

The Hon. H. C. STRICKLAND: I am sorry I touched the Minister on a sore spot.

The Hon. A. F. Griffith: All I want is to get the facts.

The Hon. H. C. STRICKLAND: The change will affect not only the mining community in Collie, but also the mine-owners and business people.

The Hon. A. F. Griffith: I am as mindful of the mining community as you are.

The Hon. H. C. STRICKLAND: I am sorry the Minister is upset.

The Hon. A. F. Griffith: I am not. You stick to the facts.

The Hon. H. C. STRICKLAND: I read about this matter in the newspapers, as have thousands of people.

The Hon. A. F. Griffith: I have read many pamphlets from the Collie Miners' Union about me. Those were also pure conjecture.

The Hon. H. C. STRICKLAND: The Minister is holding the floor on his own. I know that coal is a burning question with him. If the present Government is capable of reducing the price of coal to the same extent as the previous Government, I shall lift my hat to the Minister.

The Hon. A. F. Griffith: I hope this Government does not fool the Collie Miners' Union and mineowners for months on end, like the previous Government, which did not know where it was going, did.

The Hon. H. C. STRICKLAND: The Minister can tell us all about this in due course. Apparently the spot on him is getting more painful. When we sum up the performances of the Government since it has been in office we can only come to the conclusion that if anyone or anything is threatening the economy of the State it is the present Government by its actions and performances. It is the Government which keeps telling us that the economy is in danger, but it is the same Government which is initiating and accelerating that very danger, if it is a real danger.

In order to assert our undoubted right I now move an amendment to this motion—

That the following words be added to the Address-in-reply:—

We wish to protest strongly against the Government's failure to honour the promise given by the Attorney-General last year to issue a fresh proclamation under the Electoral Districts Act of 1947, and against the Government's failure to take or propose any effective action to bring the prices of essential commodities under reasonable restraint.

We wish also to protest strongly against the Government's policy of undermining the manufacturing capacity of the Government's own

railway workshops at Midland Junction by refusing to even allow the management to tender for large-scale jobs, such as the building of the new Westland trains, and against the policy of disposing of State trading concerns.

Furthermore, we would protest strongly against the Government's mishandling of the finances of the Metropolitan Water Supply, and recent severe increases in water rates.

On motion by the Hon. A. F. Griffith (Minister for Mines), debate adjourned.

House adjourned at 6.2 p.m.

Legislative Assembly

Tuesday, the 2nd August, 1960

CONTENTS

	Page
CONDOLENCE—	
The Late Mr. P. R. Lawrence, M.L.A.	24
DEPUTY CHAIRMEN OF COMMITTEES—	
Appointment	25
QUESTIONS ON NOTICE—	
Public Works Department Architectural Branch—	
Number and classification of employees	25
Number and cancellation of apprenticeships	25
Use on outside work	29
Midland Junction Workshops—	
Function and capacity	25
Reduction in employees and salaries unpaid	27
Difficulty in obtaining material	27
System of costing	27
Ord River Diversion Dam and KA Wagons : Publication of particulars of tenders	26
Railways Department—	
Purchase of bar steel	26
Decrease in operating loss	26
Provision of public conveniences	28
Alteration of costing system and application to KA wagons	38
West Midland Station—	
Abolition of conveniences	27
Number of passengers	27
Staffing	27
School Bus Services—	
Additional cost of new policy	28
Length of routes, etc.	28
Parliament House Additions—	
Men employed	28
Completion date and cost	28
Melville High School—	
Fees for private architects	29
Work done by P.W.D. Architectural Branch	29

CONTENTS—continued

QUESTIONS ON NOTICE—continued

Primary Schools : Designs by private architects	29
Private Architects : Fees from Government	29
Erection of Homes : Cost by private contract and P.W.D. day labour	29
Katanning High School—	
Completion date	30
Men employed and work outstanding	30
Use of P.W.D. day-labour organisation	30
Building Industry : Apprentices	30
Fremantle Harbour Trust : Appointment of Mr. John Manford	30
Building Fees—	
Payment to local authorities	30
Position at Melville High School	31
Milk : Provision of minimum standard	31
Septic Tanks at Schools : Installation by local authorities	31
Electricity Supplies : Provision by capital contribution or guarantee of revenue	32
Teachers' Training Colleges—	
Ratio of students to staff	32
Meetings of advisory board	32
Railway Accounts : Cash required to meet deficit	32
Cement : Price to respective State Governments	32
Law Enforcement : Government's attitude	33
Honey : Price control	33
Native Welfare : Policy of Country Party	34
Water Supplies : Inconsistencies in valuations	34
Water Supply Department—	
Deficits and source of funds to meet losses	36
Anticipated revenue increase	36
Interest and sinking fund on Serpentine Dam and sewerage works	36
Primary Producers' Requisites : Shortage of supplies	36
Guayule Plant : Trials and prospect of establishing industry	36
Federated Ship Painters and Dockers' Union : Prosecutions in "Elizabeth Bakke" case	37
Railway Requirements—	
Construction and cost of side-frames for bogies	37
X-class Cylinder Heads : Comparison of local and imported product	37
Cost and manufacture of various components	38
Rural and Industries Bank : Payments to contractor	38
Dry Dock in Western Australia : Albany's claim	38
Coal : Haulage from Collie to Kalgoorlie Australian Paper Mills Ltd.—	
Date of Spearwood land purchase	39
Capital, profit, and reserves	40
Welshpool Manufacturing Industries : Dates of establishment	39
Bauxite Mining Company : Date of operation commencement	40
Land Resumptions : Total area and owners affected	40
Closed Railway Lines : Reopening and operating costs, etc.	40
Dairying Industry : Survey report	40
Snapper Fishing : Use and effect of traps	41

CONTENTS—continued

QUESTIONS WITHOUT NOTICE—	
Taxation : Increased revenue for 1959-1960	41
Crosswalks : Value of zigzag lines	41
Electoral Districts Act : Issue of proclamation	41, 42
Diesel Engines : Purchase of parts	42
Maunsell Report—	
Consideration by Cabinet	42
Tabling	42, 43
Perth Airport : Statement on extensions	42
Bread Prices : Submission of accountancy figures	43
Deep-Water Ports : Establishment in the Kimberleys	42
Closed Railway Lines : Reopening and operating costs, etc.	43
Water Restrictions : Prospects for coming summer	43
SITTING DAYS AND HOURS	44
GOVERNMENT BUSINESS—	
Precedence	44
COMMITTEES FOR THE SESSION—	
Appointment	44
LEAVE OF ABSENCE	49
BILL—	
Supply Bill, £23,500,000—	
Message	49
Standing Orders suspension	49
Com. of Supply	49
Com. of Ways and Means	70
1r., 2r.	70
Com., report, 3r.	78

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

CONDOLENCE

The Late Mr. P. R. Lawrence, M.L.A.

MR. BRAND (Greenough—Premier)
[4.32]: I move—

That this House desires to place on its records its profound sense of the loss sustained in the passing of the late Mr. Phillip Richard Lawrence, a member of this House, and that an expression of the sincere sympathy of members be conveyed to his widow and family by Mr. Speaker.

I am sure that I express the feelings of every one of us—and I speak particularly for the Government side—when I say how sorry we are at the untimely passing of such a young member as the late Mr. Lawrence. I think it is fair to say that from the time he came here he began to make friends on both sides of the House, and towards the end of his time here it was quite evident that members from every Party were concerned at his ill-health and were endeavouring to help him in every way possible. I think that speaks for itself.

I can only conclude my remarks by once again expressing our sincere sympathy to his wife and to his relatives, all of whom, no doubt, felt his very sudden and unexpected passing.

MR. HAWKE (Northam) [4.34]: I wish to support the motion put forward by the Leader of the Government. Mr. Lawrence was certainly well liked during the time he was a member of this House. He came here when he was still quite young in years; but nevertheless he had the benefit, when he came into the House, of a very wide experience, particularly in the industrial field and among working-class people. In addition, he had served the country in war overseas. He was very affectionately known to all those who had the privilege of knowing him well. I think it could truthfully be said that he was a man who, if he could not do a person a good turn, certainly would not do any person a bad turn.

I join with the Premier, too, in saying how much our feelings of sympathy have gone out to the widow and the members of the family; and again, on this occasion, we repeat our feelings and our thoughts of sympathy to them all, and we trust that with the passing of time they may find the blow, which was a very terrible one at the time, somewhat easier to bear.

Question passed; members standing.

DEPUTY CHAIRMEN OF COMMITTEES

Appointment

THE SPEAKER: I desire to inform the House that I have appointed Mr. Crommelin (Claremont), Mr. W. A. Manning (Narrogin), and Mr. Heal (West Perth) to be Deputy Chairmen of Committees for the session.

QUESTIONS ON NOTICE

PUBLIC WORKS DEPARTMENT ARCHITECTURAL BRANCH

Number and Classification of Employees

1. **Mr. TONKIN** asked the Minister for Works:

- (1) What is the number of employees, and in what categories or classifications are they at present employed by the Public Works Department in the architectural branch?
- (2) How many employees are engaged on maintenance work?

Number and Cancellation of Apprenticeships

- (3) Of the total number of employees in the architectural branch, how many are apprentices?

- (4) What is the number of new apprentices who have entered into Articles in the architectural branch since this Government took office?
- (5) Has he commenced any proceedings for the cancellation of apprenticeship of any person or persons?
- (6) If so, how many apprenticeships are involved and for what reasons are the cancellations being sought?

Mr. WILD replied:

(1) 889. Categories are—

Bricklayers	49
Cabinet-makers	13
Carpenters	230
Painters	120
Plasterers	82
Plumbers	120
Terrazzo hands	3
Truck drivers	8
Welders	2
Drainers	14
Junior workers	1
Labourers	187
Polishers	3
Machinists	5
Tilers	6
Foremen	23
Storekeepers	2
Storemen	1
Works Clerks	6
Clerical assistants	9
Electricians	5

Total 889

- (2) 255.
- (3) 65.
- (4) 22.
- (5) Yes.
- (6) Three. Because in each case the apprentices and parents concerned requested cancellation.

MIDLAND JUNCTION WORKSHOPS

Function and Capacity

2. **Mr. TONKIN** asked the Minister for Railways:

- (1) Is it not generally accepted throughout the world that the function of a railway workshop is—
 - (a) to construct railway motive power and rolling stock; and,
 - (b) to keep the equipment in working order?
- (2) Is not the workshop at Midland the best equipped railways workshop in Australia?
- (3) Why is the Midland shop not being used to its full capacity to meet both abovementioned requirements?

Mr. COURT replied:

- (1) (a) It is not generally accepted. Some railways make very little new stock; others make a proportion according to their capacity. Few railways make all their new rolling stock.
- (b) This is the primary function of a railway workshop.
- (2) It is well equipped but not necessarily the best equipped.
- (3) The Midland Junction Workshops are being used to the capacity thought desirable for the needs of the W.A. Government railways. It already employs a very high proportion of the total employees of the railways; namely, 2,834 out of a total of 12,821 at the 30th June, 1960.

ORD RIVER DIVERSION DAM AND KA WAGONS

Publication of Particulars of Tenders

3. Mr. TONKIN asked the Minister for Railways:

- (1) What is the explanation as to why the Government was able to publish in the Press particulars concerning the tenders for the Ord River diversion dam, but could not publish particulars concerning a comparatively small contract such as the manufacture of 200 KA wagons?
- (2) If the reasons which he gave in support of his refusal to make available the information about KA wagon tenders were valid, how is it that the same considerations did not apply in connection with tenders for the Ord River dam?

Mr. COURT replied:

- (1) and (2) The refusal to make available information regarding KA wagon tenders which were called through the Tender Board followed the same policy carried out by the previous Government. Reasons were given to the honourable member during the last session.

Tenders called through the Tender Board are generally for contracts for work of a recurring nature and could not be compared with the calling of tenders for a special project such as the Ord River diversion dam.

RAILWAYS DEPARTMENT

Purchase of Bar Steel

4. Mr. TONKIN asked the Minister for Railways:

- (1) What quantity of 4-inch round bar steel was ordered from B.H.P. by the Railways Department for delivery during the financial year 1959-60?

- (2) What quantity was supplied to the Railways Department by the company during the period?
- (3) What was the price per ton which was charged for the 4-inch round bar steel supplied?
- (4) Was the Railways Department obliged to purchase 4-inch round bar steel from suppliers other than B.H.P.?
- (5) If so, what quantity was so purchased and what was the average price per ton?

Mr. COURT replied:

- (1) (a) 15 cwt. ordered on the 13th May 1959, "Kasehard" steel.
- (b) 60 cwt. ordered on the 19th November, 1959, Mild steel.
- (2) No supplies were received during the period.
- (3) However, 15 cwt. 2 qrs. was supplied on the 11th July, 1960, at £51 18s. 6d. per ton and 60 cwt. 1 qr. was supplied on the 11th July, 1960, at £50 9s. 3d. per ton.
- (4) No.
- (5) Answered by No. (4).

RAILWAYS DEPARTMENT

Decrease in Operating Loss

5. Mr. TONKIN asked the Minister for Railways:

- (1) What items have to be taken into calculation in order to reconcile his figure of £700,000 as being the actual drop in the operating loss on the State railways with the figure adopted by the Treasury?
- (2) As the figure of £700,000 was stated to be the amount by which the financial burden of operating the State railways had been eased, according to "figures computed on a commercial accounting basis," does that mean that actually the Treasurer has to find approximately £200,000 less than the Under-Treasurer has advised him is required to meet the deficit in the Railways Account?
- (3) If not, what does it mean?

Mr. COURT replied:

The Press report of the 2nd July from which the honourable member has apparently taken the figures shows—

- (a) An estimated reduction of £700,000 in the operating loss.
- (b) An estimated reduction of £500,000 after increases in depreciation and interest are taken into account.

These figures are on a commercial accounting basis which includes such items as liabilities, debtors,

stock variations, etc. not included in the Treasury cash figures which show cash received and cash paid. As soon as the railway commercial figures are finalised and audited a reconciliation with Treasury figures will be prepared and made available to the honourable member.

MIDLAND JUNCTION WORKSHOPS

Reduction in Employees and Salaries Unpaid

6. Mr. BRADY asked the Minister for Railways:

(1) What was the reduction in employees at the Government Railways Workshops, Midland Junction, for the year ended the 30th June, 1960?

(2) What was the amount of wages and salaries unpaid by the Railways Department as a result?

Difficulty in Obtaining Material

(3) Has the Railways Department Stores Branch met any difficulties in obtaining material required for production during the year ended June, 1960?

(4) What materials had to be bought from other than the normal suppliers?

System of Costing

(5) What system of costing does the Railways Department use at Midland workshops?

(6) Is he satisfied with the costing system?

Mr. COURT replied:

(1) Wages staff employed on the 30th June, 1959—2,790; Wages staff employed on the 30th June, 1960—2,653; Reduction: 137.

Salaried staff employed on the 30th June, 1959—186; Salaried staff employed on the 30th June, 1960—181; Reduction: 5.

Total reduction wages and salaried staff—142.

(2) The precise amount saved in wages and salaries for 1959-60 is not available without considerable research; but adopting an average wage rate and multiplying by 142 gives a figure of £123,114. The saving for 1959-60 would be some proportion of this amount, probably about one-half.

(3) Not more than normal.

(4) Apart from minor items, the following steel was purchased:—

3,000 ft. 3 x 3 x $\frac{3}{8}$ angle.

375 ft. 6 x 4 x $\frac{3}{8}$ angle.

2,000 ft. 8 x $\frac{3}{4}$ flat.

3,900 ft. $\frac{1}{2}$ x $\frac{1}{2}$ flat.

50 sheets 6 ft. x 3 ft. x 24 gauge.

20 sheets 6 ft. x 3 ft. x 22 gauge.

(5) A system based on costing principles generally conforming to railway needs. It is less than would be required by private industry where precise unit costing is essential for determination of production costs for competitive tendering.

(6) For distinctly railway manufacturing requirements—yes. For comparison with outside tenders—no.

WEST MIDLAND STATION

Abolition of Conveniences

7. Mr. BRADY asked the Minister for Education:

(1) Is he aware of the decision of the Railways Department to abolish public conveniences at the West Midland station in the current year?

(2) Is he satisfied that the best interests of the 500-odd children are being served by the removal of the public conveniences?

(3) Will he confer with the Minister for Health to ensure that the 500-odd children using West Midland station are properly provided for in this regard?

Mr. WATTS replied:

(1), (2), and (3) Students using the West Midland station attend the Governor Stirling High School, where excellent toilet blocks are provided.

Number of Passengers

8A. Mr. BRADY asked the Minister for Railways:

(1) What number of passengers is using the West Midland station during normal week-days exclusive of Saturday?

(2) What was the number for the same station in the year ended 1955?

Staffing

(3) What was the number of staff on the 30th June, 1960?

(4) What was the number of staff on the 30th June, 1955?

Mr. COURT replied:

(1) and (2) This information is not available. The number of tickets issued at West Midland could be extracted, but this would not be a true guide to the number of passengers using the station as, in addition to these tickets, there are the numbers joining trains when the station is unattended and also the numbers alighting at the station who had bought tickets elsewhere.

- (3) The number of staff at West Midland on the 30th June, 1960, totalled 3.
- (4) The number of staff at West Midland on the 30th June, 1955, totalled 3.

RAILWAYS DEPARTMENT

Provision of Public Conveniences

8B. Mr. BRADY asked the Minister for Railways:

- (1) Did the Railways Department provide public conveniences in 1955?
- (2) Is it the intention of the department to abolish public conveniences in the current year?

Mr. COURT replied:

- (1) Yes.
- (2) At West Midland, yes. Broadly speaking, sewerage facilities will not be provided at suburban stations. Metropolitan train services are regular and frequent, and there is no reason why the Railways Department should be faced with the expenditure of providing public conveniences any more than that such conveniences should be provided by road transport services.

SCHOOL BUS SERVICES

Additional Cost of New Policy

9. Mr. TONKIN asked the Minister for Education:

- (1) What was the additional cost for the financial year just closed of the new policy in relation to school bus services under which spurs were added to existing bus routes?
- (2) By what amount did the actual additional cost exceed the estimate?

Length of Routes, etc.

- (3) What is the full length of the longest bus route now being operated?
- (4) How many routes exceed forty miles in length?
- (5) Are some children obliged to travel a total distance exceeding sixty miles each day?
- (6) What is the total number of additional children now being transported to school because spurs were added to the bus routes?

Mr. WATTS replied:

- (1) Approximately £12,000. However, for the full financial year the sum will exceed £30,000.
- (2) The estimate was not exceeded.
- (3) 55½ miles circular route agreed to by all parents concerned.

- (4) 123, of which 85 were in operation prior to the 1st April, 1959.
- (5) Yes, as they have been for several years, the total distance including, of course, both the forward and return journey.
- (6) These statistics are not available; and I am advised that it is extremely difficult, if not impossible, to obtain accurate figures.

PARLIAMENT HOUSE ADDITIONS

Men Employed

10. Mr. TONKIN asked the Minister for Works:

- (1) How many men were employed, and in what categories, on the additions to Parliament House job during the week ended Friday, the 15th July?
- (2) What was the average number of men employed on this job per month during this calendar year?

Completion Date and Cost

- (3) When is it anticipated that the present job will be completed?
- (4) By what amount is it expected that the actual cost of the work will exceed the estimate?

Mr. WILD replied:

- (1) Men employed during the week ended Friday, the 15th July:—

Bricklayer	....	....	....	1
Carpenters	....	....	....	5
Plasterers	....	....	....	6
Plumbers	....	....	....	2
Labourers	....	....	....	8
Total	....	....	....	22

- (2)
- | | | | | |
|----------|------|------|------|----|
| January | .... | .... | .... | 13 |
| February | .... | .... | .... | 13 |
| March | .... | .... | .... | 13 |
| April | .... | .... | .... | 19 |
| May | .... | .... | .... | 27 |
| June | .... | .... | .... | 30 |
| July | .... | .... | .... | 24 |

- (3) End of January, 1961, provided adequate supplies of suitable stone are available. Although the department has carried out extensive exploratory work, the stone position is still uncertain.

- (4) It is expected that the actual cost will exceed the estimate as follows:—

(a) Work originally allowed for	....	....	£8,000
(b) Added ground requirements	....	....	£24,000
			<hr/> £32,000

MELVILLE HIGH SCHOOL*Fees for Private Architects*

11. Mr. TONKIN asked the Minister for Works:

- (1) What fees were paid, or are payable, to private architects in connection with the proposed new Melville High School?
- (2) Will the architects be responsible for the supervision of construction?

Work Done by P.W.D. Architectural Branch

- (3) Was any portion of the preparation of the design and specifications done by the architectural branch of the Public Works Department?
- (4) If so, what was the nature and extent of the work which was done?

Mr. WILD replied:

- (1) £24,188.
- (2) Yes.
- (3) No; but the department supplied drawings of the various rooms and detail drawings of the special equipment in them.
- (4) Answered by No. (3).

PRIMARY SCHOOLS*Designs by Private Architects*

12A. Mr. TONKIN asked the Minister for Works:

- (1) Have private architects been engaged by the Government to design primary schools as has been done in connection with the proposed new Melville High School?
- (2) If so, which schools have been so designed?

Mr. WILD replied:

- (1) Yes.
- (2) (a) Narrogin School—new dormitory block.
- (b) Thornlie primary (new school).
- (c) Boyup Brook primary (new school).
- (d) South Merredin primary (new school).
- (e) Margaret River primary (new school).
- (f) Cleveland Street primary (additions).
- (g) Attadale primary (additions).
- (h) Boyup Brook Junior High School (additions).
- (i) Moora Junior High School (additions).
- (j) Wundowie primary (additions).
- (k) Cloverdale.
- (l) North-West Scarborough.
- (m) Innaloo infants'.

PRIVATE ARCHITECTS*Fees from Government*

12B. Mr. TONKIN asked the Minister for Works:

What is the total sum which has been paid, or is payable, to private architects by the Government for the financial year 1959-1960?

Mr. WILD replied:

Estimated total amount of fees in respect of works placed with private architects during 1959-60 is £40,000. The exact amount will depend on actual completed construction costs.

**PUBLIC WORKS DEPARTMENT
ARCHITECTURAL BRANCH***Use on Outside Work*

12C. Mr. TONKIN asked the Minister for Works:

- (1) Has the architectural branch of the Public Works Department during the period which the present Government has been in office, done any work, without charge, for any society, club, or other organisation?
- (2) If so, what are the particulars of each case?

Mr. WILD replied:

- (1) Yes.
- (2) (a) St. Catherine's College, University. (Full architectural services).
- (b) Goldfields Aged Pensioners' Home. (Plans and supervision).
- (c) Warren Youth Centre, Manjimup—new hall. (Supervision).

There may be other cases, in addition to those above, but a complete check of all records would entail considerable research and has not been undertaken.

ERECTION OF HOMES*Cost by Private Contract and P.W.D.
Day Labour*

13. Mr. TONKIN asked the Minister representing the Minister for Housing:

- (1) In what districts other than Northam has it been necessary to defer acceptance of tenders for the erection of homes because the prices tendered were too high?
- (2) How did the prices tendered compare with the cost of similar homes constructed by the Public Works Department day-labour organisation?

- (3) If the prices being tendered by private contractors for the erection of homes continue to rise, will the Government consider having homes constructed by the Public Works Department?

Mr. ROSS HUTCHINSON replied:

- (1) Goldfields and North-West districts; but when tenders were recalled, the tender prices were considered to be satisfactory.
- (2) P.W.D. day-labour has not constructed similar homes in these districts.
- (3) Tenders which have just been received for the erection of further homes at Northam disclose satisfactory prices; and tenders generally, now being received for other districts, are considered to be satisfactory.

KATANNING HIGH SCHOOL

Completion Date

14. Mr. TONKIN asked the Minister for Works:

- (1) When the contract was let for the Katanning High School, what was the date set for completion?
- (2) What amended dates were subsequently agreed upon?
- (3) On what date is it now expected that the building will be ready for use?
- (4) What are the reasons for the slow progress in the construction of the building?

Men Employed and Work Outstanding

- (5) How many men were employed on the building during the week ended the 23rd July?
- (6) What work has still to be done on the building?

Use of P.W.D. Day-Labour Organisation

- (7) If the P.W.D. had been entrusted with the job of erecting the building and had not been hampered by retrenchment of employees, would it not be reasonable to assume that the school would have been in use ere now, and much inconvenience to scholars and teachers obviated thereby?

Mr. WILD replied:

- (1) The 4th May, 1960.
- (2) The 30th June, 1960.
- (3) End of September, 1960.
- (4) Poor organisation by contractor.
- (5) Contractor advises—3 carpenters; 2 labourers.

- (6) The following work has still to be done:—

Concrete work	....	....	%
Plumbing and drainage	....	....	80
Electrical	....	....	80
Painting	....	....	95
Cupboards—To be fixed in position.	....	....

- (7) In this case, yes.

BUILDING INDUSTRY

Apprentices

15. Mr. TONKIN asked the Minister for Labour:

- (1) What was the total number of apprentices in the building trades registered for the whole of this State at the 31st March, 1959?
- (2) What was the total number of apprentices in the building trades registered throughout the State at the 31st March, 1960?
- (3) Of the number registered at the 31st March, 1960, how many were apprentices in their first year?

