

with private operators who could not afford to make a loss, practically driven them out of the field, and has taken money from other Government funds to make good its trading losses in regard to its transport concerns.

The Minister for Railways: Where does this competition exist?

Hon. C. H. SIMPSON: There is competition particularly along the Fremantle and Cannington lines, as regards the railways; and I think the Minister knows that on various routes there is fairly severe competition—for instance, in Nedlands and Wembley, where Government instrumentalities run—

The Minister for Railways: The Government transport was there before the private operators thought about it.

Hon. C. H. SIMPSON: I know; but my point is that an attempt should be made to make the Government metropolitan transport services pay, and establish fares which are reasonable and competitive with those of private operators who have to endeavour to make a profit.

The Minister for Railways: We did that in regard to Swanbourne and the bus company kept under the Government rate.

Hon. C. H. SIMPSON: I think that could have been regulated. After all, the Government keeps its rates below those of the bus companies in many other directions. When an outside investor looks at Western Australia to see what he could do to establish himself here and sees the present attitude of the Government and the trend towards socialisation, what encouragement has he to invest capital here?

Hon. R. F. Hutchison: Every encouragement.

Hon. C. H. SIMPSON: In view of Western Australia's need, above all others, to attract the investment of money in order to promote and encourage development, it should go to the other extreme, if necessary, in order to encourage investors. I would remind members that Western Australia is a primary producing State, and is at the mercy of changing conditions in other parts of the world to a much greater extent than are the other States of the Commonwealth. It is therefore vital that we should try to establish a balanced economy so that the impact of upsurges or periods of depression in the industries I have mentioned might be balanced by having something else to fall back on in order to keep the general economy stable. I will leave it at that, and suspend my attitude towards this measure until I have heard what other members have to say.

On motion by Hon. A. R. Jones, debate adjourned.

House adjourned 5.55 p.m.

Legislative Assembly

Tuesday, 23rd July, 1957.

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

QUESTIONS.

RAILWAYS.

(a) Metropolitan Service, Number of Paying Passengers.

Hon. D. BRAND asked the Minister representing the Minister for Railways:

Will he state the total number of paying passengers carried by the metropolitan rail service for each of the last 10 years?

The MINISTER FOR TRANSPORT replied:

Year	Passengers
1947-1948	11,360,957
1948-1949	10,338,135
1949-1950	9,072,514
1950-1951	9,471,272
1951-1952	8,835,591
1952-1953	4,950,476
1953-1954	7,216,101
1954-1955	8,751,908
1955-1956	10,845,931
1956-1957	11,848,469

(b) Livestock Freight Rates.

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

(1) What are the present freight rates for the rail carriage of livestock?

(2) Are any figures available as to the financial experience in respect of the carriage of livestock by the railways?

(3) If so, would he give details thereof?

The MINISTER FOR TRANSPORT replied:

(1) The following schedule shows the present freight rates per single wagon for sheep and cattle at the various mileages:

Miles	Sheep (86 sheep)			Cattle (8 cattle)		
	£	s.	d.	£	s.	d.
25	2	16	3	2	10	0
50	5	4	5	4	12	10
100	9	4	1	8	3	8
150	12	1	6	10	14	7
200	14	14	2	13	1	6
300	19	7	11	17	4	10
400	22	17	2	21	2	11

Specific examples, including the siding haulage involved, are given below:—

	£	s.	d.
86 sheep, Midland Junction saleyards to Robbs Jetty, W.A. Meat Export siding	3	5	3
86 sheep, Kellerberrin to Midland saleyards	10	17	5
86 sheep, Badjalang to Robbs Jetty, W.A. Meat Export siding	12	0	8
8 cattle, Meekatharra to Mid- land Junction saleyards	26	5	8

(2) and (3) Although attempts have been made to cost individual commodities, the difficulties are too great to enable reliable figures to be produced. The revenue from livestock traffic for the year ended the 30th June, 1956, was 5.32d. per ton mile, and the average for all traffic was 4.26d.

(c) Kalgoorlie Kiosk Renovations.

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

Can he state approximately when renovations will commence at the goods receiving kiosk at the Kalgoorlie railway goods sheds?

The MINISTER FOR TRANSPORT replied:

The question is taken to refer to the provision of offices for checker and foreman at the Kalgoorlie goods shed. Funds have been allowed for the work in the 1957-58 loan programme and a commencement is expected within three months.

(d) Iron Ore and Bulk Wheat Freights.

Hon. A. F. WATTS asked the Minister representing the Minister for Railways:

(1) What is the ton mile return on the carriage of iron ore by rail?

(2) What is the ton mile return over similar distances for the carriage of bulk wheat?

