickly as they will be taken to York and Northam. York and Northam are about an hour's ride by car and they are to see the Royal visitors and we are to be left out in the cold. I hope that when the Queen and the Duke of Edinburgh arrive, they will be blessed with good weather and that they will improve not only in health but in their knowledge of our State. I support the motion.

On motion by Hon. L. C. Diver, debate adjourned.

House adjourned at 9.21 p.m.