Mr. PERKINS replied:

- (1) 1,173.
- (2) 890.
- (3) 80.

FREMANTLE HARBOUR TRUST

Appointment of Mr. John Manford

16. Mr. TONKIN asked the Minister for Works:

- (1) Does he consider that direct representation of the different major interests involved is undesirable on the Fremantle Harbour Trust?
- (2) If the reply is in the negative, why was a long-established practice departed from when Mr. N. McKenzie was displaced by the appointment of Mr. John Manford as a commissioner?
- (3) Was the name of Mr Manford submitted by the Chamber of Commerce in response to an invitation from the Government to name a nominee?
- (4) Does Mr. Manford represent the Chamber of Commerce on the Fremantle Harbour Trust?

Mr. WILD replied:

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

BUILDING FEES

Payment to Local Authorities

17. Mr. TONKIN asked the Minister for Works:

- (1) In what way is it considered unreasonable for a local authority to require payment of building fees

from a private builder who lodges plans for the erection of public buildings, when the Government sees fit to have such buildings built by a private contractor on plans and specifications drawn up by a private firm of architects?

Position at Melville High School

- (2) Was it because the Melville Road Board asked for payment of building fees upon the lodgment of the plans for the proposed Melville high school that such plans were subsequently recalled?

Mr. WILD replied:

- (1) Because even though the department engages private architects to handle some of its works, these works are still departmental undertakings, and are not subject to local authority.
- (2) The Melville high school is being handled by a firm of private architects. They have advised that the plans were lodged with the local authority by the builder, but were subsequently withdrawn on instructions by the architects, who pointed out to the builder that no such lodgment was necessary.

MILK

Provision of Minimum Standard

18. Mr. TONKIN asked the Minister for Agriculture:

- (1) Does he consider that in the interest of the public it is necessary for the Milk Board to have power to set a minimum standard for the nutritional value of milk sold?
- (2) In view of the finding of the Full Court that the Milk Act does not give the board the requisite power, does he propose to take any action to remedy the position this session?

Mr. NALDER replied:

- (1) Yes.
- (2) Yes. The matter is at present being considered by the Government.

SEPTIC TANKS AT SCHOOLS

Installation by Local Authorities

19. Mr. TONKIN asked the Minister for Education:

- (1) In how many instances have local authorities taken advantage of the amendment to the Health Act passed last session which enabled them to enter into agreements with the Government so that septic tanks could be installed for use at Government schools?
- (2) In how many instances were abluatory facilities provided in connection with septic tank installations?

- (3) Which local authorities have provided schools with septic tanks as a result of the amendment referred to?
- (4) What is the total sum so far involved which the Government is under liability to repay to the various local authorities some time in the future?

Mr. WATTS replied:

- (1) and (3) Thirty local authorities. Thirty-eight schools.

Local authorities are, however, regularly making arrangements for the provision of septic tanks under the scheme in their districts so that the number will be substantially increased in the near future. The following is a list of local authorities and schools that have so far been attended to:—

Local Authority	No. of Schools.
Ballingup Road Board	1
Swan Road Board	2
Kununoppin-Trayning Road Board	1
Rockingham Road Board	2
Plantagenet Road Board	2
Serpentine-Jarrahdale Road Board	1
Koorda Road Board	1
Northampton Road Board	2
Carnamah Road Board	1
Chapman Valley Road Board	1
Dalwallinu Road Board	1
Darling Range Road Board	2
Coolgardie Road Board	2
Cuballing Road Board	1
Morawa Road Board	1
Lake Grace Road Board	1
Mt. Marshall Road Board	1
Cue-Day Dawn Road Board	1
Cranbrook Road Board	2
Mundaring Road Board	1
Midland Junction Municipality	1
Harvey Road Board	2
Bruce Rock Road Board	1
Woodanilling Road Board	1
Tammin Road Board	1
Tambellup Road Board	1
Leonora Road Board	1
Three Springs Road Board	1
Murray Road Board	1
Williams Road Board	1

38

- (2) In all cases.
- (4) Tenders accepted amount to £31,365. In addition to this is the sum involved in the raising of loans by local authorities. Agreements have been entered into between the local authorities and the Government under which repayments will be made over a 15-year period.

ELECTRICITY SUPPLIES*Provision by Capital Contribution or Guarantee of Revenue*

20. Mr. TONKIN asked the Minister for Electricity:

- (1) How many applications were received in the last financial year from persons seeking to take advantage of the amendment to the State Electricity Commission Act passed last session, providing for the supply of electricity upon a capital contribution being made or revenue being guaranteed?
- (2) How many applications were granted?
- (3) How much of the £50,000 set aside by the Treasurer to reimburse the State Electricity Commission was utilised for the purpose?

Mr. WATTS replied:

- (1), (2), and (3) Actual formal applications have not been invited from such persons, although a number of inquiries and requests for consideration have been received. Some difficulty has been experienced in arriving at a basis which, while satisfactory to the commission, could be made to fit varying circumstances.

It is expected that a statement of conditions will be published very shortly. Consequently no specific expenditure under this heading has taken place.

TEACHERS' TRAINING COLLEGES*Ratio of Students to Staff*

21. Mr. TONKIN asked the Minister for Education:

- (1) What was the ratio of students to staff during 1959 in the teachers' college at—
 - (a) Claremont;
 - (b) Graylands?
- (2) How does the ratio in Western Australia compare with—
 - (a) Victoria;
 - (b) South Australia?
- (3) What was the ratio of students to staff during 1959 in the arts course at the University of Western Australia?

Meetings of Advisory Board

- (4) How many meetings of the Teachers' College Advisory Board were held during 1959?

- (5) What was the date of its last meeting in that year?
- (6) Has there been a meeting of the board this year?
- (7) If so, when was the meeting held?

Mr. WATTS replied:

- (1) (a) Claremont College: All students—23 to 1. Excluding students attending University—16 to 1.
(b) Graylands College: 13 to 1.
- (2) Information not available.
- (3) Estimated 18 to 1.
- (4) Three.
- (5) The 24th November, 1959.
- (6) Yes.
- (7) The 26th July, 1960.

RAILWAYS ACCOUNTS*Cash Required to Meet Deficit*

22. Mr. TONKIN asked the Treasurer:

- (1) What amount of cash, or cash equivalent, was required to make good the deficit in the Railways accounts for the financial year just ended?
- (2) What was the comparable amount required for the financial year 1958-59?

Mr. BRAND replied:

- (1) £1,890,237.
- (2) £2,374,461.

CEMENT*Price to Respective State Governments*

23. Mr. TONKIN asked the Minister for Industrial Development:

- (1) What is the price in Perth to the Government of Western Australia of cement manufactured and sold here?
- (2) What is the price in the capital cities to each of the other State Governments of Australia of cement manufactured in the respective States?

Mr. COURT replied:

- (1) £12 15s. per ton in 5-ton lots or over—delivered throughout the whole metropolitan area.
£12 15s. plus 3s. cartage per ton in under 5-ton lots, delivered throughout the whole metropolitan area.
The above prices are subject to 2½ per cent. discount at 30 days.

(2) In other cities varying conditions of pricing apply. These are very involved, as indicated by those

prevailing in Sydney. Details of Sydney prices are as follows:—

SELLING PRICES OF BAGGED CEMENT IN SYDNEY AREA

Operative from 1st April, 1960

	15 tons or over* (per ton)	Six tons but less than 15 tons† (per ton)	24 bags but less than 6 tons in one delivery (per 24 bags)	Half ton but less than 1 ton, in one delivery (per 12 bags)	Less than half ton		
					Per bag	Per bag	
	Resellers		Others			Ex Store only	Delivered
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	s. d.	s. d.
Ex Rail	12 17 9	....	....	....	....	....	....
Ex Store or delivered to one customer in all districts except those set out below	13 12 0	13 18 2	14 3 11	14 15 0	7 11 3	13 8	14 6
Between Spit Bridge and Narrabeen Lagoon	13 17 0	14 3 2	14 8 11	15 0 0	7 13 9	14 1	14 10
Between Narrabeen Lagoon and Palm Beach	14 2 0	14 8 2	14 13 11	15 5 0	7 16 3	14 6	15 3

NOTES:

1. All prices are subject to discount of 2½% for payment within 30 days from the end of the month in which deliver is made—provided that no discount shall be allowed on purchases of less than £1.
- *2. Cement may be sold at 15 ton prices only if the total quantity is delivered within a period of 24 hours to not more than three places.
- †3. Cement may be sold at 6 ton prices only if the total quantity is delivered within a period of 24 hours to not more than two places or picked up ex store within a similar period.
4. All loads smaller than 6 tons are to be in one delivery to one destination.

A written request has been made to the Government of each State to supply the information requested by the honourable member and he will be advised when it is received.

I might add that we tried to get it by a quicker means but it was so complicated that to have it by today was impracticable.

The proclamation under the Electoral Districts Act, section 12, was in fact issued. Parliament by special Act cancelled that proclamation and thereby altered the law as to the effect of the proclamation which was issued. The law, as altered, has taken its course.

LAW ENFORCEMENT

Government's Attitude

24. Mr. TONKIN asked the Premier: What is the difference, in the mind of the Government, which renders it imperative that where the existence of a man is at stake "the law shall take its course" but where the existence of a Government is involved, as it is because the Electoral Districts Act requires that a redistribution of seats shall take place, the law shall not take its course?

Mr. BRAND replied:

It is not "imperative" that the law shall take its course where the existence of a man is at stake. It depends upon circumstances whether or not the Governor should be recommended to exercise the Royal mercy. In two of the three cases during the term of office of the present Government, the Governor has been so recommended.

HONEY

Price Control

25. Mr. TONKIN asked the Minister for Labour:

- (1) Is he aware that plans for the price control of all honey exported from Australia were approved in principle by the beekeepers' section of the Farmers' Union in Perth, on the 6th July?
- (2) Is the price of honey sold within Western Australia subject to price control?
- (3) Does he agree in principle with the school of thought which advocates price control?
- (4) If plans for the price control of honey (such as the beekeepers' section of the Farmers' Union has in contemplation) were put into operation, would that place those responsible in a position which conflicted with the provisions of the Trade Associations Registration Act?

Mr. PERKINS replied:

- (1) There is a voluntary honey pool in Western Australia constituted under an Act passed during the term of the Government of which the Deputy Leader of the Opposition was a member. With a voluntary pool it is not possible to fix an internal or an export price.
- (2) No.
- (3) No.
- (4) Answered by No. (1).

NATIVE WELFARE

Policy of Country Party

26. Mr. TONKIN asked the Minister for Native Welfare:

- (1) Has he seen in the issue of *The Farmers' Weekly* of the 26th May, 1960, an advertisement under the heading, "The Country Party Speaks," in which the following statement appeared:—

"The Country Party alone provides in its policy definite and specific proposals for native welfare, and really does something about it?"

- (2) Does he agree with the above statement?
- (3) Is full citizenship for natives provided for in Country Party policy?
- (4) Does he believe in full citizenship for natives?
- (5) If so, when does he propose to take the necessary steps to have it implemented?
- (6) Does Country Party policy on native welfare include the following, as was claimed in the advertisement above referred to:—

Every effort to be made to provide scope and opportunity for natives to be educated, housed and suitably employed with a view to their ultimate assimilation into the community?

- (7) Why is this policy not being put into operation at Allawah Grove?

Mr. PERKINS replied:

- (1) to (6) Government policy is decided by Cabinet bearing in mind the policy speeches of the leaders of the Government parties and provides for full citizenship rights for every native whose industry and living standards justify the acceptance of such responsibilities.

Shelter facilities on reserves are being rapidly improved and transition type houses are being provided, separate from reserves, for

those native families who have developed enough to be ready for such accommodation.

- (7) The policy being applied at Allawah Grove and elsewhere throughout the State is part of the social education programme of natives and is designed to teach them the basic principles of living in our community. This includes the acceptance of the responsibility of taking care of their accommodation, payment of rent, and obtaining employment. In this way damage to their morale by pauperisation is avoided and self-respect encouraged by their contributing to their own support. The department still supports those in genuine need.

In the pastoral areas, hostels are to be erected and manual training classes commenced for boys and girls. This training will equip a greatly increased number of natives for better employment opportunities. The scheme has the full support of local authorities, employers, residents, and natives in the areas concerned.

WATER SUPPLIES

Inconsistencies in Valuations

27. Mr. TONKIN asked the Minister for Water Supplies:

- (1) What districts were regarded by the department as being so undervalued in relation to other districts as to create the inconsistencies referred to by him in his Press announcement of increased charges?
- (2) How did these inconsistencies occur, and for what length of time had they existed?
- (3) Have all districts been revalued for the purpose of levying water and sewerage charges for this financial year?
- (4) If not, which districts have not been revalued, and what was the year in which the latest valuations were made in each case?
- (5) What districts were valued during 1959, and have had valuations increased for the present rating year?
- (6) Will the so-called levelling upwards of valuations result in automatic increases in local authority valuations in certain municipal districts?
- (7) If increases in local authority valuations in certain municipalities or road districts are virtually certain because of arrangements existing between those local authorities and the Water Supply

Department with regard to valuations, in which districts are increased valuations to be expected?

- (8) With reference to the ministerial statement that valuers would work out value adjustments "according to the rise or fall in property value," how many properties have been reduced in value for rating purposes this financial year?

Mr. WILD replied:

- (1) The following districts were regarded as being under-valued in relation to other districts, namely:—

Fremantle Municipality (excluding City Ward).

East Fremantle Municipality.

Melville Road Board.

Mosman Park Road Board.

Peppermint Grove Road Board.

Cottesloe Municipality.

Claremont Municipality.

Nedlands Municipality.

Subiaco Municipality.

Perth City Council—the following wards — Leederville, Floreat Park-City Beach, North Perth, and Victoria Park.

Perth Road Board.

Wanneroo Road Board (Marmion).

Bayswater Road Board.

Mundaring Road Board (Greenmount-Swan View).

Bassendean Road Board.

Midland Junction Municipality.

Belmont Road Board.

South Perth Municipality.

Canning Road Board.

Gosnells Road Board.

Armada-Kelmscott Road Board (Kelmscott).

- (2) Inconsistencies referred to are:—
The different levels of assessed valuations for rating purposes applied to business and industrial premises as compared with residential properties.

It would appear that the inconsistencies in assessment arose when progressive reviews to establish valuations on a common basis were introduced in 1953.

- (3) No.

- (4) The following districts were not revalued during the year 1959-1960:—

Fremantle—City Ward 1/7/59

Other Wards 1/7/57

Cockburn Road Board 1/7/58

Kwinana Road Board —

East Fremantle 1/7/59

Melville Road Board:

Melville Ward 1/7/58

Mt Pleasant & Applecross 1/7/59

North Fremantle Council 1/7/57

Mosman Park Road Board 1/7/59

Peppermint Grove Road

Board 1/7/59

Cottesloe Council 1/7/59

Claremont Council 1/7/59

Nedlands Council 1/7/58

Perth City Council:

Central Ward 1/7/59

Other Wards 1/7/57

Perth Roads Board:

Maylands, Lawley, Inglewood

and Yokine 1/7/57

Osborne Park Ward 1/7/58

North Beach 1/7/59

Wanneroo Road Board:

Marmion 1/7/59

Guildford Council 1/7/57

Swan Road Board 1/7/58

Mundaring Road Board 1/7/59

Darling Range Road Board 1/7/58

Bassendean Road Board 1/7/59

Belmont Park Road Board 1/7/58

South Perth Council (excluding Manning) 1/7/59

Canning Road Board (excluding Riverton) 1/7/59

Kelmscott .. 1/7/57

Armada .. 1/7/59

- (5) The following districts were revalued during 1959-60 effective as from the 1st July, 1960:—

Melville Road Board—Palmyra and Bicton Wards.

Subiaco City Council.

Perth City Council—Leederville-Wembley Wards, North Perth Ward.

Perth Road Board—Scarborough, Doubleview.

Bayswater Road Board.

Midland Junction Council.

South Perth—Manning Ward.

Canning Road Board—Riverton Ward.

Gosnells Road Board.

- (6) No. Whether or not the increased valuations of this department are adopted by the local authorities depends entirely upon the decision of each local authority.

- (7) As stated in No. (6) above, increases in local authority valuations are not certain.

The following local authorities are supplied with annual values made by this department:—

East Fremantle Council.

North Fremantle Council.

Cottesloe Council.

Claremont Council.

Subiaco City Council.

Guildford Ward of Swan Road Board.

Nedlands City Council.

- (8) Due to the continued upward trend in property values, reductions of annual values during general revaluations would only occur in isolated instances. The number involved is not readily available.

WATER SUPPLY DEPARTMENT

Deficits and Source of Funds to Meet Losses

28. Mr. TONKIN asked the Minister for Water Supplies:

- (1) From what source were funds obtained to make good the losses sustained by the Water Supply Department as a result of the reduced consumption of water consequent upon the severe restrictions in operation during last summer?
- (2) What was the amount of revenue estimated to have been lost because of restrictions on the use of water?
- (3) What was the actual deficit incurred by the department during the financial year just closed?
- (4) What amount of the deficit was due to insufficiency of—
 - (a) sewerage revenue;
 - (b) water charges;
 - (c) drainage charges?

Anticipated Revenue Increase

- (5) Of the reported anticipated increase in revenue, how much is expected to be derived from—
 - (a) increases in valuations;
 - (b) increases in charges for excess water?

Interest and Sinking Fund on Serpentine Dam and Sewerage Works

- (6) What was the total sum included in the accounts to provide for interest and sinking fund charges on the main Serpentine Dam and sewerage works expansion?

Mr. WILD replied:

- (1) The loss incurred in the 1959-60 financial year has been carried to the department's net revenue account, causing the accumulated surplus since inception of £240,281 to become a loss of £11,946.
- (2) Approximately £250,000.
- (3) £252,227.
- (4) (a) £31,804 surplus.
(b) £258,346 deficit.
(c) £25,685 deficit.
- (5) (a) £383,000.
(b) It is anticipated that the gains from increased prices of excess water will approximate the value of rebate allowed for the additional water rates paid.
- (6) Financial year 1959-60—Nil.
The Revenue Estimates for 1960-61 provide for payment of £1,336,800 as interest and sinking fund charges, included in which

is £48,300 in respect of the Serpentine Main Dam, and £25,682 on the Sewage Treatment Works amplification.

PRIMARY PRODUCERS' REQUISITES

Shortage of Supplies

29. Mr. TONKIN asked the Minister for Agriculture:

- (1) What are the causes of the acute shortage, difficulties and delays in obtaining machinery spare parts, machinery, fencing, piping, and other steel supplies which primary producers in Western Australia have been experiencing in recent months?
- (2) What action has the Government taken to have the position rectified?
- (3) What results have been achieved?

Mr. NALDER replied:

- (1), (2), and (3) The difficulties referred to are experienced in varying degrees in all the Australian States. In Western Australia there is no serious delay in supplying agricultural machinery, with the exception of auto-headers, and some spare parts, but there are difficulties with steel materials such as fencing wire. On behalf of the Government, I raised this matter at the last meeting of the Agricultural Council at Darwin where it was indicated by the Minister for Primary Industry that the main reason for shortages of plain and barbed wire, steel posts, piping, and netting was a fall in demand in 1959 which caused manufacturers to turn to other products or to accept export orders for steel. The position was aggravated by increased demand in 1960 for wire and wire products for other than fencing purposes. However, manufacturers are now devoting all their resources to meeting domestic demands for steel fencing and other materials, but it will be some time before backlog is overtaken.

GUAYULE PLANT

Trials and Prospect of Establishing Industry

30. Mr. TONKIN asked the Minister for Agriculture:

- (1) In which areas are the trial plantings of guayule showing the most satisfactory results to date?
- (2) When were the plantings last observed?
- (3) Are the prospects for the establishment of an industry for the production of guayule rubber in Western Australia encouraging?

Mr. NALDER replied:

- (1) At the time of Messrs. Anderson and Kageyama's visit in early February, it was considered that, taking all factors into account, the plantings at Mingenew showed most promise. When last inspected this was still the position.
- (2) The officer supervising the work inspected the field plantings between the 31st May and the 3rd July. The nursery plantings are under continual supervision. Further plantings will be made at Eneabba, Badgingarra, West Gingen, Esperance, Hyden, and Kalgoorlie during the next three weeks. These plantings will include fertiliser trials.
- (3) In the southern half of the State it does not appear that guayule can be grown successfully without additional special fertiliser treatment. As these fertiliser requirements have yet to be thoroughly investigated, it is unlikely that early large-scale production will be attained in this area. However, the fertility status of the soil of the northern part of the State is more favourable, and this area may show more promise for the establishment of a guayule rubber industry.

FEDERATED SHIP PAINTERS AND DOCKERS' UNION

Prosecutions in "Elizabeth Bakke" Case

31. Mr. TONKIN asked the Minister for Works:

- (1) In launching the prosecution against the secretary and two members of the Federated Ship Painters and Dockers' Union in May last, for having impeded the movement of the *Elizabeth Bakke*, did the Fremantle Harbour Trust act on its own initiative?
- (2) Was the matter of proceeding with the court action referred to him at any stage?
- (3) Has there ever been another instance when the particular section of the Act or regulations used in this case have been invoked? If so, when?

Mr. WILD replied:

- (1) Yes.
- (2) The chairman kept me informed of the action being taken.
- (3) Yes.
 - (a) In May, 1953, when the trust proceeded against J. R. Gandini for taking part, with members of the Youth Rights Committee, in a demonstration on the wharves

without the prior permission of the trust. Gandini was fined £10 with £4 8s. costs.

- (b) In November, 1955, when the trust proceeded against P. L. Troy, who after repeated warnings that the trust's prior approval must be obtained, conducted a public meeting on the wharf without permission. He was fined £1 with £5 9s. costs.

RAILWAY REQUIREMENTS

Construction and Cost of Side-frames for Bogies

32. Mr. TONKIN asked the Minister for Railways:

- (1) What is the estimated cost of the manufacture at the Midland workshops of side-frames for bogies?
- (2) Were quotes obtained from private firms for the manufacture of side-frames?
- (3) What prices were quoted and by what firms?
- (4) Have any contracts been let?
- (5) If so, what are the particulars of such contracts?

Mr. COURT replied:

- (1) £52 6s. each.
- (2) No—only complete bogies.
- (3), (4), and (5) Answered by No. (2).

X-class Cylinder Heads: Comparison of Local and Imported Product

33. Mr. TONKIN asked the Minister for Railways:

- (1) Are the imported X-class cylinder heads satisfactory?
- (2) What was the quantity and date ordered of the most recent order placed for X-class cylinder heads?
- (3) Has the department made X-class cylinder heads at its works?
- (4) If X-class cylinder heads have been made by the department, are they more satisfactory than those imported?
- (5) How do they compare as to cost?

Mr. COURT replied:

- (1) Based on the use of diesel electric locomotives in the Eastern States these have not been completely satisfactory.
- (2) 24 ordered on the 3rd April, 1960 and supplied on the 25th May, 1960.
- (3) Yes.
- (4) They have not been long enough in service as yet for a true comparison to be made.

- (5) (a) Cost imported—£128.
 (b) Cost at Midland—£65 5s. 5d., but this does not cover costs of patterns and experimentation work before final castings were produced.

Cost and Manufacture of Various Components

34. Mr. TONKIN asked the Minister for Railways:

- (1) What is the cost to the Railways Department of the following items:—

- (a) 5-inch flange mounting pump;
 (b) bearing sleeve, X11132;
 (c) shaft for driving pump, X11148?

- (2) Could the department have items (b) or (c) made at its workshops?
 (3) What is the estimated cost of making items (b) and (c) respectively?
 (4) Does the department make any of the items above mentioned?

Mr. COURT replied:

- (1) (a) £150 16s. 2d. each.
 (b) £11 3s. 1d. each.
 (c) £30 16s. 3d. each.
 (2) Yes.
 (3) (b) £1 16s. 1d.
 (c) £17 approximately.
 (4) Yes—items (b) and (c).

RAILWAYS DEPARTMENT

Alteration of Costing System and Application to KA Wagons

35. Mr. TONKIN asked the Minister for Railways:

- (1) What alterations have been made in the Railways Department to the costing system which the Auditor-General found inadequate in November last year?
 (2) Is the system now in operation quite satisfactory, judged on the standard of good accountancy practice?
 (3) If an altered system of costing is now in operation, at what estimated cost could the Railways Department construct KA wagons at its workshops at Midland Junction?

Mr. COURT replied:

- (1) All manufacturing orders are now directly costed.
 (2) For distinctly railway manufacturing requirements—Yes. For comparison with outside tenders—No.
 (3) Answered by No. (2).

RURAL AND INDUSTRIES BANK

Payments to Contractor

36. Mr. TONKIN asked the Treasurer:

- (1) What is the total amount of progress payments which have been made to the contractor for work done on the new building for the Rural and Industries Bank?
 (2) Is it anticipated that total payments to the contractor for the new bank building, when completed, will exceed £696,651?
 (3) If excess payment is contemplated, what is the estimated amount of such excess?

Mr. BRAND replied:

- (1) £273,705.
 (2) No.
 (3) Answered by No. (2).

DRY DOCK IN WESTERN AUSTRALIA

Albany's Claim

37. Mr. HALL asked the Minister for Industrial Development:

Will he give an assurance that when discussions take place between the Government and Mr. S. D. Dale of William Denny & Bros. Ltd., pertaining to a bid for a dry dock in Western Australia, he will bring to the notice of that firm Albany's claim, supported by the fact that Albany was recommended as a naval base with dry dock facilities during World War II?

Mr. COURT replied:

Yes. I have already announced that it is hoped to arrange for Mr. Dale to visit ports other than Fremantle whilst he is in Western Australia.

COAL

Haulage from Collie to Kalgoorlie

38. Mr. MAY asked the Minister for Railways:

- (1) What was the total tonnage of coal hauled to Kalgoorlie ex Collie for the years 1958-59?
 (2) What was the revenue derived by the Railways Department for each of these years?
 (3) What was the haulage rate per ton charged by the Railways Department?
 (4) Having regard to the back-loading of goods traffic from the Eastern States, what was the gain or loss by the Railways Department?
 (5) If no coal was hauled to Kalgoorlie for the years 1958-59 what would have been the estimated cost to the department in hauling

empty trucks from Perth to Kalgoorlie in order to carry goods traffic entering this State via Kalgoorlie to Perth?

- (6) Having regard to this two-way traffic, would it not be possible to carry coal from Collie to Kalgoorlie at a cheaper rate as a consequence of not having to haul empty wagons to Kalgoorlie in order to cope with the Eastern States traffic?
- (7) Does the cost applied to the haulage of coal over the State railways system include a percentage of additional costs to meet the cost of general haulage of other goods hauled over unpayable lines?

Mr. COURT replied:

- (1) Year ended the 30th June, 1958—38,950 tons.
Year ended the 30th June, 1959—39,600 tons.
- (2) Year ended the 30th June, 1958—£122,700.
Year ended the 30th June, 1959—£125,000.
- (3) 62s. 3d. per ton.
- (4) It is not possible accurately to provide the answer to this question, but it is estimated that the revenue covers the actual out-of-pocket expenses incurred in the haulage of the coal plus a very small contribution towards overhead costs.
- (5) The empty wagon supplies required to be hauled to Kalgoorlie to meet commitments are not necessarily drawn from Perth; and because of the many factors to be taken into consideration, an accurate answer to the question cannot be given.
- (6) As mentioned in answer to No. (4), the revenue return received from the haulage of coal from Collie to Kalgoorlie barely covers out-of-pocket expenses; consequently a reduction in the coal rate would not be economical.
- (7) No.

AUSTRALIAN PAPER MILLS LTD.

Date of Spearwood Land Purchase

39. Mr. HAWKE asked the Minister for Industrial Development:

On what date was the land purchased at Spearwood by the Australian Paper Mills Ltd., as a site for the paper mill which the paper company proposes to establish in six or seven years' time?

Mr. COURT replied:

- (1) Jandakot A.A. Lots 257, 290 and part of Lot 256.
Date on transfer—the 19th December, 1958.
Date of registration—the 25th February, 1959.
- (2) Balance of Jandakot A.A. Lot 256.
Date on transfer—the 4th March, 1960.
Date of registration—the 21st March, 1960.
- (3) Cockburn Sound Lot 633.
Date on transfer—the 19th August, 1959.
Date of registration—the 26th January, 1960.

WELSHPOOL MANUFACTURING INDUSTRIES

Dates of Establishment

40. Mr. HAWKE asked the Minister for Industrial Development:

When was each of the 14 manufacturing industries in the Welshpool area, which was recently purchased from the Commonwealth Government by the State Government, established?

Mr. COURT replied:

The dates of establishment at the Welshpool industrial area of the 14 tenants concerned are as shown hereunder:

- A.R.C. Engineering Co. (W.A.) Pty. Ltd., December, 1953.
- Food Products of Australia Pty. Ltd., October, 1946.
- Chamberlain Industries Pty. Ltd., January, 1947.
- Frank Davidson & Company, December, 1948.
- Denaro Concrete Block Manufacturing Co. (W.A.) Ltd., August, 1948.
- Di-Met (W.A.) Pty. Ltd., November, 1949.
- Enterprise Steam Laundry, September, 1946.
- James Hardie & Co. Pty. Ltd. (James Hardie & Co. Pty. Ltd. was established at Rivervale in 1920), May, 1949.
- Jason Industries Limited (Jason Industries Ltd., formerly Bridge & Wilson was established at Perth in 1932), April, 1946.
- Johnson's Bagwash Laundry, February, 1946.
- Mines Department, October, 1958.
- Neeta Furniture Pty. Ltd., July, 1946.
- Universal Milling Co. Pty. Ltd., July, 1946.
- Railways Department, September, 1946.

BAUXITE MINING COMPANY*Date of Operation Commencement*

41. Mr. HAWKE asked the Minister representing the Minister for Mines:

When did the company which is now mining bauxite in the Darling Ranges first commence operating such work?

Mr. ROSS HUTCHINSON replied:

The company mentioned was granted a reservation to search for bauxite in March, 1958. It commenced raising bauxite for shipment in September, 1959.

AUSTRALIAN PAPER MILLS LTD.*Capital, Profit, and Reserves*

42. Mr. HAWKE asked the Premier:

- (1) What is the total authorised capital of Australian Paper Mills Ltd., as at the 30th June, 1959?
- (2) What is the total amount of issued capital?
- (3) What was the total amount of profit available for appropriation as at the 30th June, 1959?
- (4) What was the total of reserves and retained profit at the 30th June, 1959?

Mr. BRAND replied:

- (1) £20,000,000.
- (2) £17,000,000.
- (3) £3,206,000.
- (4) £6,432,820.

LAND RESUMPTIONS*Total Area and Owners Affected*

43. Mr. GRAHAM asked the Premier: What was the total area of land and the number of owners from whom land was resumed by—

- (a) the McLarty - Watts Government;
- (b) the Hawke Government;
- (c) the present Government, including land in respect of which notice to resume has been given?

Mr. BRAND replied:

- (a) McLarty - Watts Government — 1947-1953: 16,948 acres, 4,359 owners.
- (b) Hawke Government — 1953-1959: 19,608 acres, 1,655 owners.
- (c) The present Government—since the 21st March, 1959: 1,205 acres, 974 owners.

CLOSED RAILWAY LINES*Reopening and Operating Costs, etc.*

44. Mr. GRAHAM asked the Minister for Railways:

Regarding—

- (1) the operation of services on the Burakin-Bonnie Rock, and,

- (2) the Lake Grace-Hyden railway lines respectively, will he inform me—

- (a) the costs of reopening the lines;
- (b) the operating costs, plus administration charges, depreciation and interest;
- (c) the earnings;
- (d) the tonnage hauled in both directions;
- (e) the total amount payable by the Treasury Department to the Railways Department;
- (f) the dates between which the services operated?

Mr. COURT replied:

- (a), (b), (c), and (e) The final audited figures are not yet available. Preliminary examination indicates that operating loss will be less than the road subsidy would have cost had the seasonal rail service not operated.

- (d) Tonnages hauled from these lines up to the 30th June, 1960, were:

	Tons
Burakin-Bonnie Rock	26,820
Lake Grace-Hyden	28,204

Figures for tonnages hauled to these lines are not yet available.

- (f) Services commenced operating on the Burakin-Bonnie Rock line on the 18th January, 1960, and terminated as follows:—

Beacon-Bonnie Rock—4th June, 1960.

Kulja-Beacon—24th June, 1960.

Burakin-Kulja—29th July, 1960.

On the Lake Grace-Hyden line, services commenced on the 18th January, 1960, and terminated on the 4th June, 1960.

DAIRYING INDUSTRY*Survey Report*

45. Mr. KELLY asked the Minister for Agriculture:

- (1) Has he received the report of the survey covering the dairying industry which was undertaken by the Commonwealth Government during 1959?
- (2) If so, will he lay same on the Table of the House?

Mr. NALDER replied:

- (1) No.
- (2) Answered by No. (1).

SNAPPER FISHING*Use and Effect of Traps*

46. Mr. KELLY asked the Minister for Fisheries:

- (1) When were fish traps first used in taking snapper commercially in Shark Bay?
- (2) What is the total quantity of snapper caught in traps and marketed?
- (3) Have there been any prosecutions in the above period for under-sized fish taken in traps?
- (4) Is he satisfied that the use of traps is not causing considerable damage to the snapper grounds in Shark Bay?

Mr. ROSS HUTCHINSON replied:

- (1) 1959.
- (2) 1,347,000 lb. in 1959. The figures for this year are not yet available.
- (3) No.
- (4) Yes. The department's research officer returned last weekend from Shark Bay, where one of the research vessels is engaged in an examination of the snapper fishery. He reports that the class of fish caught in traps is no different from those taken by handlines—they are consistently of large size.

QUESTIONS WITHOUT NOTICE**TAXATION***Increased Revenue for 1959-1960*

1. Mr. HAWKE asked the Treasurer:

- (1) What major headings of taxation have brought increased revenue in the financial year 1959-60 compared with 1958-59, and what were the increased amounts received in each instance?
- (2) What amounts were received during the last financial year as a result of new and increased taxation, including stamp duty, imposed during the year?

Mr. BRAND replied:

- (1) Increases in 1959-60 compared with 1958-59—

	£
Land tax	61,956
Totalisator duty	10,716
Stamp duty	331,940
Probate duty	212,657
Turnover tax and bookmakers' licenses	58,849
Liquor licences	9,782
Investment tax	69,980
Entertainment tax decreased by £22,491.	

(2) Stamp duty on hire-purchase agreements	82,000
Stamp duty on betting tickets	25,000
Investment tax	69,980
Turnover tax	53,750

In addition £210,593 was received for the benefit of the metropolitan region improvement fund from the operation of the new metropolitan region improvement tax.

CROSSWALKS*Value of Zigzag Lines*

2. Dr. HENN asked the Minister for Transport:

As Minister for traffic, would he inform the House whether he considers the placing of zigzag lines on certain crosswalks in the metropolitan area to be satisfactory in so far as they help to lessen the road accident rate?

If so, would he consider extending such marking at other crosswalks in the metropolitan area, particularly in Oxford and Cambridge streets in the Leederville electorate?

Mr. PERKINS replied:

The reaction of motorists on roads where we put in these zigzag markings on an experimental basis, has convinced me and my technical advisers that the experiment has been very worth while, and we are making preparations to mark most of the crosswalks in the metropolitan area with these zigzag warning lines.

I think there may be about 140 crosswalks that we will be marking in the very near future, and I think some of those in the area referred to by the member for Leederville certainly will be among the crosswalks marked.

ELECTORAL DISTRICTS ACT*Issue of Proclamation*

3. Mr. HAWKE asked the Premier:

Does he, or do any of his ministerial colleagues in the Legislative Assembly, propose to move during this session to have a proclamation issued under the provisions of section 12 of the Electoral Districts Act, 1947?

Mr. BRAND replied:

The Government has no intention of issuing a proclamation at this stage.

DIESEL ENGINES

Purchase of Parts

4. Mr. BRADY asked the Minister for Railways:

(1) If no direction has been given, by either the Government or Commissioner of Railways, to purchase parts for diesel engines from any particular source, as reported in Monday's issue of *The West Australian*, does that not imply that whoever is doing the ordering is acting on his own initiative?

(2) Who is this person, and what position does he occupy?

Mr. COURT replied:

The member for Guildford-Midland was good enough to give me some notice of this question before the sitting. I regret I was not able to obtain all the necessary information to answer his question, and I request that it be placed on the notice paper.

MAUNSELL REPORT

Consideration by Cabinet

5. Mr. RHATIGAN asked the Premier:

(1) What date was the Maunsell report received?
(2) When did Cabinet deal with this matter?

Mr. BRAND replied:

(1) The 2nd May, 1960.
(2) The 15th June, 1960.

DEEP-WATER PORTS

Establishment in the Kimberleys

Mr. RHATIGAN asked the Premier:
(3) When will Cabinet decide where deep-water ports are to be established in the Kimberleys?

Mr. BRAND replied:

No definite date can be given for a decision on a deep-water port for West Kimberley. There are many considerations, both short and long term, to be taken into account before a final decision can be made.

ELECTORAL DISTRICTS ACT

Issue of Proclamation

6. Mr. HAWKE asked the Premier:

Arising out of the reply given by the Premier to my previous question—that the Government would not move, in the Legislative Assembly this session, to carry out the promise given by the Attorney-General to Parliament last year, to issue a proclamation under the

provisions of the Electoral Districts Act—I would now like to ask him: How much longer does the Government intend to go on dishonouring this promise?

Mr. BRAND replied:

First of all, it is a question of whether or not the Attorney-General made that promise.

Mr. Hawke: The Premier is now reflecting on *Hansard*.

Mr. BRAND: The question has been directed to me without notice. The situation, as I explained to the Leader of the Opposition, is: There has been no decision made at this stage; and there is no intention, at this stage, on the part of the Government to move the motion to which he referred.

MAUNSELL REPORT

Tabling

7. Mr. RHATIGAN asked the Premier:

Will he lay on the Table of the House a copy of the Maunsell report?

Mr. BRAND replied:

When the Government has made a decision and finalised the matter I will willingly lay a copy of the report on the Table of the House. However, at this stage it is confidential, and I think the honourable member can understand that.

PERTH AIRPORT

Statement on Extensions

8. Mr. JAMIESON asked the Chief Secretary:

In what capacity did he appear before the recent Federal committee which inquired into airport extensions; and on what did he base his evidence with respect to the extensions being vital and desirable to Perth Airport?

Mr. ROSS HUTCHINSON replied:

I represented the Government at that hearing of the Federal Parliamentary Works Committee. The views I expressed at the hearing were based on information given to me, and on the Government's view that it is essential for Perth, and for Western Australia as a whole, to have an airport which is capable of handling jet aircraft. If there is any other phase of the honourable member's question that I have not answered, I will endeavour to do so if he re-directs a further question to me.

BREAD PRICES*Submission of Accountancy Figures*

9. Mr. W. HEGNEY asked the Minister for Labour:

Was he approached by the Master Bakers' Association prior to its increasing the price of bread recently? Did the Minister consult the Wheat Products Prices Committee to obtain its recommendations or report in regard to the justification or otherwise for an increase in the price of bread? If he did not consult the Wheat Products Prices Committee, why not?

Mr. PERKINS replied:

As I explained to this House last year, when the matter was discussed at some length in this Chamber, the Master Bakers' Association gave me an undertaking that before it altered the price of bread it would submit an accountant's statement to me on the same lines as that provided for the Wheat Prices Fixation Committee. The association honoured its promise before the recent increase in the price of bread, but actually bread is not subject to price control at present.

Mr. Graham: Thanks to you.

Mr. PERKINS: However, I am satisfied that exactly the same accountancy procedure is being followed now by the Master Bakers' Association as was followed when the Wheat Prices Fixation Committee was operating.

Mr. W. HEGNEY asked the Minister for Labour:

Following the Minister's partial reply to my question, I want to know whether he submitted the Master Bakers' Association's accountancy figures to the Chairman of the Wheat Products Prices Committee for verification? If not, why not?

Mr. PERKINS replied:

No; I did not think it necessary.

MAUNSELL REPORT*Tabling*

10. Mr. BRAND: On a point of explanation:

With respect to the report referred to by the member for Kimberley, the Minister for Works has informed me that we can get a report within the next few days, and it will be made available.

CLOSED RAILWAY LINES*Reopening and Operating Costs, etc.*

11. Mr. GRAHAM asked the Minister for Railways:

The Minister in replying to question No. 44 on the notice paper failed to answer portions (a), (b), (c), and (e), on the ground that the final audited figures were not yet available. If I wait for them it could be many months before the information is available to me. Therefore I ask the Minister for Railways to let me have the figures which are asked for; and, provided they are authentic, I will not be unduly concerned about the fact that they have not yet been audited. Will the Minister oblige me in that respect?

Mr. COURT replied:

I would like to explain that it was my desire to give the honourable member the information today; but the department requested that it be held because there is some apparent difference of opinion between the Railways Department and the Audit Department as to the exact form of the accounting; and the department wanted to finalise this before the figures were released. The initial figures seem to make it clear that the operating costs of those two lines are in fact less than would have been the cost to the Government had it paid a road subsidy.

Mr. Graham: But that, of course, is only half the story. You are not answering my question, and I think it is a deliberate evasion.

Mr. Tonkin: At which he is a past master.

Mr. COURT: I can assure the honourable member that the information will be made available to him just as quickly as it is made available to me.

Mr. Graham: What about the preliminary figures?

WATER RESTRICTIONS*Prospects for Coming Summer*

12. Mr. HEAL asked the Minister for Works:

In view of the good seasonal rains this year so far, will it be possible to abolish water restrictions for the coming summer?

Mr. WILD replied:

I am not yet prepared to make any statement in this regard. I shall wait to see what rain we have in August, and I will probably make a statement early next month.

SITTING DAYS AND HOURS

On motion by Mr. Brand (Greenough-Premier), ordered:

That the House, unless otherwise ordered, shall meet for the despatch of business on Tuesdays and Wednesdays at 4.30 p.m., and on Thursdays at 2.15 p.m., and shall sit until 6.15 p.m., if necessary, and, if requisite, from 7.30 p.m., onwards.

GOVERNMENT BUSINESS

Precedence

On motion by Mr. Brand (Greenough-Premier), ordered:

That on Tuesdays and Thursdays, Government business shall take precedence of all motions and Orders of the Day.

COMMITTEES FOR THE SESSION

Appointment

MR. BRAND (Greenough—Premier) [5.40]: I move—

That for the present session—

- (1) the Library Committee shall consist of Mr. Speaker, Mr. Tonkin and Mr. Crommelin;
- (2) the Standing Orders Committee shall consist of Mr. Speaker, the Chairman of Committees, Mr. J. Hegney, Mr. Owen and Mr. Guthrie;
- (3) the House Committee shall consist of Mr. Speaker, Mr. May, Mr. Jamieson, Mr. Roberts and Mr. W. A. Manning;
- (4) the Printing Committee shall consist of Mr. Speaker, Mr. I. W. Manning and Mr. Andrew.

MR. GRAHAM (East Perth) [5.41]: I desire to make a few comments on this motion; but I wish to stress that any remarks of mine are not directed personally to the members of the House Committee—the committee to which I make particular reference—or to the combined membership of that committee. The position is, however—I fancy largely due to our system of appointing members to these committees—that at present the Joint House Committee comprises nine country members and one metropolitan member.

I have never been one to suggest that by and large in political matters the viewpoint of country and metropolitan members are poles apart. But I think everyone will appreciate that in respect to many of the functions of the House Committee—and I refer particularly to the amenities made available to members—Parliament House is the office of metropolitan members; it is the permanent place from which

they transact their business; and country members, in the nature of things, particularly when Parliament is not in session, are in their own electorates at frequent intervals, and in some cases for protracted periods.

Therefore the shortcomings that there might be in the matter of facilities to enable members to perform their public business are, I suggest, of far greater concern to metropolitan members than to the members from the rural constituencies. As a matter of interest, one who was a guest at the opening of Parliament last week, and who had a look in the members' common room—a room which, as members are aware, would be less than the size of the average sitting room in one's home, and which is almost the sole place in which public business is transacted by about 40 members of the Legislative Assembly—said that it closely resembled a secondhand junk shop. I submit to you, Mr. Speaker, that there is not one item of furniture or appointment in that room that any member of this Chamber would disgrace his own sitting room with; and I protest that it is not in keeping with the dignity of Parliament. I am, of course, aware of the improvements or extensions which are being made—albeit all too leisurely—to this building, but I am certain that there could be some improvements in the direction I have indicated.

I know it has been mentioned in other places—at committee and party meetings, and the rest of it—that there could be some improvement in the service to members in respect of typists. That is not to be construed as a criticism of the two ladies who perform typing work for members at present; but all members who are called upon to avail themselves of the services of these good womenfolk are aware that there are periods of probably a couple of hours or more per working day when no typist is available to members of Parliament. Those members who apply themselves assiduously to their public responsibilities naturally are inconvenienced as a consequence.

Without going into any detail, or outlining any further matters, I am suggesting that perhaps it would not be a bad idea if the debate on this motion—which is usually regarded as a formal one—were adjourned for a period of a week, in order to enable the parties—that is, the Government and the Opposition parties—to have some consultation, and thus give them an opportunity to review the matter with the idea of getting a better balance. The purpose I have in mind is the business side of members' activities. The matter of dining rooms and other things are separate altogether.

The primary consideration of members is to make it possible for them to carry out their public responsibilities with the utmost efficiency. I am not suggesting this capriciously; because, with the best intentions

in the world, the Government Parties picked out certain individuals, without any knowledge whatsoever as to the nominees likely to be submitted by the Opposition party which, in turn, was completely oblivious as to who the individuals might be from those comprising the Government for the time being.

I think it will be agreed that the committee is completely out of balance. As I have said, there are nine country members to one metropolitan member when, in respect of work, the metropolitan members are affected most. Having spoken, it is, of course, not possible for me to move the adjournment of the debate. What I have said, I know from conversations outside this Chamber, is by and large the view shared by many of the members. I would like those who have spoken outside these walls to give expression to their views at this time, because the moment this resolution is passed there is, I suggest, nothing that any of us can do for at least the next twelve months.

I hope I have made my point in connection with the matter, and that I will receive some support from my colleagues—if I might use that term—on both sides of the House, because we have on many occasions found ourselves tremendously disadvantaged in our desire to do the work for which we are paid.

MR. BICKERTON (Pilbara) [5.48]: I think the debate on this motion is most worthy of adjournment to enable it to be studied a little more closely in relation to the facilities available for members of Parliament, to enable them to carry out their official and administrative work. The North-West members, of course, utilise Parliament House very much, because of the fact that they live in and around Perth; and Parliament House is virtually their office. I agree with Mr. Graham in many of the things he has said.

The **SPEAKER**: Order! The honourable member must not refer to the member for East Perth by name.

MR. BICKERTON: I am sorry, Mr. Speaker; I should have said that I agree with many of the proposals made by the member for East Perth. I find particularly that the staff available—and I think they do a very good job—is inadequate to cater for the typing needs of members, particularly when the House is sitting. At this time they are barely able to keep up with the demands on their services.

What strikes me as the most urgent need at the moment is some form of duplicating machine, because the typists cannot run off copies of questions or anything else in the quantity necessary to enable members to send these to their electors. I made inquiries of the House Controller, and I was informed that a photographic machine of some description had been considered,

but it had not been procured at this stage, because there was nowhere to install it. I do not know much about these machines, but I do know that they take up very little space. I am sure that it could have been placed in some out-of-the-way corner, and an operator provided, so that copies of various things required by members could be obtained.

This is not possible at present because the typists are so busy that they cannot spend their time duplicating publications which may be required by members. I am sure it would benefit us all if this debate were adjourned to enable the various parties and individual members to discuss the matters that have arisen, with a view to improving the facilities available to members to help them carry out their respective parliamentary duties.

MR. MAY (Collie) [5.51]: As one who is at present a member of the House Committee, and who has been one for a number of years, I want to say that I agree there are many improvements that could be made to the facilities available for members of this House. I find, however, that it has been rather difficult to get those people who will be ultimately responsible for the improvements to make any move.

I well recall that the member for East Perth was a member of the House Committee for some considerable time. I would draw his attention to the improvements that have been made for the benefit of members since he ceased to be a member of the House Committee. We have only to go outside this Chamber to find that there is another room made available for members.

Mr. J. Hegney: That was provided by the former Speaker.

Mr. Graham: That is due to the generosity of the previous Speaker.

Mr. MAY: Admittedly; but it was the thought of the House Committee at the time which prompted the Speaker of the day to make that room available. I know that a considerable sum of money could be spent in furnishing, in a fabulous manner, the room referred to; but I would say that the furniture in that room at the moment is quite suitable, particularly when we have regard to the new buildings that are being erected.

The accommodation provided in that room is all that can be desired, particularly when we consider the improvements that are being effected in the new quarters. I agree with members in their complaints about the typists, and the fact that there are not enough of them. Time and again we have endeavoured to obtain the services of another typist but it appears that the desires of the House Committee in this regard have been thwarted by a higher authority.

Mr. Hawke: Shame!

Mr. MAY: I do not want to draw any comparisons in this connection, but I would suggest to members that they take a look at the provision for a typist in another place. Up to a few months ago it was not thought possible that we could obtain the services of an additional typist in the capacity in which she is engaged at the present time in another place. How this was done nobody knows; it was certainly not done through the House Committee. All the efforts of the House Committee to obtain another typist were in vain, and yet we find an additional typist installed at the other end of the House. If one were to draw a comparison between the two Chambers, it would be seen quite clearly that if anybody was entitled to the services of an extra typist it would be the members of this House. I would say that we are much more in need of the services of an extra typist than are the members in another place.

MR. J. HEGNEY (Middle Swan) [5.54]: In referring to the matters raised by the two previous speakers in reference to these respective committees, I think that at all times it has been a question, so far as the House Committee is concerned, of the amount of money the Treasurer of the day could make available. The period during which I held the position you now occupy, Sir, was the first occasion on which I served on any of these committees; and that after nearly 30 years as a member of this Parliament. I served for a period of only three years, but I got some idea of what went on. During my term as Speaker I saw quite clearly that there was room for the provision of better furniture and so on; and I might say that I gave the House Controller the O.K., and supported his request for new furniture for the room of the Chairman of Committees, which is now occupied by the member for Bunbury. As the honourable member knows, this room is now very well furnished indeed.

Further, the room occupied by the Leader of the Country Party is also nicely furnished; new carpets were put in and all the old junk was removed. Not only has that been done, but right throughout the library the blinds have been renewed, as they have in the Speaker's room. The only problem, as I see it, is that there should be another typist available to members of this House; particularly when we consider that each Federal member who represents this State in the national Parliament is provided with a private secretary, who is also a typist. Accordingly, he is able to have his work done without any trouble at all.

In this Parliament, however, there are only two typists available: one for members in another place and one for members of this Chamber. As we all know, there are 50 members in this Chamber, and when the pressure of work increases

it is difficult for the typists to cope satisfactorily, no matter how willing they might be. We do know that at other times the typists would not be fully occupied. It is important that we should be provided with another typist. In the lunch hour, which is normally between 1 p.m. and 2 p.m., the typists are not available, which means that during that time it is not possible for a member to get any work done. The reason is, of course, that the typists, like everyone else, go off for lunch.

The solution is the appointment of another typist, and I think the time is now opportune for such an appointment. So far as improvements to this place are concerned, we have done our best. The House Committee, of which I was a member, made strenuous representations to the then Treasurer—the present Leader of the Opposition—and finally convinced him that money should be made available for the erection of additional accommodation. At long last plans were drawn up and approval was given. The then Treasurer (Mr. Hawke) made money available to permit of the accommodation here being increased.

So if we make a survey of what has been done by the House Committee and other committees in the last three years, we will find that a good deal of work has been put in hand and that quite a bit has been accomplished. Unfortunately—and to use our parlance—one does not secure better accommodation unless one is an agitator. I must say, however, that I do not know of a better agitator in this Parliament, in regard to accommodation, than the present Premier himself. He complained strenuously about the inadequate accommodation in which he was housed. We were not able to secure satisfactory temporary accommodation, but had to await the erection of the new buildings.

It is admitted that when the Deputy Leader of the Opposition was Minister for Works, the Government found the accommodation on this side of the building was inadequate for ministerial purposes; and it was out of the question to try to entertain millionaires in the existing conditions! The conditions were improved immeasurably within the temporary building. New carpets were laid and the room was furnished most tastefully. It was thus possible for Ministers of the Crown to hold consultations in these rooms; and to do so with the maximum of comfort.

From that point of view a considerable amount of work has been done in this place over the past four or five years. I understand that that accommodation will become available to us early next year. However, a lot of the complaints that have been made are, for the most part, justified. Members have had only one room at the back, known as the lounge room. For years there was only one

telephone in that room until the late Mr. Rodoreda approved of two telephone booths near the Speaker's room. They should not be there, because there is too much noise with open telephone booths.

During my period as Speaker I had regard for the need for a decent writing place for members and I offered the room adjoining the Speaker's room, provided it was not used for the purpose of members having private conversations and disturbing other members. I am bringing these matters to the notice of the House Committee because, if an additional typist were appointed, a lot of these difficulties would be overcome.

MR. HALL (Albany) [6.11]: In speaking to this motion I cannot agree entirely with the member for East Perth regarding the decentralisation of this committee. If we could have some decentralisation in connection with our industrial expansion, it would be to the advantage of the State. The member for Collie and the member for Bunbury are not very decentralised from the metropolitan area. However, I agree that Mr. Manning, the member for Harvey, is much further away.

Mr. I. W. Manning: The member for Harvey is not on the committee.

Mr. HALL: I am sorry I made that mistake; I have just changed my glasses. In speaking to the motion, I would point out that the first thing I noticed in coming to the House, as a member of not very long standing, was that when I approached the typist to get some work done she was deluged by the more experienced members, and the inexperienced member was shoved aside.

Mr. Hawke: By whom?

Mr. HALL: It was impossible to have questions typed, so I learned to type myself, despite adverse comments from the then Minister for Housing, the member for East Perth. I finally mastered the technique and despatched my letters in a reasonable style.

Mr. May: For you.

Mr. HALL: I hope so. The inadequacy of the typing position was brought forcibly to my notice. Metropolitan members would have a greater use of the typist when the House was out of session than would country members, who are forced to write by hand or type their correspondence at home.

In the interests of parliamentary work and parliamentarians, I must support this motion moved by the member for East Perth. Another typist should be appointed: at least over the period the House is in session.

Turning to other matters, I would ask that the House Committee should not insist on so much spit-and-polish on the floors as I have recently seen two near-accidents. I believe we are not covered

by workers' compensation, and the House Committee should provide preventive measures so that accidents will not occur to members.

MR. BRADY (Guildford-Midland) [6.51]: I feel I should contribute a little to this motion. I believe that, to some extent, the difficulty with getting our work done by the typist is due to members themselves. From my own experience over twelve years I would say that most members get here about the same time and wish to leave about the same time. If members could stagger the times of their arrival and the times of their departure it would help the typist.

Mr. May: Instead of staggering the typist.

Mr. BRADY: In speaking of the typist, I think it would be most unfair to allow this opportunity to pass without paying tribute to the way in which the work has been done in the years gone by. I wish to make it known to the new members of the House that I am grateful to the typists for the work they have done for me over the years.

However, with other members, I feel that we could do with an additional typist in this House because, as the years have gone on, members of Parliament have been doing a great deal more work of greater variety. As a consequence a greater amount of work has been passed on to the typist. Therefore, I feel there is need for the appointment of a typist who could understudy the other two senior typists; and I am sure this would be of great advantage to the House later on when the senior typists decided to retire.

One member has spoken this evening of the desirability of having a duplicator. I feel that if a duplicator were made available to members a great deal of our work, as members, would be facilitated. Instead of having to have letters typed to probably a dozen or twenty people, a wax sheet could be typed and run off on a mimeograph. I think a duplicator would be of great assistance in our work in communicating with the parents and citizens' associations, road boards, and the various organisations to which we have to write from time to time.

I do hope that the House Committee will give consideration to making a duplicator available to members of this House. I have, on occasions, had to have work done on the duplicator at my own expense when, in my opinion, the work should have been done by the parliamentary typists or officials at Parliament House; but I did not have the heart to call upon these people, because they would have had to obtain a duplicator to have the work done for me.

I am pleased to hear, Mr. Speaker, that there is a possibility, in the near future, of more accommodation, other than the Strangers' Room, being made available for the benefit of members. It is a most embarrassing situation when, from time to time, members have to take strangers into the Strangers' Room when there are two or three other conversations, or conferences, taking place. Even this afternoon, before this House assembled, I had to take a complete stranger into that room and ask him a number of embarrassing questions while other people were in the room, and they could all hear those questions.

In order to do my work properly, as a member of this House, and in order to get the correct information from the person I was interviewing, I had to ask him those questions. Such a situation should not continue, and I hope that, very shortly, we shall have access to other rooms where-by we can interview strangers.

Getting back to the matter of the typing, I agree with one or two of the remarks that have been made by members in regard to periods here when no work can be done at all. I notice that during the lunch hour—immediately we have lunch—one member is watching the others, like a cat watching a mouse, in order that he can get to the typists to do his work. I believe that if the typists, or those who are employed to do the work, could be persuaded to stagger their lunch hours, there would always be a typist in the typists' room to do members' work. I hope that the House Committee, when it is having a look at this matter—if an extra typist is engaged—will make arrangements so that members who bring their own lunch, or who have their lunch at home and arrive at the House at 12.30 or 1 o'clock, will not have to stand by and wait an hour for a typist to become available after the lunch hour.

Therefore, as I said before, I hope that there will be some arrangement made for the typists to stagger their lunch hours—and I agree with the suggestion that a junior typist should be engaged to understudy the senior typists, in order that the greater variety of work that members are now performing can be completed satisfactorily—and I hope also that the suggestion of a duplicator being made available will be adopted, in order that our work may be completed more efficiently. If a duplicator were made available for our use, we could, very often, run off dozens of copies of circulars, etc., for the benefit of the various organisations throughout the metropolitan area that we are trying to assist. I have much pleasure in supporting the suggestion that these extra facilities be made available to the members of the House.

MR. JAMIESON: I move—

That the debate be adjourned for one week.

Motion put and a division taken with the following result:—

Ayes—22.

Mr. Bickerton	Mr. Kelly
Mr. Brady	Mr. Molr
Mr. Curran	Mr. Norton
Mr. Evans	Mr. Nulsen
Mr. Fletcher	Mr. Oldfield
Mr. Graham	Mr. Rhatigan
Mr. Hall	Mr. Rowberry
Mr. Hawke	Mr. Sewell
Mr. Heal	Mr. Toms
Mr. J. Hegney	Mr. Tonkin
Mr. Jamieson	Mr. May

(Teller.)

Noes—23.

Mr. Bovell	Mr. W. A. Manning
Mr. Brand	Mr. Nalder
Mr. Cornell	Mr. Nimmo
Mr. Court	Mr. O'Connor
Mr. Craig	Mr. O'Neill
Mr. Crommelin	Mr. Owen
Mr. Grayden	Mr. Perkins
Mr. Guthrie	Mr. Roberts
Dr. Henn	Mr. Watts
Mr. Hutchinson	Mr. Wild
Mr. Lewis	Mr. I. W. Manning
Mr. Mann	

(Teller.)

Majority against—1.

Motion thus negatived.

Sitting suspended from 6.15 to 7.30 p.m.

MR. JAMIESON (Beeloo) [7.30]: Whilst this motion is generally a formal one at the beginning of the session, it is not unusual for a debate to ensue on it following the line of the discussion this evening. For example, in 1957 the debate on this motion continued for at least several hours. Although country members may contest this assertion, one of the most important factors was the point made by the member for East Perth in regard to the lopsided representation on the committee. However, I do not think that any of the parties associated with submitting the names of members to be appointed to this committee thought of those factors at the time they selected the nominees.

Mr. May: They picked the best men.

Mr. JAMIESON: That could be so. However, what has been said has merit. Members representing metropolitan electorates use Parliament House as an office for a greater portion of the year than do country members. Because of that, it is possible that their influence on the House Committee could be felt to a greater extent. I do not know whether it would mean any improvement. Whilst I was serving on the House Committee I did not particularly notice any undue weight exercised by members representing country electorates, especially as it turned out that I was the only metropolitan member on the House Committee among those appointed by both Houses.

During the tea adjournment I took the opportunity to have discussions with some of my colleagues on the House Committee who are elected for another place, and I was informed that there is to be a change in the personnel of members nominated

from that House for appointment to the House Committee; and I feel certain that now the matter has been drawn to their attention—particularly as there is not a Legislative Council member who represents a Metropolitan Province on the House Committee—something will be done on the morrow when the names of nominees are submitted by that Chamber. I feel sure that there are in their midst a few members, representing the interests of either party, who would still be representative of country members. Irrespective of whether the committee comprises all country members or all metropolitan members, I feel that we can proceed to get further improvement for all members of Parliament.

I believe that now the position has been drawn to the attention of those who arrange the appointment of such committees, some heed will be taken of what has been said. In fact, I feel certain that this will manifest itself before the Legislative Council decides on its nominees.

MR. OLDFIELD (Mt. Lawley) [7.35]: On the same motion, at the beginning of the last session of Parliament, I raised the very issue which has been raised by the member for East Perth this evening. At that time I was the only member who saw fit to make a somewhat mild protest. I will admit that on that occasion the Premier was kind enough to rise and give me a most courteous reply, pointing out that if the issue had been drawn to his attention prior to the motion being moved, he would no doubt have agreed, together with other leaders of the House, to have something done to satisfy the members of this Parliament.

I understand that in days gone by the election of members to these committees was done by ballot and not by a vote of the whole House. The election was performed purely on a formal motion by the Premier after names had been submitted to him by leaders of all parties. Therefore, to bring about the balance of representation which members of this House desire on this committee, I propose to move an amendment to the motion. In doing so I trust that the Premier will not regard it as some move to defeat the Government. I put forward the amendment purely because it will affect members of all parties. It must be borne in mind that the members appointed to this committee will be representative of the House, and we are all affected by the decisions made by the House Committee. I move—

That in lines 2 and 3 of paragraph (3) the words "Mr. May" be deleted, with a view to inserting other words.

Amendment put and negatived.

Question put and passed.

LEAVE OF ABSENCE

On motion by Mr. May, leave of absence for three weeks granted to Mr. Andrew (Victoria Park) on the ground of urgent private business.

SUPPLY BILL, £23,500,000

Message

Message from the Governor received and read recommending appropriation for the purposes of the Bill.

Standing Orders Suspension

MR. BRAND (Greenough—Treasurer) [7.37]: I move—

That so much of the Standing Orders be suspended as is necessary to enable resolutions from the Committees of Supply and of Ways and Means to be reported and adopted on the same day on which they shall have passed those Committees; and also the passing of a Supply Bill through all its stages in one day; and to enable the business aforesaid to be entered upon and dealt with before the Address-in-Reply is adopted.

Question put and passed.

In Committee of Supply.

The House resolved into Committee of Supply, the Chairman of Committees (Mr. Roberts) in the Chair.

MR. BRAND (Greenough—Treasurer) [7.40]: I move—

That there be granted to Her Majesty on account of the services of the year ending the 30th June, 1961, a sum not exceeding £23,500,000.

As members know, in the past this motion has been a formal one. It is a move which really gives an advance to the Treasurer until such time as the Estimates are considered and passed by Parliament. I might say I am hopeful of introducing the Budget earlier than usual this year. At the present time the Treasury is occupied in preparing both the Loan and the General Revenue Estimates.

Last year a sum of £21,000,000 was granted by the No. 1 Supply Act. This year an increase of £2,500,000 is requested. The details are as follows:—

	1959 (No. 1 Supply Act)	1960 Now Sought
	£	£
Consolidated Revenue	15,000,000	17,000,000
General Loan Fund	4,000,000	4,500,000
Advance to Treasurer	2,000,000	2,000,000

MR. HAWKE (Northam) [7.41]: The motion now before us gives members on each side of the House who wish to take advantage of the opportunity, the chance to express their views regarding the finances of the State generally, including

the policies being carried out by the Government in the use of the various funds which are available.

We have read quite an amount recently about the results in the Consolidated Revenue Fund for the last financial year. The Treasurer has not only expressed satisfaction with the result, but has sought to take some credit to the Government for the fact that the final figures showed a total deficit of £109,000 less than the estimate given when the Budget was introduced last year.

Mr. Graham: Bad estimating.

Mr. Brand: It is better than being £109,000 the other way.

Mr. HAWKE: The member for Canning, in his Address-in-Reply speech, which was delivered very well, also went out of his way to give the Government a substantial pat on the back in this matter. I thought his pat was given in such a hard manner as to have caused Ministers some discomfort rather than pleasure.

Mr. Bickerton: He brought their wind up.

Mr. HAWKE: It would be interesting if we could have before us, in considering this amount of £109,000, the amounts which fell due in the last financial year but which were not paid; and also other information of this kind. It might be found that the £109,000, which is the figure we are talking about, would not in reality have come to pass had the financial affairs of the Government to the 30th June been settled. However, we will let that pass.

Mr. Brand: I do not think we deliberately deferred any payments.

Mr. HAWKE: I have not suggested that the Treasurer deliberately delayed making any payments.

Mr. Brand: There has been no approval of mine to defer any.

Mr. HAWKE: The fact that the Treasurer puts the suggestion forward and appears a little on his toes about it could mislead some members less experienced than myself.

Mr. Brand: I am not on my toes at all.

Mr. HAWKE: Be that as it may, however, I make no suggestion along those lines at all. But I am not speaking without some experience. It is very interesting to have a look at this £109,000 lesser deficit than the estimate, in relation to the large amount of increased taxation and new taxation which the Government collected during the last financial year.

Members well know that this afternoon, without notice, I submitted two questions to the Treasurer. The figures given to us by the Treasurer today show that increases in taxation collected last year, as against the previous year, totalled approximately £600,000; and that new taxation revenue—which is mostly under the metropolitan region improvement fund—brought

in some £200,000, or a little more, making a total in all under those headings of approximately £800,000.

So this lesser amount than was estimated as a deficit—that is, £109,000—is wiped out many times by the action of the Government in collecting considerably increased taxation under the old heading; and in collecting a substantial amount under new headings altogether. Therefore, there is no satisfaction to be obtained by any conscientious member of Parliament in the fact that the deficit at the end of the financial year was £109,000 less than was estimated.

I should think members who are conscientious in their concern for their electors, instead of glorying in that small unimportant fact, would be exhibiting a great deal of concern over the fact that increased taxation collections during the financial year totalled over £800,000. Even though the Government collected all that additional revenue it was able to reduce the estimated deficit only by a comparatively insignificant £100,000.

This afternoon I also asked the Treasurer some questions about the financial standing of Australian Paper Mills Ltd. In his reply he told us that the total authorised capital of this company as at the 30th June, 1959, was £20,000,000; the total amount of issued capital was £17,000,000; the total amount of profit available for appropriation as at the same date was £3,206,000; and the total of reserves and retained profit was £6,432,820. All I wish to say further in this debate about that matter is that the Government, so far, has agreed to advance on loan to this company anything up to £2,000,000. The amount proposed to be advanced will not be repaid in any degree until 1980, if I remember correctly, and the total amount will not be repaid in full until about 1995.

Should the Government follow this same line of financial policy in the future towards exceptionally wealthy and financially powerful companies, such as this one, then there will be headaches galore in the years to come for future Treasurers. They will find that instead of having reasonably adequate amounts of loan money available for schools, hospitals, water supplies, and related purposes, the total amounts so available will be altogether inadequate, with the result that crisis after crisis will arise in the activities in question.

I have already referred briefly to the increased taxation gathered by this Government under the old headings of taxation and the amount gathered under new headings. If we could feel that what has taken place to date was the limit and the maximum of this Government's policy in regard to imposing additional and new taxes, direct and indirect, then we might accept the situation philosophically. However, we have seen many political kites flown in recent weeks by Ministers, including the

Premier. One of these kites was flown very vigorously in recent days by both the Premier and the Minister for Railways. This is the kite which has written on it in large letters, "Increased Railway Freights."

I take my mind back a few years, but not many, to the time when the present Premier, the Attorney-General, the Minister for Railways, and the other Ministers, were sitting on the Opposition benches, and the very mention of railway freight increases almost caused them to develop apoplexy. They could not raise protests numerous enough or strong enough against the suggestion of increased railway freights.

The present Premier used to go even redder in the face, on those occasions, than in these days. Of course he represents an electorate which is far removed from Perth and Fremantle. Most of the freights paid by the people in the country are paid on goods from Fremantle or Perth to the nearest railway siding; and in respect of goods coming from the country to the metropolitan area.

It is a well established fact that people living in the country pay practically all the railway freights. Therefore it can be said that the proposal of the Government—I think it has reached the proposal stage—in this matter is one, the putting into effect of which will impose upon country people and upon industries operating in country areas, including primary industries, a very heavy financial burden. One wonders almost to the point of mystification why the Ministers representing the Country Party in the Government could ever bring themselves to agree to a proposal of this character. It is perhaps more than a coincidence that not one Country Party Minister of the Government is in his seat at the present moment.

Mr. Brand: They are not far away.

Mr. HAWKE: This is the first time I have been able to move the Minister for Labour. No-one has been able to move him so quickly before. We remember the present Minister for Labour's reaction to any suggestion of increased railway freights when he was in Opposition. He used to get up in his seat and protest, and moan, and grizzle; and in effect say, "Over my dead body will the Government put up railways freights." The Minister for Labour represents a remote electorate; whether he represents it remotely is not for me to say. The people in his electorate have to pay very heavy railway freights because of the substantial distances they are away from Perth and Fremantle.

The CHAIRMAN: The honourable member's time has expired.

MR. TONKIN (Melville) [7.58]: I wish to take advantage of this opportunity to make a few remarks about the State's finances in the running of a few departments. I notice from a statement made

in this morning's newspaper by the Premier that certain improvements were supposed to have taken place. One figure which rather mystified me was the increase in the revenue expenditure of the Public Works Department. We have had ample evidence that the personnel in this department have been practically decimated. More than 2,000 men have been sacked from the department since the Government took office. A good deal of its work is now done by private architects. I wonder why the revenue expenditure of the Public Works Department has not been decreasing instead of increasing. According to the Premier's statement it increased by more than £35,000 over the figure for July last year.

Mr. Brand: That was on account of increased wages.

Mr. TONKIN: I asked a question which I hope will be answered tomorrow. I say "hope," because it is the practice of some Ministers not to answer questions at all. If I may digress I add point to that statement by referring to a question I asked the Minister for Railways this afternoon. He just refused to answer it. In all my experience I have not known that to be done by a Minister before. I have known a Minister to evade a question by giving half an answer, but not deliberately refusing to answer a question. This was the question—

If an altered system of costing is now in operation at what estimated costs could the Railways Department construct KA wagons at its workshops at Midland Junction?

The Minister did not answer the question. He said it was answered by part (2), but that has no relevance to this question at all. Part (2) of the question was—

Is the system now in operation quite satisfactory, judged on the standard of good accountancy practice?

The Minister's answer to that was as follows:—

For distinctly railway manufacturing requirements, yes; for comparison with outside tenders, no.

And he says that that answers the question as to what is the cost of constructing KA wagons. By what process of reasoning could anybody, except the Minister for Railways, arrive at the conclusion that the answer given to part (2) of the question answers the question of what is the cost of constructing KA wagons? Of course, it is perfectly clear that the Minister is afraid to disclose this figure. That is the reason why he would not table the papers last session. There is no need to say much more than that, because it is perfectly obvious. If the Minister had nothing to hide, what reason in the whole wide world could there be for not answering that question?

Mr. Court: Didn't you get all the information you wanted from the Auditor-General?

Mr. TONKIN: No, because the Auditor-General said the costing system was not too good.

Mr. Court: I tried to tell you that.

Mr. TONKIN: The Minister has not altered it, so he must be satisfied with it.

Mr. Court: Read the whole question and answer.

Mr. TONKIN: Why go on with an unsatisfactory costing system?

Mr. Court: If you read those questions you will find out why.

Mr. TONKIN: I have read the questions and answers. How could any member in this Chamber endeavour to find out how the answer to part (2) of the question is the answer to part (3) of the question? Nobody but the Minister for Railways could imagine that it is. However, more about this anon. It is true that the Minister for Railways reasons in funny ways.

I read in the newspaper that, according to the Treasury, the Railways Department had a deficit of £700,000; but according to the Minister, by strict accountancy practice, it was only £500,000.

Mr. Court: I cannot follow that one.

Mr. TONKIN: I should say £700,000 less while it was only £500,000 less.

Mr. Court: No; the operating loss was going to be £700,000 less; and the total loss, including interest and depreciation, would be £500,000 less.

Mr. TONKIN: All right, the operating loss on the railways was £700,000 less this year according to the Treasury, but according to good accountancy practice it was £200,000 better. Is that the position?

Mr. Court: The difference between the cash performance of any business and the proper accounting performance is different.

Mr. TONKIN: What was the operating loss of the Railways Department?

Mr. Court: If you want the answer, put your question on the notice paper.

Mr. TONKIN: I do want the answer. In fact, I am in a position to supply it.

Mr. Court: We gave it to you in answer to questions today.

Mr. TONKIN: Of course the Minister did. That is why I am trying to see how it squares up with his attempt to hood-wink the public.

Mr. Court: You amaze me with your knowledge of accountancy.

Mr. TONKIN: Would the Minister tell the public that the operating loss of the Western Australian Railways this year, according to good accountancy practice, was £700,000 less than last year?

Mr. Court: We did not say good accounting practice but on a commercial accounting basis.

Mr. TONKIN: All right, if the Minister wants it that way; but he said that according to the Treasury the improvement was only £500,000 better.

Mr. Court: That is the cash improvement as distinct from—

Mr. TONKIN: I am dealing with the operating loss of the Railways Department; the amount of money that had to be found to make up the deficiency compared with the previous year. That is the only criterion worth anything at all. We will see what the Treasurer had to say about this. I asked him—

What amount of cash, or cash equivalent, was required to make good the deficit in the railways accounts for the financial year just ended?

The answer was—

£1,890,237.

The second question was as follows:—

What was the comparable amount required for the financial year 1958-59?

The answer was—

£2,374,461.

A simple subtraction gives the figure of £484,224. So the actual improvement in the operating loss as between the two years was £484,000, but the Minister tried to tell the public through *The West Australian* that according to good commercial accounting it was £700,000. Who has the other £200,000?

Mr. Heal: The Minister.

Mr. Court: I give up trying to explain things to you.

Mr. TONKIN: The Minister gives up when he cannot answer a question.

Mr. Court: Don't you know the difference between cash accounting—

The CHAIRMAN: Order! Honourable members should speak through the Chair.

Mr. TONKIN: I am.

Mr. Court: I think you are trying to talk to me.

Mr. TONKIN: The Minister for Railways has no right to be speaking at all.

Mr. Court: If you had your way I wouldn't.

Mr. TONKIN: The Minister will have his opportunity to speak on this debate if he wishes; and I think he ought to take advantage of it—

Mr. Court: We will wait our time.

Mr. TONKIN: —to explain to the House and to the people what he really meant when he was saying the improvement in the operating loss was really £700,000 when, according to his own Treasurer, the improvement is less than £500,000.

I now come back to the question of deficit improvement generally. I have had brought to my notice in recent days that the Government is continuing to retrench men in the clerical section of the Public Works Department. This is brought about because of the dismissal of men on day labour. As there has been such a drastic reduction in personnel, surely the expense of running the department should be much less! But, no doubt, this is one of the reasons why it is not. I asked this question this afternoon:—

What fees were paid, or are payable, to private architects in connection with the proposed new Melville high school?

The answer was £24,188. The Government has its own architectural branch. We built more high schools in five years—12 times as many as the previous Government built during its term of office—but we never had to get them designed by private architects. The architectural branch of the Public Works Department was capable of designing the high schools we built—more than a dozen of them. But this Government finds it necessary to engage private architects, to design not only high schools but primary schools as well. It is paying £24,000 for the Melville high school; and yet, when the Melville Road Board wanted about £75 for building fees from the private builder the request was refused.

The local authority that is responsible for the development of a large area sought to obtain what it was entitled to obtain from private builders, and the Government jibbed at paying £75 when it has paid £24,000 unnecessarily to a private architect.

If one examines the figures submitted today in answer to a question I asked with regard to total fees already paid, one will see that the cost of running the Public Works Department has increased although the number of personnel has been reduced. The reason for this is that there has been an unnecessary hand-out to private architects. The position is absolutely absurd. It would never be done in any other State and is not being done by any other State the way it is being done here.

This question was recently raised by a correspondent living, I think, in Albany. Through *The West Australian*, he asked to be given the reason for the high cost of the school in Albany. Of course, some plausible tale was submitted in reply. We are used to these plausible tales which are placed as footnotes to comments in *The West Australian*. There was one yesterday from the Minister for Railways. A correspondent was complaining that the Railways Department was paying out pounds and pounds more than it need to for spare parts for diesel engines. What was the Minister's comment? It was that the complaint was not based on sound information. I ask members to read the

Minister's reply and see what they think of it. Of course the complaint was based on sound information! The Minister's replies to me proved that. But he told the people, through *The West Australian*, that the complaint was not based upon sound information. Well, we will see as the session progresses whether it was sound information or not!

The CHAIRMAN: Order! The honourable member's time has expired.

MR. JAMIESON (Beeloo) [8.13]: I was surprised that a Government which prides itself on cutting down expenses allowed one of its members to appear before the Commonwealth Committee so recently and advocate something which must put the Government—whichever Government might be in power at the time in this State—to considerable expense. I am referring to the improvements which are to be made to Guildford airport to bring it to the standard envisaged by the Commonwealth Government.

I do not know where the Chief Secretary obtained his ability to assess the needs of an airport. It is true he did some flying some years ago; but since then he has probably done about as much flying around the Commonwealth as other people have, and that is by commercial airlines. However, he has aired his considerable knowledge in regard to what is required in the Guildford area without giving due consideration to the expense involved.

To my knowledge already people—because of proposed extensions to the airport—have been prevented from building their war service homes on land they own in that area. The bulk of the land there already has State Housing homes on it, and these will be slaughtered and the people shifted out of them because of these extensions, despite the fact that there is any amount of country around the metropolitan area which could be developed as an efficient airport to cater for all types of aircraft—jet or any other.

That brings me to another point: The benefits that we are led to believe would be gained by this proposed jet service are more mythical than real. The people coming on jet planes have either come for a specific purpose, or they are passing through here. There is really no tangible evidence that the provision of a jet service will attract people here, and I feel it is quite unnecessary to go to the expense in which not only the Government will find itself involved, but also the community, in finding the additional money to shift these people from their present location.

To build an airport of the magnitude envisaged by the Chief Secretary will necessitate the resumption of built-up areas. The Minister for Civil Aviation, in his address on TV as late as yesterday evening, said that we do not want the same thing happening here as has occurred in Essendon. The position which prevails at

Guildford is no different from that which prevailed at Essendon. Anyone who knows the lay-out of Essendon will know that to the north there is a certain amount of open space, as there is to the north of Guildford. However, to the south of Essendon, as is the case with Guildford, there is no open space. In this State it is good housing land and should be used for that purpose, not for an airport.

Last year I was permitted only to view the relevant file in the Minister's office, and consequently the information on it was of a confidential nature; but I would say that the expenses envisaged by the Commonwealth are colossal in connection with this particular venture, from its viewpoint alone. Not, of course, that the Commonwealth Government worries about money. It seems to have plenty of it. Someone in a department in Canberra will set out to plan the airport; and whether or not it costs local authorities or State Governments enormous sums to assist in the implementation of its ideas, it does not give two hoots.

It is detrimental to have a Minister in this State who is prepared to advocate the slaughter of many State houses for the purpose of extending a runway which will have a very limited amount of use. If it had been suggested that Cottesloe should be the site, or somewhere where the greater percentage of residents are Liberals, there would have been hands in the air, and questions as to why such a thing should be done in that area; but in our area, which has a five-to-one Labour vote, it does not matter how many are slaughtered. In fact, the more the better from the Government's point of view.

Mr. Ross Hutchinson: Aren't you interested in this airport?

Mr. JAMIESON: No; I am not particularly interested in having that sort of airport here. What good is it going to be? In the main, the people going through it will be bound for the Eastern States in any case. After all is said and done, this State and the city are not going to require the services of the terrific aircraft that are being associated with the bigger Eastern States capitals, and I do not see any necessity to bring them through here.

Mr. Ross Hutchinson: Good Lord above!

Mr. JAMIESON: I do not know whence the Minister's great knowledge on this matter has emanated. He seems to have set himself up as the prime authority on air-fields in Western Australia without any basic knowledge of requirements associated with them; and although the Government is prepared to allow a person to proceed along those lines, the situation is dangerous, particularly involving, as it will, the expenditure of many thousands of pounds quite unnecessarily when the Commonwealth Government could proceed to develop its land in the Jandakot area which

it has for an auxiliary airport. If this were done there would be no disturbance of the population in the metropolitan area. After all, the money which is to be spent—in the vicinity of some millions of pounds I believe—will be used mainly on resumptions so there will be not much other benefit from that money, and the same thing would occur here as at Essendon.

I suggest that the Government have a keener look and see if it has not made a grave blunder in respect of making representations to the Commonwealth for immediate extensions to the present Perth Airport. There were other sites selected. The Town Planner at the time, Professor Stephenson, and Mr. Hepburn, will swear on a stack of bibles that the Department of Civil Aviation readily agreed it should be situated at Gnangara pine forest; but now the Commonwealth has gone back on its statement in that regard.

If we examine it to its logical conclusion, there is no reason why, with the Commonwealth spending the money, the airport should not be at Pearce, and military and civil flying could be combined, as has been done at the Darwin airport. Only organised control of those bases is needed to save the taxpayers, not only of the States but of the Commonwealth, many millions of pounds, instead of the Government's going ahead and developing unnecessary airstrips out of city areas where they are most undesirable.

I take this opportunity to protest against the Government's action—its irresponsible action—in allowing the ministerial members to advocate something as irrational as has been put before the Commonwealth Government recently; and we now have the Premier making a personal appeal to the Prime Minister, as late as today, to let us go ahead with this massive airport. Why do they not construct it in St. George's Terrace, or somewhere like that! There are plenty of other places to develop it, without cutting through the suburbs, even if the Government is forced to go a little further out.

MR. BRADY (Guildford-Midland) [8.22]: There are a number of matters affecting my electorate which I would like to ventilate here, because of their great importance to the people in the electorate. One which comes readily to mind is the matter of transport. I hope the Minister in charge of transport will do something to try to settle our road transport system, so far as the buses are concerned, in the Guildford-Midland electorate. In the past four or five years they appear to have changed three or four times, being cut out in some cases, re-established in others and then cut out again; and with the opening of the Koongamia railway line by the Railways Department, the people of that area have now been told again that there is to be no bus transport there. That is a most unsatisfactory position, and

I feel it is about time that the Government had more regard for people in the industrial areas.

I could not help feeling, with the member for Beeloo, that certain parts of the metropolitan area seem to get picked out for special consideration by these departments. I wonder if the people at Nedlands, Dalkeith, Mosman Park, and Cottesloe are suffering the same inconvenience with their transport system as the people in Koongamia, Greenmount, Morrison Road, Swan View, and other places in my area. I would like to wager here and now, and lay the odds, that they are not being inconvenienced to the same extent; and I believe it is high time the Minister for Transport asked his officers to try to settle the question of transport in industrial areas.

These matters are not only unsettling to people in the areas concerned, but they begin to be a costly proposition. It is only about four years since the Government took over the transport system from Perth to Bassendean. It was run by a private company, and the Government used the excuse that it was taking a certain route because it was the most economical, and stated the buses would continue to be run along this particular route. About a month ago the M.T.T. changed its plans, and the buses are now running along a route which, in my opinion, cannot become an economical proposition to the M.T.T.

People in the Ashfield area are forced to use the railway; and last week the Bassendean Progress Association wrote the following letter to the Bassendean Road Board:—

Mr. Bert Gale,
Secretary-Engineer,
Roads Board,
Bassendean.

Dear Sir,

The above association has written to the railways regarding the increase of threepence single, and sixpence return, on the journey from Ashfield to Bassendean.

We feel the increase is far too much for a journey of just one mile.

I do not know if the business people of Bassendean have felt it, but the opinion of several residents of Ashfield is that you may as well pay 1s. 10d. return to Perth as 1s. 2d. to Bassendean.

If I may interpolate, the position is that people can go from Perth to Ashfield for 1s. 10d., and they have got to pay 1s. 2d. to travel return to Bassendean. The letter continues—

Would the Board be able to help us by a letter to the Secretary for Railways. We would be very grateful for any assistance you could give us in this matter.

It is signed by the hon. secretary of the Ashfield Progress Association. That is one letter that came in the mail today, and I did not ask for it. Here is another letter that came this afternoon. It is addressed to me and reads as follows:—

Some time ago I heard that there had been some sort of an effort to get a Government train to run to Morrison Road (on the M.R. line) in Midland, and it had been unsuccessful.

I was wondering if you would be able to do anything about this matter now. It would be a tremendous help to people who live this way, especially for people with families, as if you miss a connecting bus, which are very few now, the only way you can get from the station is by taxi or walking which is not too good, especially if you have been to Perth shopping. Hoping you can let me know further.

It is signed "Noreen Jamieson," and the address is 4 Hamersley Street, Midland Junction.

That is the trend in my electorate. People in Koongamia have been told that their bus transport system has been cut out. They are forced to use the taxi, and that is a most expensive way of travelling. I hope the Minister for Transport, and the Minister for Railways, will have a look at the bus service, together with the charges that are being made for a journey from Ashfield to Bassendean.

A discussion of transport matters brings up a point concerning protection of the people. I notice the Minister feels that zigzag crossings are beneficial to pedestrians, inasmuch as they provide a warning to motorists that they are approaching a pedestrian crossing. If the Minister is satisfied, that is helpful. I hope the Minister will have a look at my electorate and have about half a dozen of these zigzag markings placed near pedestrian crossings.

We have no flashing signals in the area; and I feel that Midland Junction, and some parts of Bassendean, are just as busy, particularly on Fridays and Saturdays, as many parts of the city of Perth where there appear to be signals on practically every corner. I feel that those responsible for establishing pedestrian crossings and flashing signals in the metropolitan area are not having sufficient regard for the outlying districts; they seem to feel that the only ones who need protection are those around the city of Perth. I would like to ask the Minister for Transport—or the Minister for main roads, if he is responsible—to see that zigzag markings are instituted in my electorate, as I feel they are necessary.

While I am on that aspect, I would mention that I wrote to the Minister's Department inquiring about the establishment of a school-crossing at Midvale. I feel that

the people there are entitled to the safety that would be provided by such a pedestrian crosswalk and all the protection that they deserve; but, again, such provision is made only in the City of Perth; for example, the Mt. Lawley School pedestrian boom. Why are not crossings provided also in the outlying suburbs? For the last 18 months I have asked for pedestrian crossings to be provided for the safety of children attending the convent school at Midvale, but I am told that it is not justified. That is only one school. The children at the Guildford State School also need the provision of a pedestrian crossing. I have made several approaches to the Minister to have such a crossing provided in the vicinity of that school, but to no avail. The schoolchildren at Midvale and at Guildford deserve just as much consideration in the way of pedestrian crosswalks as the children of Mt. Lawley.

I wish to emphasise that the children attending the schools referred to at Midvale and Guildford do not enjoy the benefit of any pedestrian crossing whatsoever; and yet in other suburbs, where I am quite satisfied the number of pedestrian—vehicle conflict does not reach the 45,000 required, a pedestrian crossing is provided. Therefore, there is inconsistency in regard to the provision of these crossings, and I have no desire to wait for a fatality to occur among the children residing at either Midvale or Guildford before steps are taken to provide a pedestrian crossing for their safety.

If I am unable to get flashing signals or zigzag marking on the road or booms such as are provided at present at Mt. Lawley, at least I want to see in my electorate some form of pedestrian crossing. If I am unsuccessful in obtaining the maximum protection for pedestrians generally and for schoolchildren in particular, I consider that these people are at least entitled to the minimum protection. I am taking this opportunity to vent my grievance in regard to pedestrian crossings because children are very often neglected, and their safety is not considered in the way it should be.

Later, I hope to have a few words to say to the Minister for Health, the Minister for Education, and the Minister for Railways in regard to the shocking situation which has arisen at the West Midland railway station where 500 children are attending the State school with the prospect that there will be no public convenience available to them. Although there has been a public convenience at the West Midland railway station for the past 25 years, these children are to be denied this amenity, despite the fact that they are away from their homes for approximately 2½ hours. Apparently the Minister desires to economise with railway expenditure. He will probably say that he has saved another

£100 or so by not having to install a sewerage scheme at the West Midland station. The Minister for Health, the Minister for Education, and the Minister for Railways are to be condemned for this lack of consideration shown to the schoolchildren in that area, who are unable to protect themselves in the same way as adults. I consider that this is a very appropriate time to speak rather caustically on this matter.

My final comments concern the administration of the Perth Airport. I consider it rather strange that the Minister made no mention of what I am about to bring to the attention of the House when he stated tonight that he attended the meeting of Commonwealth officers held in Perth in regard to the extension of the Perth Airport. However, as the member for Guildford-Midland, which electorate will embrace parts of the Perth Airport when it is extended, I seek information in regard to the use of jet planes, which are advocated by the aviation authorities.

If jet-propelled planes are to use the Perth Airport, I am concerned about the excessive noise which will be created in the surrounding residential areas. I have been informed that these planes create a terrific din, so much so that those people in the Eastern States who reside near airports have complained to the authorities with a view to having the use of jet planes banned at these airports. In addition to the excessive noise, there is the problem of fumes and dust which are left in the wake of jet-propelled planes. It has been shown that the fumes and dust considerably upset the people in the housing areas surrounding the airport.

I would have thought that the Minister for Health would be the first one to inquire about these aspects of the use of jet planes if he were truly representing the Government rather than seek an extension of the Perth Airport without fully knowing what he was doing. It appears to me that the Minister has made a grave mistake in that respect, because some people in the Midland Guildford electorate are greatly concerned and have asked me, as member for the district, to inquire of the Minister whether he has investigated the matter and has satisfied himself on these particular aspects. I have heard nothing concerning them although I asked several questions on the subject last year. I do not know whether the Minister considers that if he has such information in his possession he should keep it to himself.

I believe that people in the vicinity of the Perth Airport are taking steps to sell their stock and to put their properties up for sale because they dread the prospect of having to suffer the discomfort of the fumes, noise, and dust created by jet planes. Even supersonic jets must eventually use Perth Airport if the Commonwealth Minister for Aviation, Mr.

Shane Patridge, can be taken at his word; because, during an interview on television recently, he made such a prediction. It would appear that the people residing in the Perth Airport area can expect a future filled with fumes and dust; and I therefore hope the Minister for Health, when discussing these matters, will supply us with some information in regard to the over-all situation.

MR. MAY (Collie) [8.36]: I desire to take the opportunity to bring before the House a matter which vitally concerns all members representing country electorates, particularly those representing wheat-belt areas. I have endeavoured to raise this matter on one or two occasions previously; but at each attempt I apparently selected the wrong time to speak and was very kindly sat down by you, Mr. Chairman, or by Mr. Speaker. The question I desire to speak on concerns the storage of wheat. I must admit that I am somewhat surprised that those members who represent wheat districts have not tried to make some move in this matter. In view of the wet season we have experienced, I know that all those districts are expecting a bumper harvest. I also know that the members of the Wheat Board are concerned as to how they are going to store the wheat when it is harvested.

In many of the Press articles which have been published, some members have definitely said they had no idea where the wheat will be stored after harvest. I did feel that some mention of the situation should have been made by at least a few members in this Chamber, because beyond any doubt the problem of wheat storage is going to prove very difficult.

Mr. Hawke: That will make it difficult for the Railways Department, too.

Mr. MAY: Yes; it will make it difficult for the railways. It will mean less freights, which I hope will not, in turn, result in an increase in charges. I am particularly concerned about this aspect for the sake of the farmers. The problem of wheat storage is going to affect this State in many ways; and for that reason I wish to put forward a suggestion which could be acted upon by the Government, provided it is ready to do something about it.

It will be remembered that early last session I made some reference to this matter; and, in fact, I asked the Premier a question about it. The Premier very kindly replied, "This is a Commonwealth matter and has nothing to do with the State." I entirely disagree with that statement, because it should have something to do with the State. If anyone can bring pressure to bear in an effort to solve this problem, it is the State Government, backed by the Farmers' Union and everybody else who has any interest in this State at all.

As members are aware, I was most privileged to make a tour of Pakistan and India some two or three years ago. Under the Colombo Plan to date, the Commonwealth Government has supplied—as its share of that plan—£30,000,000, at the rate of about £9,000,000 a year. To my dismay, and to the dismay of every member of the delegation that went from Australia on that occasion, the biggest percentage of the money that has been contributed to the Colombo Plan has not been distributed or used in the interests of Pakistan and India as it should have been.

When we arrived at Karachi we could hardly move on the wharves for crates of machinery—all sorts of agricultural machinery that had never been opened. That to me represented money under the Colombo Plan which was being entirely wasted, and not being used for the purpose for which it was intended. The people themselves gave us the reason why the machinery was not being used. They said the population of these countries is enormous. The land they have would not be the size of this Chamber; and they said that if they used that machinery for agricultural purposes on their land, it would throw more people out of employment than is the case at the moment.

I would like to give an illustration of the unemployment situation in Calcutta. Every night the sun goes down in Calcutta there are 2,000,000 unemployed there—people who have nowhere to go. They have no homes, no employment, and no food. The same applies to Bombay, Karachi, and other large cities. The great pity of it is that this money, which is being contributed by the countries which form the nucleus of the Colombo Plan, is being wasted.

I would be happy to see how many members in this Chamber who represent wheat-growing areas are prepared to support me when I say that the £9,000,000 per annum which Australia is contributing should be sent to India and Pakistan in the form of wheat. I am not suggesting that the farmers will not get paid for it; I suggest that the money from the Colombo Plan should pay the cost of the wheat to the farmers. It will also relieve the storage situation here, and will help feed the starving millions in the countries to which I have referred. At the moment these people are dying in their thousands, waiting for something to turn up. We will be doing both India and Pakistan a great service by helping to keep their starving populations alive by sending them some of our surplus wheat.

While on my visit to Pakistan and India, nothing shocked me more than to see this display of maladministration. On the wharves of Bombay, Calcutta, and Karachi we saw all this money, in the form of machinery, lying idle. It cannot be used at the moment, because the land is dry and not cultivable. When their dams are in operation, a terrific amount of land will be

brought under cultivation, and this will help those starving millions to produce more food.

I have thought a great deal about this subject, and have discussed it with various members. I hope, therefore, that the State Government will take some action and bring the matter to the notice of the Commonwealth Government, to ensure that some of the wheat grown in this State is used in the form I have suggested. The farmers would lose nothing by this scheme, and the railways would gain, because they would be paid for the transportation of the wheat. Above all, it would help these people who are at the moment starving and who are so badly in need of this assistance which should be given them as soon as possible.

MR. J. HEGNEY (Middle Swan) (8.47): I do not think I should let this opportunity pass without supporting the protest made by the member for Beeloo in connection with the proposed extension of the Perth Airport. The Minister for Health said here this evening that he was representing the State Government in the approach being made to the Commonwealth. It would be interesting, however, to know just how much thought the Government gave this matter before it commissioned its Minister to make the representations he did.

The Commonwealth authorities, of course, appear to be a law unto themselves. If the Commonwealth Government wishes to resume land, or to do something of a similar nature, it just does it, as was the case when it first established the airport at Redcliffe. Since then the McLarty-Watts Government secured the services of a Town Planning Commissioner of the highest order and brought him here to prepare a plan for the development of the metropolis of Western Australia.

Among other things he mentioned that an international airport should be established—not at Redcliffe, Belmont, but in the vicinity of Lake Gnangara. That was the proposition he put forward; and it had the advantage of ready access along the Wanneroo Road—apart from which, it was not far from the City of Perth. That is where the money that is proposed to be spent should be expended.

There is no doubt that we are living in an age where the greatest curse of all is noise. The Boeing jets we are anxious to have visit our near city areas make a terrific noise, and there is no doubt they will have a considerably disturbing effect on the people who reside in the eastern suburbs. The proposed extension in a south-easterly direction of the airport will do away with further building activity in that area. Apart from that, the noise and vibration caused by the take-off of these planes will mean considerable damage and depreciation to properties, and there will be a great waste of the money that is spent by the local authorities in the preparation of their road system in that district.

I might also point out that the electorate of the member for Darling Range will be considerably disadvantaged in the future, because, at the moment, the people have very good access to the city through the centre of Belmont. When the extension of the airport is completed, those residents will be cut off. When they wish to go to Perth, they will have to travel along the Welshpool Road on the other side of Kalamunda, or come in along the old Gooseberry Hill Road through Guildford. The extension of the airport will affect that district considerably, as well as the Belmont district.

This matter should have been considered when the eminent town planner decided where the airport ought to be located. The Maida Vale Road runs through Belmont, and that will be interrupted by the extension of the airport. The whole road system in that area will be affected greatly. All this will prove to be disadvantageous to the eastern suburbs. The other sides of the City of Perth do not seem to be affected by these facilities; they are kept well away from them.

I have cognisance of the fact that some years ago an attempt was made to put the Bassendean chord railway line through the Belmont district. That would have subdivided the district. Two moves were made, but fortunately they were scotched, and the Government of the day, as well as the present Government following the decisions laid down by the town planner, decided to build the other line south of the river and the marshalling yards where there was ample room.

When the extension to the airport is completed, the eastern suburbs will be damaged severely. More consideration should have been given to this question. The City of Perth is only very small in population; but with development, and after the population reaches 1,000,000 to 2,000,000, the near suburbs will be more densely populated. For that reason, the airport for jets, if properly planned, should be located near Lake Gnangara. No doubt the Premier has toured that district and is aware of the ample room available. There are no houses and there will be little difficulty in resuming the land. The proposed extension affects the Beeloo district more than my own.

Another aspect of town planning is the proposal to build the Gosnells-Bassendean highway on the eastern side of Belmont. I am aware that a few years ago the Government, through the Main Roads Department, negotiated with the Department of Civil Aviation for easement at the south-eastern end of Guildford airport so that the residents there would not be inconvenienced and so that resumptions, which are costly, would be avoided. The proposed extension of the airport will interfere, to some extent, with the Bassendean-Gosnells Highway. The extension will take

in a built-up brick area in Redcliffe. Those resumption will add considerably to the expenditure involved in establishing the airport.

I wonder whether the town planning committee appointed by the Government during last session to implement the Stephenson Plan was consulted on this extension? It is interesting to learn whether the Minister for Town Planning and the Minister who appeared before the Commonwealth committee recently and made out a case supporting the extension of the airport had consulted the local committee. I doubt it.

Having set up an authority to implement the Stephenson Plan, the Government should have consulted it. Knowing the position from a metropolitan point of view, and all that has taken place in town planning over the years; and realising that the recommendation of the Stephenson Plan was to build the jet airport on the open spaces around Lake Gungahlin, where there is ample room, I consider that was the correct spot at which to build it. That would not interfere with the residents of the near metropolitan area.

During the war years, the Commonwealth officers visited the Redcliffe area and carried out resumption of properties. They were not generous in their valuations. Many people who were negotiating with the Commonwealth over their properties came to see me with their problems. The Commonwealth officers were not as ready as the officers of this State to consider the point of view of the residents affected. The Commonwealth acquired a reasonable amount of land in this area for the airport, to serve the immediate future. From the long-term point of view of developing a large international airport, the location should have been kept well away from the city. The Government has done a disservice to the metropolitan area by supporting the extension of the airport, as proposed by the Commonwealth Government.

MR. HALL (Albany) [8.56]: I speak to this motion with some concern. When I first entered Parliament I did exactly what the Minister for Industrial Development and his predecessor were doing. I sought an industry to be established at Albany. The first contact was with the Australian Paper Manufacturers. I made representations to that firm to investigate the possibilities of establishing a paper industry in my electorate.

After an intensive investigation by the firm I was assured that it would not be possible to establish such an industry at Albany, because of the lack of density in the surrounding forests of Denmark and Albany. I was given the opinion that Manjimup would be the ideal site, owing to the density of the forest, the abundance of water, and the availability of a town

of reasonable size which could supply the employees for the industry. So, with some reluctance, I waived my claim.

I see that the Minister for Industrial Development has now persuaded this very same firm to establish a paper manufacturing mill in the metropolitan area; this would be complementary to the paper pulp manufacturers which also make hardboards and other similar requirements.

If the Government proceeds with this policy of centralising industries it should be censured. I fail to see how we are to hold the younger people living in the country; how we are to find them employment and retain their families there. As long as we pursue this policy of centralisation we will head for the last round-up.

If we trace through history, we will find that all the great civilisations fell by the wayside for the very same reason: they centralised everything, and put all their eggs in the one basket. Here we are following the very same pattern. We seem to be quite happy that we have established another industry close to existing industries. Here we are all jumping into one bus and hanging on the straps, and we reckon we are developing soundly. It discloses a position bordering on neurosis and frustration. Such development will be of no advantage to the State.

We will be forced eventually to a policy of either decentralising or perishing. That also appertains to our North-West. The members representing that area fought this issue very conclusively in this House to bring the matter to the attention of Parliament. Certainly some action is now taking place in respect of that area. Unless we get down and decentralise our industries, we will be heading for trouble.

The Government has offered this firm something like £2,000,000 over several years, yet we find from the firm's balance sheet that it has had a poor year and made something like £2,000,000 profit. When I made an approach to this firm I was not asked for anything; the representatives of the firm only asked if we had the necessary requirements to bring the industry to this State. If we have to pay as dearly as this for industries, I am afraid it will have a repercussion on others coming to this State, if they have not sufficient finance.

Another point I would like to raise is in regard to freight increases. I would like to bring to the attention of the Premier a fact which he well knows, as Treasurer: that he is today subsidising freights from Albany to the metropolitan area. I am referring to the non-exportable wools from the Albany wool sales. With increasing sales, I imagine that these freights will be increased; and, therefore, the amount of wool that comes from Albany to the metropolitan area will be affected. That places hardship immediately on the continuance of the sales in my area, and I must protest

strongly against any increase in rail freights on non-exportable wool to the metropolitan area. In fairness to the decentralised areas, that subsidy should continue so that those areas can compete with the centralised vested interests which are always applying pressure on a Government.

It is very hard for any Government to refuse the pressure that is applied from vested interests. I have previously mentioned that Albany should have a scouring works. It may be necessary for the Government to subsidise the freights of certain wools that may come from the North-West and other parts of the State in order to assist in the development of a scouring works in Albany so that the different types of wools can be blended on an economic basis for exporting to their particular purchasers. A definite type of top is required in manufacture.

The Minister for Industrial Development is well aware of that, as I have discussed the proposition with him. He knows that we have certain difficulties in establishing a top-making plant in Albany. The Minister is aware that it may be necessary to import different types of wool to obtain the blend. The Government will have to give serious consideration to the matter before it increases freights, as this will be detrimental to the establishment of industries in a decentralised area.

Another point I wish to mention is in regard to the Government's action in the disbanding of its public works force. The Government made a statement that the workers can be absorbed into other fields of employment. I cannot refute that entirely, but I can refute the view that there will be any continuity of employment. It has a serious effect on commerce and also on young married couples who lag behind with their hire-purchase payments and their rents. They have the bailiff at their door every week because they cannot pick up the leeway. There is not much difference between starvation and survival—it is only one week's pay packet for the employee.

This creates a pool from which the employer can operate, he knowing full well that the men cannot go very far because the situation is the same throughout the whole of the State; and it is perhaps even worse in the metropolitan area. The result is chaos in a family where there are three or four young children, and young married people have no chance at all of purchasing the requirements they need to start off their married life. A chaotic mess results because there is no continuity of employment. Commerce in my area is affected, and there are more bills going through the post than there are letters. This is something which the Government, perhaps, has overlooked in believing that private enterprise has taken up the slack. Private enterprise only absorbs the workers as it needs them, but Government employees have security.

It is the intention of the Government to establish a power house at Collie. That may have many attributes, because it is quite close to the scene of fuel production. However, it has a tremendous line of transmission which is very vulnerable to nature. As you know, Mr. Chairman, telephone lines were recently down in your area. Should the Government decide to discontinue the use of coal and in its place use oil, it will have to give consideration to the construction of a power house at Albany. The Government would not be justified in having all the power houses within an area of 80 miles if oil were used instead of coal. Therefore, if oil is used, the power station should be established at Albany because of its density of population of over 12,000 people. That is something which the Government must take into consideration if it decides to change from coal to oil.

I am sorry the Chairman is not in his seat, because I wish to mention the fact that carpets are being installed in the Australind. Yet we have a line of 340 miles to Albany and the people are asked to sit up in dog boxes, or ACL coaches which have been in service over the last 40 years. I believe on one or two occasions people have had to sit up in these coaches, and they have never recovered. However, the first sleeper coach has made a difference.

Mr. Court: Wait until you get your glamour buses!

Mr. HALL: I do not think dog boxes should be used on a track 340 miles in length, and people should have to get up at every hour of the night in order to get refreshments or hot water for children; while on a line, within 80 miles of Perth, there is a glamour train. I am sure that the Minister for Railways would admit that the Great Southern line is probably the best paying line in the State because it is carting to and fro all the time. Most of the others go to a dead end carrying passengers. I would like the Minister to look into this.

I have not much more to say about railways at the moment, but would like to comment on the storage of wheat. I am sorry that the Minister for Agriculture is not in his seat. In the very early stages of my parliamentary life I spoke of what is called the "cave" system, which was experimented with many years ago. I discussed this matter with the Minister, but he has probably forgotten all about it. It is a simple method of wheat storage which the farmers can manage economically; and if one or two experiments had been made in the last two years, farmers would have proof of its efficiency. I think the system could be tried without detriment to anyone.

MR. W. HEGNEY (Mt. Hawthorn) [9.9]: I am about to make my first few remarks for the session; and I wish to put

myself right with you, Mr. Chairman, at the start. If I say anything which is not in order, I would deem it a favour if you would remind me.

The CHAIRMAN: I will.

Mr. W. HEGNEY: Thanks very much! Having had that assurance, I would like, at this stage, to bring before the Government its necessity to have regard for the interests of the people generally. Let me make myself clear on this particular point. Since the Government took office, there has been one continual series of increases in the cost of goods and services which are essential to the people of this State. We have had the experience here during the regime of this Government, which previously assured the people that it would not increase goods and services, of increases in drivers' licenses, motor-vehicle licenses, and land tax, just to mention a few. There has also been a continual increase in the price of vital commodities which are essential not only to one section of the community but to the people of the State as a whole. There have been increases in the price of sugar and butter. Of course, we all know what the price of meat is today—or the housewives do. There have been increases in the price of other commodities and more than one in the price of the most essential commodity—bread.

During the life of the Labor Government it took advantage of the Wheat Products Prices Act to ensure that prior to any increase or variation in the price of bread, the expert committee appointed under that Act would have regard to all the facts and circumstances and would determine in any particular case or application made by the bakers' association whether an increase in the price of bread was justified. That system had been in operation for some six years; but today, in answer to a question without notice, the Minister for Labour indicated in a very casual way that he received certain figures from the Master Bakers' Association which he took as being correct, and agreed to the increase. Whether he agreed to the increase or not, it would have taken place because it is the policy of the Government, apparently, to sidestep or ignore authorities which have been set up for the purpose of protecting the interests of the people.

I am not saying—as I have not the figures with me—that the price of bread should not have been increased, but merely that, in a case of this nature, the expert committee to which I have referred should have been asked to investigate the circumstances and in due course submit a report. The Government then would be entitled to adopt or reject the recommendation of that committee. But that was not done. In this particular case—as in a number of other instances, the interests of the people are regarded as being of no consequence.

The Deputy Leader of the Opposition has made reference to water rates, and it is quite evident that these are to be increased—and increased substantially.

I have had numbers of protests from people in my constituency about the increase in the land tax. The increase was contested vigorously during last session; and in the final analysis—after the Government had blundered badly on two or three occasions as it did not have its Bill properly presented before the House—because of the force of numbers, it was able to pass the particular measure. The figures given by the Minister for Transport in answer to a question as to the estimated cost over 12 months was that it would be approximately £130,000. I must mention that I am speaking from memory at the moment.

In answer to a question this evening, it has been indicated that £210,000 has been paid in by taxpayers, not of Western Australia as a whole, or of Bunbury, Albany, Geraldton, or Mukinbudin, but by the taxpayers in the metropolis. This tax has been imposed on the working people in the electorate of, for example, the two members opposite—the members for Leederville and Subiaco. On behalf of my constituents, I mention this matter to the Government that it might know that there is great hostility and antagonism to its attitude in this respect.

It has been mentioned that fares and freights will be increased; and the Premier said—if the statement be correct—that an increase in freights and fares was inescapable. It can be immediately envisaged that with these increases in prices and the impending increase in freights and fares to be imposed upon the farming community, there will be a lot less goodwill for the Government than the small amount it now enjoys from the people of this State. The ultimate result will be that where freights are increased the prices of the commodities in the country areas are going to rise substantially again because traders, when they are fixing their prices for distribution to the consumers, add the additional cost of freight. Not only that, but they add a percentage on the freight charges in regard to the price of their goods, and undoubtedly there will be a further increase in the index figures on which the basic wage variations are based.

In this connection we have the spectacle of the Premier—not directly, but using all the means at his disposal—trying to bring pressure to bear on the President of the Arbitration Court to refuse to increase the basic wage by the amount indicated by the index figures. However, using the discretion imposed on him, the judge decided that he would follow custom and increase the basic wage accordingly to try to give a measure of social justice to the working people of this State.

I come now to a very vital point. I want to know from the Government very distinctly and definitely, before many sittings of the House have passed, whether its intention is to so tamper with legislation in this State—and I refer to the Arbitration Act—that the basic wage will be reduced to the level of that of the Commonwealth. That is what I want to know. It may be that the Premier will say that there is no intention to do that. The Minister for Industrial Development, who of course we know suffers from verbal inflation, may say that there is no intention to bring about any variation in the basic wage.

Mr. Brand: He is not the only one!

Mr. W. HEGNEY: However, I have reason to believe that there is some attempt to be made on the part of the Government to so alter the Industrial Arbitration Act as to bring the State basic wage into conformity with the Commonwealth Arbitration Court basic wage, and that means in round figures—

Mr. Brand: Where did you get all these ideas?

Mr. W. HEGNEY: It is for the Premier to indicate to the House during this session whether anything is going to be proposed in that direction. I hope I am wrong, but I am saying it is very likely that the Government will make such an attempt. In round figures, it will mean a difference between the basic wage of £14 12s. 7d. in Western Australia under the State Act, and £13 16s. as laid down by the Commonwealth Court.

Those are actual facts; and I would welcome at this stage, or at any time during the session, as soon as it has made up its mind on this—as on the proclamation—some indication as to the Government's intention, or some denial or assurance from the Premier in regard to an attempt being made to reduce the basic wage.

I wish to refer to another item, although not in detail at this stage. It has been indicated, in answers to questions, that the Public Works organisation has been drastically reduced in numbers. It is the intention of the Government, despite a protest by the Minister for Railways, to ringbark the Midland Junction Workshops; and the Government has no hesitation in saying that it intends to try to dispose of the State Building Supplies and Chamberlain Industries; because that is in the Governor's Speech. It is also the Government's intention to reduce the day-labour organisation in the Public Works Department, and in the Railways Department as far as it possibly can; and in the process—and this was mentioned last session—the number of apprentices will have to be reduced.

It can be said that the Public Works Department and the railways absorb most of the apprentices who are trained in this State; and because of the Government's

policy, there will be a considerable reduction in the number of boys in this State, who will be able to enjoy training as apprentices in the various trades in Western Australia. That is of vital importance to a State like this. If one studies the figures of the number of apprentices trained over the past few years, and envisages what will happen if the policy of this Government is pursued, one will realise that the number of apprentices will be reduced by a very large percentage. I hope that the Government will direct its attention to ensuring that the boys of Western Australia, who are entitled to be apprenticed when they leave school, will be able to enjoy that facility.

The Minister for Labour, who is not in his seat at the moment—I am not blaming him for that because he is probably in the precincts—will know that the first report to be made under the Trade Associations Registration Act, which was introduced by him last year, is due to be submitted to Parliament during the course of this session—or at least I hope it will be. The Act is quite innocuous; it is harmless; and we pointed that out last year. However, I would like to have from the Registrar, who is bound to submit a report to the Minister for tabling in Parliament, as much information as possible regarding the registration of these trade associations and trade agreements. I should like to know whether, in the view of the Registrar or the Minister, any agreement which could be regarded as not being in the public interest, has been registered. It will be interesting to have the report, and I hope to make reference to the position during the course of the session. Therefore, I hope that as much information as possible with respect to the progress made in registering the different associations, and agreements made by these associations, will be given to members.

The CHAIRMAN: Order! The honourable member's time has expired.

MR. HAWKE (Northam) [9.25]: I desire to take another opportunity of intervening in this debate to finish off what I had intended to say with respect to the question of increased railway freights. I think that if any Country Party member of Parliament in this State was asked what would be the best thing to do to damage the cause of decentralisation in Western Australia, each one would say, without hesitation, "An increase in railway freights." Yet the Premier and his Ministers have paid a great deal of lip service to the cause of decentralisation; they paid a lot of that lip service to the cause during the election campaign; and periodically since then they have continued to do that. Yet it is clear from the statements which have come directly from Ministers of this Government that railway freights are to be increased, and increased substantially.

I think it would also be agreed by all members who represent country electorates in this Parliament that, by and large, primary producers farthest removed from the metropolitan area have to meet the heaviest costs of production and, consequently, are not as well off financially as primary producers closer to the metropolitan area. As we know, the greatest amount of railway freights is paid, on an individual basis, by primary producers who are the greatest distance removed from the metropolitan area. Clearly, therefore, the intention of the Government substantially to increase railway freights is a policy which will deliver a very severe blow to the cause of decentralisation, because it will considerably increase the cost of production in all primary industries, and in all other industries and activities in country areas.

To the extent that decentralisation is damaged, and to the extent it is made more costly for people to live and work and operate industry in the country, will centralisation be promoted. That will mean more population in the metropolitan area, if not more activity. I would hope that no Minister in this Government thinks that by attracting or forcing people to the country from the metropolitan area more economic, industrial, and other activity is thereby created in the metropolitan area. It is as true today, especially in connection with Western Australia, as it was years ago, that by far the greatest percentage of our wealth production comes from country districts. If we are to increase the percentage of the population in the metropolitan area, and thereby reduce the percentage in the country districts, undoubtedly the total production of wealth will decrease, and the burden upon Governments, State and Federal, will become far greater in the future than it is at present.

I am at a loss to know why this Government is going ahead with its idea to increase railway freights. It is a certainty that the Government would not be going ahead with it if legislation had to be passed through both Houses of Parliament before railway freights could be increased. The Government knows that it would not have a hope in hell of getting legislation of that kind through either House of Parliament. However, the law is such that the Government can achieve an increase in railway freights by the promulgation of a by-law, or by Executive action.

I always thought that to keep down railway freights was a cardinal feature of Country Party policy. I always understood that it was the No. 1 plank of the Country Party's platform; and that its members would oppose, on every occasion and to the last ditch, any proposals by any Government to increase railway freights, which would place an economic and financial burden on country people and industry. However, it would seem,

from statements which have been made publicly by the Premier and the Minister for Railways, that Country Party Ministers in this Government are bartering away their principles for the sake of holding on to the portfolios they have in the present Government.

It is significant, Mr. Chairman, that not one Country Party Minister has yet made any statement about railway freights and the intention of the Government substantially to increase those freights. I notice, too, that the Minister for Lands does not look very happy about the matter. I can understand why; because he, too, represents areas which are far removed from the metropolitan area. I do not know how many miles of railway he still has left in the Vasse electorate.

Mr. Bovell: You took the railway away.

Mr. HAWKE: The Minister for Lands has had an opportunity to restore the service, but I do not know what he has done about that.

Mr. Bovell: It is very hard to unscramble an egg.

Mr. HAWKE: However, a great volume of the goods required in the electorate represented by the Minister for Lands would undoubtedly go as far as Busselton by rail, and therefore the question of increased railway freights is no doubt of considerable concern to him and will be a far greater concern to his electors when the increased freights are applied.

We have had the Minister for Industrial Development indulging in a great deal of ballyhoo lately about his intention to decentralise manufacturing industries. He has sent out hundreds and hundreds of letters to local authorities in country areas appealing to them to set up local committees in order that these committees might have the advantage and the benefit of the advice which he and his officers can make available to them.

I understand the purpose of all this is to lead the people in these country towns and districts to believe that the Minister, as a result of his policy, will promote the establishment of manufacturing industries at such places as York, Beverley, Margaret River, Wyalkatchem, Popanyinning, and many other places in the country.

Mr. Heal: What about Widgeemooltha?

Mr. HAWKE: It is as clear as daylight that the Minister is not genuine in this matter.

Mr. Bickerton: He is playing trains!

Mr. HAWKE: He is just indulging in spectacular window-dressing, believing that he will greatly impress the minds of the rural people. He evidently thinks that they have not much commonsense. No doubt he feels that they are slow to awaken and that they have no chance of waking up to him inside of two years. By that time the next election will have taken

place; and the Minister thinks that they will still be looking upon him as a sort of heaven-sent saviour, and that next year, or the year after that, 1962, or 1963, or 1964, he will have waved some sort of magic wand and established manufacturing industries in these many country towns.

The CHAIRMAN: Order! The honourable member's time has expired.

MR. TONKIN (Melville) [9.35]: Previously, I was dealing with the Government's policy of deliberately paying out money to private architects for work done in connection with public buildings. It is extremely difficult to follow the reasoning of the Government. On the one hand, it is threatening to increase railway freights and fares and to increase the State revenue; and yet, on the other hand, it is deliberately throwing money away. There is absolutely no need whatsoever to engage private architects to design the construction of public buildings. The McLarty-Watts Government did not do it during the six years it was in office; nor did the Labor Government do it whilst it was in office, and considerable construction work went on during the life of those Governments.

I cannot possibly see the necessity to engage a private architect to design an addition to an existing school. Just imagine it! A school is already established, constructed by the Public Works Department—I have no doubt constructed to complete plan—and yet, when it comes to the question of adding another room or two to that building, the Government engages a private architect to do the job.

Mr. W. Hegney: Scandalous!

Mr. TONKIN: This afternoon I asked the following questions:—

Have private architects been engaged by the Government to design primary schools as has been done in connection with the proposed new Melville high school?

and the answer I obtained was, "Yes". I also asked this question—

If so, which schools have been so designed?

The answer I received was as follows:—

(a) Narrogin—a new dormitory block.

The Public Works Architectural Division could not handle that so a private architect is engaged to design a new dormitory block. The answer continues—

- (b) Thornlie primary.
- (c) Boyup Brook primary.
- (d) South Merredin primary.
- (e) Margaret River primary.
- (f) Cleveland Street primary.

These are all additions only and not new buildings.

Mr. Bovell: Margaret River is a new building.

Mr. TONKIN: I have finished with that. Has the Minister been asleep?

Mr. Bovell: No; but you continued on. Your inference was that all of them were only additions.

Mr. TONKIN: I made no inference; I made a direct statement.

Mr. Bovell: Yes; I know. And the direct statement was that all those school works are additions; but the Margaret River construction is not an addition.

Mr. TONKIN: At no time did I say it was. The additions are—

- Cleveland Street primary.
- Attadale primary.
- Boyup Brook Junior High School.
- Moorra Junior High School.
- Wundowie primary.

These schools were originally designed by the Architectural Division of the Public Works Department. Yet, when it comes to the question of putting a few additional rooms on to them the Government has so much money at its disposal that it engages private architects. This is important! We are called upon to increase railway freights and water rates, and yet the estimated total amount of fees in respect of works placed with private architects during 1959-60 is £40,000, and the exact amount will depend on actual completed construction costs.

Whilst the Government has been kind in paying out money to private architectural firms, it has done some work for nothing itself. Not that I quarrel with that, because I think it is correct policy. It is only following out a policy which has been followed in this State for many years. However, it is an extremely strange thing that, although the Public Works Architectural Division is not in a position to design the plans for additions to existing schools, it is able to carry out gratis designing work for outside bodies.

I repeat that I do not quarrel with doing work for outside bodies free of charge. We did it and we would have continued to do it; but we would not, at the same time, engage private architects to do our own work, and then try to get more money by increased charges for water rates and sewerage, or by putting up the railway freights. It does not make sense.

Mr. Graham: They call themselves a Government!

Mr. Hawke: A bunch of no-hopers!

Mr. TONKIN: This shows how they run to form. When it was raising the wall of Mundaring Weir—I think the present Premier was then Minister for Works and Water Supply—the Government actually made a present to private consumers in this State of £34,000 in connection with the use of cement. It charged that cost on to the cost of raising the Mundaring Weir wall, and now the ratepayers on the Goldfields water supply are paying the increased

rates to meet the cost of it. The Auditor-General refused to pass the item at the time, and had this to say about it—

The cost of the imported cement released including charges paid by the Government Stores, was £74,321 3s. 9d., for which the accounts show that £39,561 6s. 6d. was charged to industrial users. The difference of £34,759 was charged by the Public Works Department in 1950-51 against the Loan Fund Item "Goldfields Water Supply under departmental authority raising wall Mundaring Weir." The charge of this Loan item has not been passed by the Audit Office. It is considered that the amount of £34,759, being the difference between the cost of imported cement released, and the price charged to industrial users, should have been met from a specific expenditure item created for the purpose, and to be submitted to Parliament for appropriation.

But, of course, that did not suit the Government. It loaded this amount of money, which was not actually expended on raising the wall, on to the cost of raising that wall; and, to that extent, it inflated the cost. The department has to meet interest and sinking fund on that inflated cost; and to meet it, the Government put up rates.

So that the friends of the Government could get this benefit in this way, the water supply users in the country districts are paying increased rates. The present policy is on all fours with that; in order that private architects can make large sums of money—a sum like £24,000 in connection with a school building.

Mr. Hawke: Wicked!

Mr. TONKIN: I am referring to the school building at Melville. So that this can happen, the Government is going to put up freights and fares. It has put up water rates, and it proposes to put up other charges while it deliberately hands out these tens of thousands of pounds unnecessarily. No-one can get up in this House truthfully and say that the architectural branch cannot do what it has done for many years; namely, design schools which are required.

Just fancy engaging private architects to put a dormitory block on a school! This organisation has built up for years and has done excellent work. The Principal Architect has received high commendation from the architects for the work he has done as designing architect; yet we have to go outside and get private architects to design a few new rooms to put on to schools.

The CHAIRMAN: Order! The honourable member's time has expired.

[The Deputy Chairman (Mr. W. A. Manning) took the Chair.]

MR. HAWKE (Northam) [9.45]: I want to conclude what I was saying previously about the written approach by the Minister for Industrial Development to country local authorities. I have no doubt you keep in touch with the local authorities in the Narrogin town and district, Mr. Deputy Chairman, and know something about this written approach. Any-one who has studied the question of trying to establish manufacturing industries in country areas will know what great difficulties exist. Whenever a company or an individual proposes to establish a manufacturing industry the first great magnet is a market. They prefer, naturally, to establish the industry as close as possible to the biggest market available, or likely to be available, for the goods they will produce.

Secondly, they are usually anxious to live in, as well as to have their industry in, the capital city, or near to it. They like to have their business established and operating near the big financial houses which, of course, are always in the city. They like to have the association of other businessmen all the time; and to do that, of course, they have to establish in the city.

Their womenfolk like to have the benefits and advantages, if such they can be called, of organised social life; and that, of course, is mainly to be found, and mostly to be found, in the city. There are other reasons which operate all the time to influence and persuade companies and individuals to establish proposed manufacturing industries in the city or close to it. So at this time the country towns and country districts are miles behind in the race to get manufacturing industries in competition with the metropolitan area. Therefore, if the Minister for Industrial Development and his ministerial colleagues were genuine and practical in their professed anxiety to get manufacturing industries established in the country, they would take practical steps to achieve that objective; they would take steps which would have the effect of encouraging companies and business individuals who proposed to establish manufacturing industries in Western Australia, to establish them in country areas in preference to the metropolitan area.

Yet the one big step that the Government now proposes to take is to substantially increase railway freights. I cannot imagine a step that would more effectively kill the possibility of more manufacturing industries being established in country districts. Can the Minister for Lands think of a worse step to take in that direction? Can the Minister for Agriculture think of one? Can the member for Toodyay think of one? Can the member for Darling Range?

Mr. Craig: You did not give me a chance to answer.

Mr. HAWKE: Well, can the member for Toodyay think of a step?

Mr. Craig: Yes, if a Labor Government were in office.

Mr. HAWKE: Here we have a Daniel come to judgment. He was asked if he could think of a worse step to reduce the disability of country districts obtaining manufacturing industries. All he could say in the bitterness of his narrow political outlook was, "Yes, if a Labor Government was in power." We will leave him to his electors, because he scraped in by the skin of his teeth in the last election and probably knows that his place in this Parliament was decided by a preference of the votes of Labor electors, as much as by any other factor. We shall let our people know what he thinks about the Labor Party and Labor Governments. They will do something different at the next elections to what they did on the last occasion; and after the next elections of the Legislative Assembly, we will have the pleasure of looking at the face of a new member from the Toodyay electorate.

I stress the stupidity and the political dishonesty of the Government's policy of misleading country local authorities and country people into believing that manufacturing industries will be established in country centres, while at the same time it took this destructive and ruinous step of increasing railway freights, which in addition to the other factors I mentioned will undoubtedly kill the possibility, which might have existed to some extent, of getting more manufacturing enterprises in country areas.

MR. ROWBERRY (Warren) [9.52]: A few days ago the Minister for Industrial Development, when replying to a case which was brought forward to him in protest against the sale of the State Building Supplies, made the statement that the rehabilitation of the mills would cost £600,000, and because of that there was no intention on the part of the Government to withdraw its decision to dispose of this State instrumentality. Whether or not the Minister was giving a hint to a prospective buyer to tender £600,000 less than he would have done, I leave it to members to decide.

I would like to contrast this attitude of the Government against its attitude towards the Australian Paper Manufacturers when it offered that firm approximately £2,000,000, free of interest over a certain period of years. Let us consider this solicitude for private enterprise by the Government, which was aware of the state of the timber industry.

I view the establishment of this paper manufacturing industry with some trepidation because it will become another competitor of the timber industry. I am convinced that this company will manufacture products which will include paper-board, and which will compete with

the products of the timber industry. One source of income of the timber industry is from the manufacture of cases. I can see this source of income being taken away from the mills, by the establishment of a paper manufacturing industry in the wrong locality.

Some people contend that it is the business of Governments to govern, and trade should be left to those to whom it belongs. I consider that the business of Government is to look after the welfare of the people. Had the Government considered the welfare of the people it would have established the paper mill, as suggested by the member for Albany, in the Warren area where there are vast timber resources. That would have taken care of the labour situation in Pemberton.

The Minister for Industrial Development knows that there is under consideration at present by the Government a suggestion to do away with the extra shift at Pemberton, because it is uneconomical. Whether or not it is economical to work two shifts to keep the people there employed and to enable them to retain their standard of living is not a matter to be questioned. I should have thought the Minister would have taken that fact into consideration and would have persuaded this firm to establish a paper mill in or near Pemberton where timber resources and water supplies are available. There is no gain to establish an industry in the metropolitan area to provide employment for 100 to 150 men, and to dispense with the services of another 150 men in the country. It is a distinct loss. We wish to keep the people where they are in the country—people who have done so much to develop the great industry in the South-West.

Some reference has been made to new taxes and to the metropolitan region development improvement tax. The member for Mt. Hawthorn said that it was not the people in the country, but those in the metropolitan area who paid this tax. I wish to correct that statement. I myself received an assessment under that tax. I would like to know how many other people in the country have received a similar assessment.

Mr. Owen: You can protest.

Mr. ROWBERRY: If the honourable member will read the back of the assessment form he will find that he has to pay the tax first and then protest. I received this assessment months ago. I paid and I protested, but I am still out of pocket to the extent of £2 17s. 3d. On the 2nd August I received a notice saying that this sum was being refunded but I have not yet received it. I wonder how many other people have received a similar assessment and did not know they could ask for a refund. This question should be investigated. Several constituents asked me what to do with their assessments. I told them to ignore them, or send the money and

then make a protest. Many people have not done that and that is probably why the Treasurer's estimate of the deficit was £109,000 less than it was last year. It is probably because of the imposition of this illegal tax which has been paid into the Treasury. I would like some investigation to be carried out.

The member for Albany reminded us that the paper manufacturing industry should have been located in the Manjimup area. I am privileged to attend meetings of the Manjimup Road Board; that is, by invitation. I was present when I heard the message from the Minister for Industrial Development read out asking for a committee to be set up to indicate to a central committee what industries were required in the Manjimup area. I wonder just how much success we would have. However, I advised the board to make a requisition for a paper pulp industry and a paper manufacturing industry. I think it would have been logical to put these two processes together. It would have been more economic, and would have been better for the district and the State as a whole.

Mr Bovell: You were decrying these industries a moment ago.

Mr. ROWBERRY: I hope the Minister will not suggest as he did in the case of somebody called Reddish, that any remark of mine will frighten these people away. I hope the Government will take notice of the fact that the people in the country are the salt and the backbone of the State. As their member I make no apology for bringing these matters before the House.

[The Chairman resumed the Chair.]

MR. GRAHAM (East Perth) [10.1]: Notwithstanding that it is my intention to introduce legislation later this session, I desire to make some observations pertaining to the matter that gives rise to that proposal. I do so now, because when the Bill is introduced, I sincerely hope and trust that so far as Government members are concerned it will be dealt with on a purely non-Party basis, and that the facts and circumstances of the proposition will be determined on their merits rather than by the crack of the official Government whip. It is for that reason I desire to make tonight a few remarks which I readily admit would be totally out of harmony and out of place uttered by one who desired that that legislation, when it is being considered, be dealt with on an entirely different plane.

I wish to register my emphatic protest against the decision of the Government that resulted, only recently, in a young Western Australian being hanged at Fremantle. I think it is pretty obvious what the true reaction of the public is. I would say this: During the past generation or so, the Government, which has decided that a person shall hang in Western Australia, has, itself, been decapitated at the hands of the public on the next occasion

it went to the polls. That is a statement of historic fact. To me it is a most repulsive and loathsome thing that somebody less than human—a thing—is hired and paid goodness knows how much of the people's money in cold blood to deliberately take possession of a person's body; to bind his hands; to bind his legs; to place a mask over his head and a rope around his neck, and then to operate the mechanism.

It plays no purpose whatsoever in salving any one's conscience or easing the pains of those who were the losers of members of their family in a terrible incident that occurred, perhaps, some months earlier. When I moved in connection with this matter some eight years ago I stated then, from experience of which I had read in other parts, the effect that this terrible operation has upon the community as a whole, and particularly upon those who are in close proximity. I am referring to all of the inmates of the gaol, to the wardens who are there, and more particularly to those who are compelled to witness the frightful spectacle.

I am aware that in connection with the killing by the State of a man in 1952, a well-respected public servant who was compelled to attend that killing is, himself, today six feet in the soil in Karrikatta. I am referring to a previous Comptroller of Prisons who was required to be in attendance. That shocking thing had such an effect upon him that it was necessary thereafter for him to take repeated doses of drugs in order to keep some control on himself.

I happened to know the man personally. Let me say this: Being a loyal and decent public servant he never discussed any aspect whatsoever of the frightful business, but it was plain for anybody to see that a change had overcome that man and that he was a different personality altogether. It was only subsequently I learned that because of his shocking ordeal he was driven to the taking of drugs; and whilst under the influence of drugs he fell in his own home and struck his head. That fall was responsible for his death.

This is the only case of which I have direct knowledge in Western Australia, but to a greater or lesser extent surely, if we are sensible beings, we should appreciate that it is leaving its mark on the minds of very many persons. Nothing has been achieved; nothing has been accomplished; but this damage is being done to decent citizens, without any repair to the damage that might have been done to families earlier on, or to the person who was murdered, whether in cold blood or otherwise, as we use the term. Enough of that, Mr. Chairman.

I also condemn this Government for its completely callous attitude towards the people of Western Australia. I have said before, and every day gives further evidence of it, that to this Government—in

my honest opinion, the worst Government that Western Australia has ever had—the ordinary people in this community who, after all, are Western Australia, are of no concern. The various business interests, groups, and influences comprise the people who are of some moment and some concern to this Government.

The State of Western Australia and all that belongs to it is not for the benefit of Western Australia, but it is there to be plundered in the interests of certain friends of certain people who constitute this very temporary Government. I say the whole history and whole trend of this Government is along those lines, and I propose to develop that theme at a subsequent stage.

It should be evident to everybody here present—my word need not be accepted for it—if they look at the financial columns of *The West Australian* and the *Sunday Times* for the past month or six weeks that record profits upon record profits have been made. I emphasise here that the record profits for this year were a record over the all-time record profits of the year before, which in turn were an all-time record on the year before. And so they have reached fantastic levels.

Hand-in-hand with this, and perhaps part of the process, there are these mergers and take-overs by big business combines, trusts, and monopolies. Slowly but surely they are getting a vice-like or death grip upon the body politic of Western Australia and the Commonwealth of Australia; and this Government and its spokesmen care nought for that. We have an Arbitration Court, which deals with the bread and butter of the ordinary people, who are the people of the State; and the Premier of Western Australia makes statements designed to influence the Arbitration Court, more or less pleading that it should not make adjustments in accordance with the cost of living; that it should not give any higher standard of living to the workers, but should maintain the standard which they previously enjoyed.

No-one with a proper sense of proportion would deny that the workers are entitled to some up-grading of their standard of living, but this Government does not believe in that. Let General Motors-Holden make £15,000,000 cool in one year! There is no comment whatever. However, it is a matter of grave concern if the workers are likely to receive a few extra shillings in their pay packets to enable their wives to buy as many things in this quarter as they were able to obtain in the last quarter!

All the various concerns are able to increase prices at will, and this Government does not bat an eyelid. The medical fraternity, the Abattoir Board, the hospitals, the shipping companies, and the rest of them, choose the day and the hour, as do the master hairdressers, to push up the

prices. They are the arbitrators of their own cases. It would be a parallel situation, surely, for the Arbitration Court to let the workers fix their own wages.

The Premier and the Government are concerned with increasing prices, and yet there is not a murmur from them in regard to the bodies I have just mentioned. The assault is always upon the ordinary workers; the people who can be sacked and who, if unemployed, can have that 17s. 6d. taken from them. Yes, there is plenty of money to open unnecessary railway lines; and to hand out a cool £53,000 to the motion picture proprietors, but not to enable them to reduce their admission charges. Oh no! The public might gain some benefit from that! If any logic were displayed in this matter, and if the prices are too high and the people are not attending, the amusement tax should be removed wholly or partially, which would enable the admission charges to be lowered and greater patronage afforded.

I do not know what business the Government has in handing out tens of thousands of pounds to its supporters when "gone-a-million Brand," in his own words, does not know from where the money will come to meet the £1,000,000 he considers he will be short this financial year in order to honour his election promise to reduce land tax which has been increased some thousands in the last 12 months; and to install totes, and the rest of it, which will have the effect, as he well knows, of reducing by a considerable amount, the resources available to him, and the funds available to racing clubs.

But this Government goes blithely on handing out favours and the people's money to its own supporters, or to preferred groups and sections of the people. There is an Empire Games village; and that, of course, had to be designed outside the Public Service in the way of competitions and prizes. There was no-one, including our town planning experts, in the Public Service competent to do the job, it would appear. I have had a look at the plans of that village, and this can be checked by anyone. For a person to call on his neighbour it would be necessary for him to walk no less than half-a-mile. Such is the designing of the Empire Games Village to be built near Wembley Downs.

But that does not matter to this Government so long as it is helping and granting favours to its own people—those who traditionally support it. That is all that counts. The very last consideration is the welfare of Western Australia itself and the welfare of the people.

It did a masterly stroke, apparently, in connection with the paper mills. Like so many other things, so long as a company, however wealthy, is able to get away with it and is able to be helped to establish itself here and to make profits, that is all that matters to the Government.

There is no thought given to what burden might be imposed on the State, or what works might have to be neglected because of this unnecessary expenditure. That, I might repeat, is of no concern to this Government. This is a class-conscious Government which has not the remotest notion of the requirements of Western Australia or what the people are thinking in connection with it. If this Government can attend its beer and cocktail parties, and the daily Press booms it up in every conceivable direction, it feels it is doing a job. It is doing a job for certain interests and is doing one of the greatest disservices that any Government has done to any State in the history of States in the Commonwealth of Australia.

The CHAIRMAN: The honourable member's time has expired.

MR. FLETCHER (Premantle) [10.17]: It is my duty or obligation to attempt to advise the Government to the best of my ability, how it might save money and how to use the money available to the best advantage in the interests of the public. We know that last year debates ensued on the contentious subject of Government enterprise versus private enterprise. Before this session commenced I, together with other parliamentary representatives, inspected the Midland Junction Workshops. I saw a great change since I had worked there in the early post-war years inasmuch as millions of pounds had been spent on plant and the installation of plant and machinery.

This public money had been spent by the State on behalf of the public. However, there is now a great quantity of that machinery lying idle, and the tradesmen who had previously worked it are in the Eastern States or elsewhere, the works force having been dissipated. The work that was previously being executed there is now being done by private firms.

During my visit I saw cylinder liners and heads which had been cast and machined in the shops. A question was asked today, I believe, by the Deputy Leader of the Opposition in relation to this matter. As I previously belonged to the engineering trade, I feel confident to express an opinion on this subject. I have seen these castings, and also the ones brought in at approximately twice the cost. Being of cast iron as distinct from an alloy those made in the workshops are, I would suggest, a much more durable type than the ones made outside.

If we want to save money, I point out that the cylinder liners manufactured by the Midland workshops cost half the price of the imported article. That is one method by which, I would suggest to the Minister for Railways, he can use public money to better advantage. Do not give this work to private firms; give it to the

workshops, because the tradesmen there are competent and capable of carrying out this work.

I would like to mention that this work was done first in an overt manner, despite the attitude of the Government and even the management of the W.A.G.R. The competent tradesmen on the job manufactured these cylinder liners, heat-treated them, and presented them to the management; and when the articles were tried out, they were found to have less wear over a period of hundreds of hours than the imported cylinders. The Minister is not listening; but it is his department and it is important.

Mr. Court: I am listening.

Mr. FLETCHER: These cylinder liners are made at Midland Junction and have been found to be more efficient than the imported article; and the cost is approximately half the imported price.

Here is a method of saving. Why dissipate the work force that is there? They are competent men. No wonder there is a deficit, when the present Government goes on with its existing policy. We know that business firms back the existing Government; that the Government has an obligation to support the policy of the big business firms. They are there to carry out the dictates of these business firms, as was shown by the member for East Perth. I can understand the Government's solicitude on behalf of these private firms, but I still maintain that it has a duty to the general public, and not merely to the private firms that support it.

I suggest that these business firms should get off the Government's back, and, in consequence, get off the public's back—the ordinary man in the street; the taxpayer. If this were done, I submit that the money asked for Supply would go further; and the Government should not have to pay out, as the Deputy Leader of the Opposition says, £40,000 to private architects. I cannot quite understand, myself why it should—or what the pay-off is to private architects—when there already exists a Government branch to carry out this work.

If the Government took more careful account of public moneys, it would not have to indulge in the cheese-paring tactics it follows at the present time—cheese-paring tactics at the expense of the wage and salary earner—and yet, at the same time, condone a lag of three months between increases in prices and increases in wages. The Government is opposed to that, as is its Federal counterpart, the Commonwealth Government. The Commonwealth Government has pegged the basic wage since 1953; and I, like the member for Mt. Hawthorn, am concerned at the prospect of the same thing being done here—in effect, making the wage and salary earner carry the burden of increased costs.

During the last session, I made the suggestion that industry was more capable of carrying these costs; and I was nearly shouted out of the Chamber by hostile protests from members opposite. If the Government really believes in democracy, then it should be concerned with the best interests of the greatest number. Who constitute the greatest number? They are the wage and salary earners. To me, that is elementary. Why show preferential treatment to a handful of business firms, rather than to the majority of the people—the ordinary wage earners? Why give preference to business undertakings?

I would like to refer to a cutting from today's issue of *The West Australian*. While the wage earner lags three months behind the cost of living, the Government reluctantly condones the court adjusting the wages accordingly. The cutting is headed, "How I Turned £400 into £483 in Only 19 Months" and it reads—

This is the financial success story anyone will tell you who invested £400 with Australian Fixed Trusts in January, 1959. Every pound invested then, is today worth considerably more. In addition, they have received regular half-yearly dividends averaging over 7 per cent. per annum.

I will read the rest of it first, and then make my observations. It reads—

But, you do not need £400 to become an A.F.T. investor. Your investment can be any amount from about £25 upwards.

Every pound you invest entitles you to a proportionate shareholding interest in dozens of Australia's leading public companies. Your money starts earning excellent profits immediately.

We on this side are not opposed to reasonable profits; but I cannot see anything reasonable about this £83 in 19 months. Surely that must go on to the cost structure of the article sold? And yet this is condoned by members opposite. I think that to condone this sort of thing and permit the business community to put prices up shows a rather distorted line of reasoning. If the wage earner wants an increase in his wages, he has to make application to the Arbitration Court; and yet, if the manufacturer wants to increase the price of bread—something that affects the entire community of Western Australia—then tomorrow's paper, or an issue of a week hence, will declare that the price of bread—or any other essential commodity—has gone up by such and such an amount.

Why is it fair for one side—a minority—of the community to be able to put up the price of an article, and yet if the wage earner wants an increase in his wages he has practically to crawl on his hands and knees to an arbitration tribunal to obtain that increase?

It might be wondered whether or not this is relevant to Supply; but I submit that if the Government had more regard to the best interests of the community, it would ensure that costs—which are rising every day—were controlled. The Government is doing the public a disservice; it has a duty to call a halt to these rising costs; and it is my duty to tell the Government to do so.

Question put and passed.

Resolution reported and the report adopted.

In Committee of Ways and Means

The House resolved into a Committee of Ways and Means, the Chairman of Committees (Mr. Roberts) in the Chair.

MR. BRAND (Greenough—Treasurer) [10.31]: I move—

That towards making good the Supply granted to Her Majesty for the services of the year ending the 30th June, 1961, a sum not exceeding £17,000,000 be granted from the Consolidated Revenue Fund; £4,500,000 from the General Loan Fund; and £2,000,000 from the Public Account.

Question put and passed.

Resolution reported and the report adopted.

First Reading

In accordance with the foregoing resolutions, Bill introduced and read a first time.

Second Reading

MR. BRAND (Greenough—Treasurer) [10.33]: I move—

That the Bill be now read a second time.

MR. HAWKE (Northam) [10.35]: This Bill requires of Parliament that £17,000,000 be voted for the Government from the Consolidated Revenue Fund, £4,500,000 from the General Loan Fund, and £2,000,000 from the Public Account. I am rather concerned to know how much value the Government will get for the expenditure of this very large sum of money. I am not so much concerned on the basis of whether the Government will get a pound's worth of value for each pound it will expend as I am in regard to the continual decreasing value of money to command labour, goods, and services.

Doubtless the Premier—and possibly, I should think, the Minister for Industrial Development—would be largely in the confidences of the leaders of the present Commonwealth Government. So either the Premier or the Minister for Industrial Development should have a fairly good idea of the question whether the Australian pound is to continue to lose value

until such time as it will be almost worthless; or whether some steps of a practical nature are to be taken in the Commonwealth sphere, and in the State sphere of Western Australia, in an effort to retain some worth-while value in the pound.

Recently, we had, as a visitor to Western Australia, the Deputy Prime Minister (Mr. McEwen), who is also the Federal Leader of the Country Party of Australia. His thinking would be very much akin, I should imagine, to the thinking of the present Government, Liberal Party members included. I think it is correct to say that nearly everybody in Australia—members of Parliament and members of the general public alike—are extremely worried about the continued loss of value in the Australian pound and its ability to command labour, goods, and services. In other words, I think nearly everybody is very worried about the continual increase in the price of goods and services, and the cost of obtaining labour.

When the Deputy Prime Minister was in Perth, he addressed a conference of the Country and Democratic League. He spoke on the question of inflation because there was an item on the conference agenda paper dealing with this matter. On the 30th July, 1960, *The West Australian* reported the Deputy Prime Minister as having said—

That many proposals were advanced as to what should be done in connection with this problem of inflation. Included in them were slowing down the pace of development; slowing down the rate of migration; attempting to peg wages; adopting price control; raising interest rates and a lowering of tariffs.

He went on to say—

I pointed out specifically that the Commonwealth had no power over wages and no power over price control and said that the Commonwealth was conscious of the problems of inflation; that it was not at this stage an acute problem; that the Commonwealth would take appropriate action in those fields where it had constitutional power and would prefer to act gently on a variety of points.

This statement by the Deputy Prime Minister was made in amplification of one by him which was reported in *The West Australian* of the 28th July. That reported statement was headed "Spiral Check Would Hurt, Says McEwen." The report goes on as follows:—

The Federal Government could not halt the inflationary spiral without measures which would affect every section of the community, Deputy Prime Minister McEwen told the Country Party conference in Perth yesterday.

These measures would be unpalatable to any Government and bitterly opposed by many people.

Later on he said—

The Government could counter inflation by slowing the pace of development, adopting price control, pegging wages, dropping interest rates or inducing a credit squeeze.

I have very great respect for Mr. McEwen. I think he has a great amount of capacity and some political courage. However, when one reads these statements, as made by him recently in Perth, one ceases to marvel at the fact that no effective action to deal with this terrific problem—this increasingly dangerous problem—has been taken by the existing Federal Government.

When I say that, I should supply one exception, because the Federal Government did take action a few months ago in connection with an application by the Australian Council of Trades Unions to the Federal Arbitration Court for an increase in the basic wage, including an adjustment of cost-of-living adjustments over a number of years, which the Federal Arbitration Court had disallowed. In this field the members of the Federal Government had no concern whatever for the fact that the step which they took was unpalatable, or of the fact that it was bitterly opposed by many people. The Federal Government did not make any move to act gently in the matter.

What the Federal Government did at that time was to barge into the Federal Arbitration Court when the hearing of this application was taking place, and put up an argument as to why the court should not grant the increase, or any part of it. For weeks before the matter came before the Federal court the Prime Minister and other Federal Ministers, and the newspapers generally, were going all out to influence the court; to persuade the members of the court not to grant the increase or any part of it.

It was one of the worst conspiracies I have ever seen in Australia in a situation of that kind. Unfortunately for workers employed under Federal awards, the move succeeded; the court did as the Federal Government wished it to do; as the Federal Government's advocate, when the hearing was taking place, requested the court to do.

We had the same sort of thing in a similar way here the other day, when the Premier of our own State tried to influence the President of our State court to refuse to grant the quarterly adjustment to wages and salaries in respect of the cost-of-living increase which took place for the quarter ended the 31st March last. However, the Premier did not succeed.

Maybe he did not start soon enough on his propaganda, or maybe he did not get newspapers which were friendly or kindly disposed to his outlook to support him strongly, or insistently, enough. I think, however, no matter what he may have done, the President of our own court would have been strong enough to stick to his principles and grant the quarterly adjustment.

Is it not remarkable that the Prime Minister and the Federal Ministers, and the State Premier and his Ministers, should go out of their way to prevent working people and their families from getting what, after all, is the barest of bare wage justice in connection with these quarterly cost-of-living adjustments? They are not a real increase in wages and salaries; they are only a movement by any court which grants them to preserve to the working people concerned the same amount of purchasing power as they had three months, four months, five months, and six months previously. That is all.

Where these cost-of-living adjustments are not granted, then the working people concerned are that much worse off in the ensuing three months, and for every three months afterwards. The real purchasing power of their wages and salaries has been reduced, and their effective wages and salaries have been reduced. So we have the situation in Australia—to a lesser extent in Western Australia, truly, because not a great many people here work under the Federal awards—where working people are making a sacrifice all the time, and have been for several years now; they are suffering reductions in real wages and real salaries which is an enforced contribution by them—an enforced self-sacrifice by them—to reduce the onward rush of inflation in Australia.

They are the only big group of people in Australia who are carrying any burden, or suffering any sacrifice, in regard to the problem of inflation. It is true there are other groups that are also suffering; groups on small fixed incomes including, of course, pensioners of various types. In recent days we have found an upsurge of thought, and a demand by the people concerned in the various States of Australia for practical and effective action to be taken to put the prices of essential goods, commodities, and services under reasonable restraint.

I think this upsurge of thought and this demand for action have arisen far more from the fears of the people that inflation will in the reasonably near future overwhelm everybody, than from a conscious mental realisation by people that the problem, in justice and in the spirit of fair and honest dealing, should be tackled on a broad all-out basis, instead of one big section of the community carrying much

of the burden while other smaller privileged sections of the community get a lot of benefit. Undoubtedly that is the situation in Australia today.

Reference was made earlier this evening to the fact that profits of many of the bigger companies go from record to record each year—fantastic profits—and they are all the more fantastic when it is realised that profits are declared on watered capital and upon bonus shares which have been issued, free of charge, to people holding shares in the companies at the time the decision was made to have the bonus issue.

When one reads some of the articles in the newspapers and listens to some people, one would think that the only constituent in the cost of production is wages and salaries. One would never think that the cost of farm machinery and all the rest which the farmer pays is a real and vital element of cost in his production. If one listened to the Minister for Industrial Development long enough one would be convinced that the gaining of huge profits by these companies is a great thing for Australia. He would try to convince us of that, irrespective of the prices which these companies charge for the goods they produce.

The imposition or taking of profits on goods and services which are made available to the people of Australia is as much a constituent part of the total cost of production and as much a factor in the development of inflation as are the wages and salaries paid to employees. There is undoubtedly very good ground for asking that employees be entitled to a fair and reasonable wage or salary for the work which they do or the services which they give. Nobody on either side of the House would quarrel with that claim.

So the element in the cost of production which is made up of wages and salaries is a justifiable element. Whatever wage or salary an industrial tribunal has declared in Australia since the war should have been the wage or salary to be preserved to all the workers concerned, in regard to the purchasing power. That is all the more logical when we realise that since the war we have lived in what has been generally regarded and admitted to be a prosperous economy. It has been prosperous to some, but not to others. No restraint in recent years has been placed upon companies, the bigger ones in particular, in regard to the total amount which they might obtain; yet very effective restraints in many parts of Australia have been placed upon wages and salaries which the working people receive.

I have already pointed out what has happened in the Federal court since 1953 when a decision was made not to grant cost-of-living adjustments. The same vicious, unfair system has operated in Victoria for three or four years, and it has operated in South Australia for a longer period. As we saw the other

day, it would have operated in this State if the Premier had had his way and had succeeded in his attempt to influence the President of the Arbitration Court to refuse the granting of the quarterly adjustment then due.

Clearly those people who talk about wage stability and who give no consideration at all to any other element of production costs are those who are either totally ignorant of our economic set-up or system, or else politically dishonest in what they advocate. The type of wage stability they want is a pegged wage for working people with no restraint whatsoever on the level of prices. That is the sort of thing the Premier believes in; and that is the sort of thing the Minister for Industrial Development fanatically believes in, and almost as fanatically advocates.

An increasing number of people in Australia, including many in this State, are going to demand effective restraint over prices. That demand will grow and grow each month from now onwards. That will happen because more and more people are waking up to the fact that inflation has reached a dangerous point, despite the soothing-syrup talk of Deputy Prime Minister McEwen, when he was here the other day. They realise also that there is no possible hope of restraining the inflationary processes whilst the prices of essential goods and services are in no way restrained.

The member for East Perth and the member for Mt. Hawthorn in their speeches earlier tonight pointed out that control of prices is a vital element in the inflationary situation. It has been the lack of effective power to restrain price increases which has been the biggest contributing factor to the continued growth of inflation in Australia, including Western Australia, in recent years.

I want to know from the Premier what action his Government proposes to provide a reasonable restraint over prices of essential goods and services. I think the question is tremendously important from the viewpoint of the Government as a Government, quite apart from its vital nature in relation to the public generally. Unless there is some reasonable restraint set up to keep prices within reasonable check, then undoubtedly the Australian pound will go from bad to worse.

Recently we saw a cost-of-living increase in Melbourne for the January-March quarter of 18s. It is true that the major element making up the total increase was rent. In this State the cost of living increase was 6s. or more per week in wages and salaries. Similar increases happened in the other States of Australia. I think the Australian pound today would be worth 5s. 6d. or less on the basis of pre-war comparison. How far is the value of the Australian pound to be allowed to go down before somebody takes a more vital attitude

towards the situation than we had extended to us the other day by Deputy Prime Minister McEwen?

It would be difficult to imagine more milk-and-water propaganda than the statements he put over. He said that no worth-while action could be taken because the measures would be unpalatable to any Government and bitterly opposed by many people; and, further, that the Commonwealth Government would prefer to act gently on a variety of points. One would think the problem of inflation in Australia was just beginning; whereas, in fact, as the member for Murray knows only too well, the problem has been with us for several years, and is acute.

The fact that General Motors make £20,000,000 a year, and some other firms make £15,000,000 a year, and so on, does not prove that the problem of inflation is not hurting very deeply, and almost ruinously, many people and some industries in this country. I do not know for sure how much longer the wealth-producing primary industries can go on shouldering additional costs for this, that, and the other thing; but sooner or later, and I am afraid sooner, the total cost of production in many rural industries will reach a point where many of the producers concerned will find it not sufficiently profitable for them to produce from the land the quantity of wealth which otherwise they would produce.

I know the members of this Government are supposed to hate completely any proposition for restraint over prices. They say that this is interfering with private enterprise. They trot out the old hoary theory that competition keeps prices down to an economic level. We know that theory was, for all practical purposes, strangled to death at least 30 years ago. We know there is real competition in some phases of the total economy. We know that small grocers, for instance, are feeling to a ruinous degree, in many instances, the effects of the competition which is being hurled against them by the big financial groups of chain stores and self-service marts. However, that is a degree of competition in only one small sector of the economy.

There is not any worth-while competition in the big sectors; in vital sectors. There is no competition between the insurance companies except, to some degree, between the non-tariff and the tariff companies. There is no competition between the banks. I should say some of the farmer representatives here tonight know what the banks have been doing in recent years to curb inflation; with a big question mark behind that sentence. I am sure that in many instances where farmers have gone to the banks, where they have traded for many years, to get an advance to purchase a machine or something of the kind, they have been told that no funds are available, but that there is the ABC

hire-purchase company or something of the kind down the street where money might be available.

The farmer might go down there and make inquiries. He finds money is available at double or treble—or more—the interest rate which applies to bank advances. Therefore, there is a great responsibility, and an urgent one, upon the shoulders of the members of this Government to do something about this problem of rising prices. The stand they take, or have taken up to now, that it is against their policy and against their platform to put any restraint upon prices surely loses any logical force which might be claimed for it when it is remembered that the Liberal Party Government in South Australia imposed price restraint measures during the war and has continued them ever since.

Is the Liberal Party Premier of South Australia (Sir Thomas Playford) violating Liberal Party principles? Is he recreant to the trust which he carries as public leader of the Liberal Party in South Australia? Has he trampled the policy of the Liberal Party underfoot? Is he in the pay of Moscow? Is he a fellow traveller carrying out Communist policy in this matter in South Australia? Of course not! Sir Thomas Playford is a very shrewd individual and he knows what is good for South Australia. I wish the member for Murray would speak up so that we can all enjoy his joke. As far as I heard him, I think he said, "He also knows what is good for Tom Playford."

Mr. Brand: The cost of living in South Australia rose by 7s., I think.

Mr. HAWKE: Does the Premier know why it rose that much?

Mr. Brand: No; I am just mentioning it as you explained what happened in Victoria.

Mr. HAWKE: If the Premier gets the details, I think he will find the increase-of-rent element was quite a factor.

Mr. Brand: There is still price control there and yet there is a 7s. rise in the cost of living.

Mr. HAWKE: What does that prove?

Mr. Brand: It proves that control does not get you anywhere; not effectively, anyway.

Mr. HAWKE: Well!

Mr. Brand: Well, it doesn't.

Mr. HAWKE: No wonder this Government is so hopeless.

Opposition members: Hear, hear

Mr. HAWKE: No wonder that it has no policy in this matter except to try to prevent the working people of the State from getting wage justice. Here the Premier is taking the result of one quarter—

Mr. Brand: The 7s. is for one quarter, surely.

Mr. HAWKE: —and says that because the cost-of-living increase in South Australia for the quarter in question was 7s., South Australia's control over prices is no good.

Mr. Brand: No.

Mr. HAWKE: I have never heard such nonsense. Why doesn't the Premier get the whole of the facts? Let him take a comparison between South Australia in the last three years and this State for the last three years and find out what the total increase in the total cost of living has been in each State.

Mr. Brand: We have had a quarterly adjustment and they haven't.

Mr. HAWKE: Of course we have had a quarterly adjustment and they haven't.

Mr. Brand: Don't tell me that is not inflationary?

Mr. HAWKE: What is?

Mr. Brand: The quarterly adjustment.

Mr. HAWKE: Inflationary?

Mr. Brand: Of course it is.

Mr. HAWKE: And the Premier is opposed to it?

Mr. Brand: I certainly do not think it is the effective way.

Mr. HAWKE: And the Premier is opposed to the quarterly adjustment?

Mr. Brand: I do not think it is in our best interests.

Mr. HAWKE: Now we are beginning to get the truth gradually from the Premier; and it is tremendously interesting because last session I nailed the Premier down specifically on this question of quarterly adjustments. I nailed him down to give an assurance, a promise, a pledge, that his Government would not during its present and only three years of office take away from the Court of Arbitration in Western Australia the discretion which it has under the Arbitration Act in regard to making or not making quarterly adjustments.

Mr. Brand: We do not intend to take it away.

Mr. HAWKE: The Premier does not know what he intends to do in this matter.

Mr. Brand: Yes he does!

Mr. HAWKE: No he doesn't!

Mr. Brand: Yes he does!

Mr. HAWKE: I will tell the Premier why he does not. Recently *The West Australian* came out with a leader on this very question, urging that the Government take action to have quarterly adjustments of wages and salaries in Western Australia abolished.

Mr. Brand: What has that to do with it?

Mr. HAWKE: You read it!

Mr. Brand: What has that to do with it?

Mr. HAWKE: It has this much to do with it: It is the commencement of a campaign, which will continue and grow in intensity as the days go by, for action along the lines I have mentioned to be taken by the Government.

Mr. Brand: Purely an assumption on your part.

Mr. HAWKE: And when Fred Johnson and Charles Bunning and a few others get to work we will find that the inner council of the Liberal Party will be exercising tremendous pressure on the Government to take this action. If the Premier believes what he says on this matter, and is true to his belief, and true to the duty which he should carry out in this connection, he would do this.

He told us only a few moments ago that the granting of quarterly adjustments to wages and salaries is inflationary and undesirable. If something is inflationary and undesirable it is bad for the community and for the economy. In that situation the Premier's duty would be to take effective action.

He assured us last session, and has assured us again this evening, that he will take no such action. Therefore, it is really difficult to work out the Premier's method of thinking on this subject. Why would he not take action to remove something which is undesirable and the effect of which is inflationary, admitting as he does that inflation is bad for the community, and is getting worse? Would the Premier also admit that the taking of undue profit is inflationary and undesirable and bad for the community? I suppose he will want that question placed on the notice paper with the one I put to him earlier in the day in regard to action continuing to dishonour the promise given by the Government last year through the Attorney-General. The fact that he does not answer indicates the thoughts he has in regard to the whole idea of inflation.

The only thing he condemns is quarterly adjustments to wages and salaries. He would, if he followed his belief and conviction, stop those quarterly adjustments; and, by stopping them, he would immediately reduce the effective wage and salary of every wage and salary earner in this State who is under an Arbitration Court's award or agreements or whose wage or salary has direct relationship to what is decided in the Court of Arbitration.

However, in regard to prices, it does not matter how high they go, they are not inflationary or undesirable or damaging to the community—no matter how great the profit element in the total prices happens to be. That is the thinking on economic problems and the problem of inflation, particularly of the Premier. He has only one line of thought in regard to taking action, and that is to take away from working people and their families the quarterly cost-of-living adjustment.

Someone said earlier tonight that this is a class-conscious Government. Certainly the Premier's attitude as expressed on this problem by interjection, is class conscious to the *nth* degree. Someone once said that the difference between the Labor Party and the Liberal Party and Labor Governments and Liberal Governments is that the Labor Party and Labor Governments talk about classes and the Liberal Party and Liberal Governments act about them. I had suspended judgment on that claim until the Premier's recent interjections; now I am bound to agree with the people who have spoken to me in that way in the past.

So it becomes clear, as a result more of what the Premier has said by interjection than by what I have said, that this Government has no policy at all in regard to doing anything that is within the power and capacity of the State to curb the onward rush of inflation. Nothing at all! It has not an idea or a clue except that quarterly cost-of-living adjustments are inflationary when granted in wages and salaries and, therefore, undesirable and detrimental to the community. However, even though that is so—in the opinion of the Premier and his colleagues—the Government proposes to do nothing about it.

So we have a Government which has one clue—if it can be called a clue—about the problem of inflation, but it does not propose to do anything; it does not regard undue profit-taking as an important factor in the inflationary problem; it does not regard the taking of excessive profits as undesirable or detrimental to the community. It only believes, wholeheartedly, in the sacred right of monopolies, combines, and trusts.

I would hope, Mr. Speaker, that the Attorney-General, and his Country Party colleagues in the Ministry, have not altogether swallowed the outlook on economic problems as expressed by the Premier. I had hoped that we might have had something from the Premier in regard to this dangerous problem which is growing; a problem which is already imposing very great hardships upon many people in the community least able to bear hardships, those people being men and women who are living upon small fixed incomes.

The Government has no ideas; it does not propose to do anything. It proposes to allow the problem to go rolling on. Business people—especially big business people—will be able to charge what they like for essential goods, commodities and services; they will be able to take as much profit as they are pleased to take, or as they are able to take. This Government will not move a finger to do anything about it.

The only effective finger it has moved in connection with the problem, since it has been in office, was to repeal the Unfair Trading Act, which did have some effect, both of a disciplinary nature and

otherwise, and to substitute for it a useless mass of verbiage regarding the registration of trade agreements—not worth the paper it was written on. It was an insult to ask Parliament to consider it; to discuss it; to debate it.

That is the only effective step the Government has taken in connection with this problem of inflation since it has been in office; and, unfortunately, its effectiveness was in the wrong direction, because it immediately gave an absolutely free hand to the stronger and less scrupulous concerns: the monopolies, the trusts, and the combines.

Make no mistake about it, Mr. Speaker, the battle in the business world is growing in intensity all the time between the powerful in the business world and the weak in the business world, and the weak are going to the wall. Undoubtedly, in Australia, we are heading towards the monopoly capitalism set-up which has been talked about and written about by some farsighted people; and when we reach that stage, Governments increasingly will come under the influence and the direction, and the control, of these concerns; they will, to a large extent, hold the fate of Governments in their hands. By so doing, they will hold, to a substantial extent, the political fate of private members of Parliaments in their hands.

I have said before, in this Chamber, that we hear and read from time to time of warnings concerning the danger of a dictatorship from the left being set up in Australia. I would say there is not the faintest risk or danger of that. But there is a real danger, and a growing danger, of a dictatorship from the right being set up in Australia in years to come; because the reactionary elements of the right—the really reactionary elements—are not only rugged and unscrupulous, but they are tremendously powerful financially, and, consequently, are in a far better position than any of the elements of the extreme left in Australia to set up a dictatorship or, as an alternative, to effect great damage—almost irreparable damage—to the parliamentary system, and the system of parliamentary government as we know it in the Commonwealth and the various States of our country at this time.

MR. CROMMELIN (Claremont) [11.26]: No doubt, on numerous occasions, members have had the opportunity of driving down King's Park Road; and they have possibly noted with pleasure the garden strip between the two carriageways, fully realising, of course, that there was no possible chance of a head-on collision with a car coming in the other direction.

It is also possible that members have noted that the same effect can be seen down certain sections of the Canning Highway by the provision of median strips.

On one occasion in the House last year, I said that, among other things, I thought a strip would have been a good idea in the middle of Stirling Highway and that if it was too expensive, or impracticable, then at least we could have, down a length of the highway, a series of safety zones as an aid to pedestrians in crossing the highway.

As members know, with peak hour traffic it is quite a problem, especially for elderly people and school children, to cross the highway. May I emphasise that I did lay stress on the fact that the cost of this work was to be taken into consideration. I do not know the cost that has gone into the present structure that is there; but I am now convinced that, in view of the width of the highway, it is not practicable to have the ideal median strip. However, I would say that never in my wildest dreams did I think that such a caricature of my original conception would appear on the Stirling Highway as can now be seen in the form of a hideous, wriggling, concrete monstrosity which, I am now told, makes the highway a scientifically-designed road with a median strip.

Many members in this Chamber have seen median strips on highways not only in Perth, but also in Melbourne, Sydney, Singapore, and various other capital cities of the world. In most instances they are constructed in the centre of the road. Let us examine the reason why a median strip is required on a highway and what is its purpose. In my opinion, one of its purposes is to prevent traffic crossing a highway from a side street. The second reason is to prevent motorists from crossing a double line in the centre of the road, thus making certain that there are no head-on collisions. The third reason is that because the density of the traffic on the highway is so great, in the interests of the vehicle drivers themselves it is necessary to prevent U-turns. Fourthly, the median strip is required as an aid to pedestrians endeavouring to cross the highway.

Unfortunately, the width of Stirling Highway does not permit the provision of a model median strip such as that in King's Park Road. I therefore ask: Did the expert engineers give full thought to the problems that could arise on Stirling Highway before they proceeded with this present work? Is it necessary to have an unbroken median strip covering the length of two streets before a car is able to make a through crossing to turn to the right and proceed in the opposite direction?

The effect the strip is having on the people in the vicinity of the highway and those on the highway itself can be imagined. For instance, a person living in Marita Road who desired to travel to Perth along the highway would have to travel along the first street down from the intersection away from the highway and travel a complete block, which is a distance of

600 yards, or he would have to proceed on to the highway, then travel along it to the first cut-through and then come back, which would involve travelling a distance of 600 yards.

I will now illustrate the position of a dairy which is situated on the corner of Bulimba Road. This dairy has been established for many years and the type of truck driven by the drivers employed by that dairy is fairly large, possibly 10 tons or more. The median strip runs across the street on the corner of which this dairy factory is situated. When a truck leaves the dairy it is impossible for it to travel to Perth until such time as it proceeds down the highway to Loch Street and then turns right across the traffic to proceed to Perth, or goes down the highway and does a left-hand turn by way of back streets to the lights. If one of the trucks is coming from Perth it could proceed down the highway to the dairy by swinging out wide until it got to the street where the dairy is situated. However, if a truck is coming from Fremantle it would be impossible for the driver to turn into the dairy because of the median strip, and therefore the heavy vehicle has to turn off at least two blocks from where the dairy is situated and travel along a back road to reach its destination.

The local authorities in the area are somewhat concerned as to the possible damage to the roads which they have provided for the use of the average motor vehicle; because these roads, from now on, will be used by huge trucks, varying in weight up to 10 tons. In addition to that, these roads are not wide enough to enable a motorist to pass one of the large trucks.

I will now deal with the position of the so-called cut-throughs. For the past three or four days I have been standing on the median strip observing the traffic. I have discovered that it is utterly impossible for a large number of vehicles to turn to the right at a cut-through and come back in the opposite direction. The turning space is so limited that a driver cannot make a turn in one lock. Yesterday, I saw dozens of cars endeavouring to make a right-hand turn and they had to bring their wheels right up against the kerb, stop, reverse and then proceed. One can imagine how many cars were held up under these conditions.

To make matters worse, one of the cut-throughs is situated near a small group of stores, and outside these stores—as is only natural—vehicles are often parked. When a motorist endeavoured to make a right-hand turn at this point he was in a serious position because no driver, no matter how small the car he was driving, could possibly turn to the right in one lock whilst the cars were parked in such a position. As a result they had to adopt the same tactics as the motorists I have already mentioned; they had to proceed to a stop at the rear of these cars, reverse, and then

go on their way. In these circumstances one can readily realise that the driver of any type of truck would find it impossible to turn to the right.

Mr. Heal: Whose idea was it to construct this median strip?

Mr. W. Hegney: The Minister for Works.

Mr. CROMMELIN: I suppose it could be argued that it is better to have only a limited number of cut-throughs than to have a cut-through at every side street. However, there is only one thought in the minds of those people who are living on side streets and that is that they want a cut-through at every side entry. When one sees a string of cars travelling down a lane on the highway endeavouring to turn to the right to travel in the opposite direction, one can rest assured that when the driver of the first car sees a break in the traffic and makes a crossing, the drivers of the following cars will do their utmost to cross with the first vehicle and each car will follow in turn; and, consequently, because of this traffic crossing the highway, a serious banking-up of highway traffic results. In my opinion, there should be a cut-through at every street.

Stirling Highway varies in width at various points. At Taylor Road I measured the width and found that it was 54 ft. Prior to the infliction of this median strip on the residents of the Claremont district, the road could be used to a width of 53 ft., if one stuck strictly to the rules and did not cross the double lines. Thus, 26½ ft. of valuable traffic space was left. Admittedly, within this space available for traffic there were bus bays to enable the passengers to disembark. The provision and marking out of these bus bays has brought about this wriggling, snake-like effect that one now sees in the construction of the median strip on Stirling Highway, because where bus bays are provided the median strip swings out to the right away from them.

Where there is a bus bay we get a distance of 30 ft. to the strip; and on the other side a distance of 21 ft. Now, 21 ft. seems a fair amount of road except when one is approaching a parked truck or vehicle; and I would remind you, Mr. Speaker, that today the cars appear to be getting wider and wider. In this morning's paper there was a report on a Chevrolet car which was said to be 6 ft 7 ins wide. If one stands and sees one of these vehicles parked alongside the kerb, and there are two lines of traffic approaching it, one will see one man slow down because it may not be parked right on the kerb; and, in any case, he has the shuddering fear of this right-hand concrete strip which he sees all the time, and from which he keeps away.

So whenever there is a parked vehicle with a body of traffic slowly coming towards it, we have the spectacle of the

traffic stopping to allow one car to get through—at times, two to get through—but one has to have a bit of nerve to do that. This wriggling snake effect, which of course is created wherever there is a bus bay, quite unnerves one when one is driving beside it.

I am reliably informed that the road markings are to conform with the shape of the median strip. So, when driving up alongside this monstrosity, one will find one is going from a width of 30 ft. to a width of 21 ft., and that in a fairly short space. It is a most unpleasant effect. It is not so unpleasant as yet, because it is not marked, but members can appreciate what it will be like when it is marked, particularly if it is marked in double lines and one is not allowed to cross them. This will have a detrimental effect on anyone driving along the road.

If room must be secured for the bus bays, there is a fair amount between the old trolley poles which could go into the foot-path at least some feet. It has been done on the highway further down. A 10 ft. cut would not be obtained, but it would be possible to get a 3 ft. or 4 ft. cut-in, and that would give us all the safety we require on the highway. Members can also appreciate that when these buses take off from their bus bay in a 30 ft. area they very smartly approach a 21ft. area, and with cars coming behind them we can imagine what is going to happen.

Yesterday I had two men here from Melbourne, and it was my duty to drive them to Perth. To put it quite frankly, they were amazed. They said they had never seen a road—a reasonably straight highway—mutilated to the extent that this road has been mutilated.

Mr. W. Hegney: What does the Minister for Works think about it?

Mr. CROMMELIN: I think the Minister for Transport, who after all is responsible for traffic and transport in the metropolitan area, should not ask the public—the people who live on the highway, and those who live in the side streets between the highway—to go those extra hundred yards that they will have to traverse each day, unless he is firmly convinced that this strip is necessary to create safety from the vehicles themselves. If we can have safety zones in the middle of the highway on every bus stop, well marked and well lit up at night, the pedestrians at least will have some protection. They deserve and need the protection.

A series of these safety zones would automatically create for the driver an impression that he had to keep on a reasonably straight line as he does at present on the part of the highway that has not been affected. I would imagine that most of the work on this strip, has been labour and material composed of cement slabs. The higher type of slab—the cement square slab—has been set in the middle. I feel strongly about this; and now that the work

has ceased in the last few days, I think all the material that has been put there could be used somewhere else to much better advantage.

The bad feeling that it has created down there has to be lived amongst to be appreciated. I do not think we have achieved anything for which we can say with pride, "There is something that is an improvement on the highway". It has been done hastily; it is ill-conceived; perfectly carried out, possibly, but still ill-conceived. Accordingly I ask that the Government remove this and proceed with our safety zones; give us our new type of lighting which has been agreed upon by the authorities concerned, and I am sure that everybody who finds it necessary to drive up the highway would not only feel happier but a lot safer.

Question put and passed.

Bill read a second time.

In Committee

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

Third Reading

MR. BRAND (Greenough—Treasurer) [11.51]: I move—

That the Bill be now read a third time.

MR. W. HEGNEY (Mt. Hawthorn) [11.51]: Would I be correct in assuming that remarks which can be made on the third reading of this Bill can be made with equal effect on the Address-in-Reply?

The SPEAKER: I think so.

Question put and passed.

Bill read a third time and transmitted to the Council.

House adjourned at 11.53 p.m.

Legislative Council

Wednesday, the 3rd August, 1960

CONTENTS

	Page
TABLING OF PAPERS	79
QUESTIONS ON NOTICE—	
Albany Police Station: Additional accommodation	80
Albany Transit Shed: Plan and tenders	80
Citizenship Rights for Natives: Applications and cancellations	80
Governor Stirling High School: Additional accommodation	80
Mary Agnes Browne: Claim for damages	79
Wooroloo Hospital: Sale of cattle herd	79