(3) Which is the easier for the railways to handle—iron ore or bulk wheat, and if one is easier than the other, what is the reason?

The MINISTER FOR TRANSPORT replied:

(1) 2.68 pence per ton mile.

(2) 2.68 pence per ton mile.

(3) The Railway Department does not handle either commodity as the loading and unloading are performed by senders and consignees, but wheat traffic is easier from a transportation point of view, due to the fact that a greater proportion of the wagon stock is more suitable for wheat than for iron ore.

(e) Cost of Rehabilitation and Replacements.

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

(1) Will he inform the House of the approximate amounts of money the inter-departmental committee, which recommended rail closures, suggested should be spent on—

- (a) track rehabilitation;
- (b) replacement of over-age rolling-stock;
- (c) replacement of over-age locomotives;
- (d) new marshalling yards, goods yards, etc.;
- (e) chord line;
- (f) any other substantial rehabilitation expenditure;

to bring the whole of our existing railway mileage to a state of efficiency?

(2) How much of this expenditure is still necessary after the closing of 842 miles of line?

The MINISTER FOR TRANSPORT replied:

The committee's investigations and estimates did not extend beyond the sections of lines recommended for suspension of services.

(f) Allocation of Revenue of Branch Lines.

Hon. A. F. WATTS asked the Minister representing the Minister for Railways:

Will he be good enough to read carefully question No. (22) asked by me on the 18th July, 1957, with respect to the allocation of revenue of branch lines and also ensure, as far as possible, that the Minister for Railways does likewise and arrange for the provision of a more comprehensive answering of points raised therein, including (if possible) the assurance asked for in part (1) of question No. (22)?

The MINISTER FOR TRANSPORT replied:

Revenues mentioned in question No. (22) asked on the 18th July were apportioned on a pro rata basis to the various sections of railways involved.

This work is carried out by the Statistical Division of the Accounts and Audit Branch, Bridge-st., Perth.

An average of 45 officers is engaged in compiling W.A.G.R. statistics in the division.

(g) Walkaway-Geraldton Line, Financial Details.

Hon. A. F. WATTS asked the Minister representing the Minister for Railways:

(1) Is it expected that the portion of line from Walkaway to Geraldton will make a profit this financial year?

(2) If not, what is the estimated loss?

(3) If a profit is expected—

(a) what is it expected to be, and

(b) why (in view of the fact that this piece of line is now "out on a limb" at the end of the Midland railway), is a profit likely?

(4) In giving the figures, will he please give estimated revenue and expenditure for the year and advise what proportion of the cost of maintaining staff at Geraldton is included?

(5) What percentage of the through rates over the Midland line is credited to the Walkaway-Geraldton section?

(6) What charges are levied against the Midland Railway Co. for handling and delivering goods received at Geraldton which have been carried over the Midland Co's. railway?

The MINISTER FOR TRANSPORT replied:

(1) No.

(2) Based on 1956 figures, the loss could be in the vicinity of £100,000.

(3) Answered by No. (1).

(4) The Commissioner of Railways advises it is not possible to estimate the revenue and expenditure for the current year.

(5) The same percentage of the throughout rate as the mileage from Walkaway to Geraldton (viz., 19 miles) is of the throughout mileage.

(6) 4s. 6d. per ton on all via goods traffic. 2s. 6d. per 4-wheeled and 5s. per 8-wheeled wagon on all via livestock traffic. For traffic conveyed by passenger trains, the charge is 5d. per passenger, parcel or animal.

The term "via" traffic means traffic from one Government station to another Government station via the Midland railway.

No charges are levied against the Midland Railway Co. for traffic from a station on the Midland railway line to Geraldton.

(h) Rail Closures, Alternative Transport, etc.

Hon. D. BRAND (without notice) asked the Minister for Transport:

Has he been able to gather the necessary information in answer to my question of last Thursday in connection with the plans for alternative transport services and other matters associated with rail closures?

The MINISTER replied:

I must apologise to the Leader of the Opposition because, by mischance, several days elapsed before his question passed from me to the appropriate departments. However, the Transport Board is being requested to assemble its data and to consult with the other department concerned, following which the appropriate Ministers will be consulted and I hope shortly to be able to supply a full report for the information of the hon. member.

INSPECTION OF MACHINERY.

Proposals for Simplification and Single Control.

Mr. HALL asked the Minister for Labour:

(1) Have approaches been made to the Government to simplify the present overlapping of machinery inspection, and if so, by whom?

(2) Is any action contemplated to bring the inspection for the safe working of machinery under a single control?

The MINISTER replied:

(1) No.

(2) Inspection of machinery generally is provided for in the Inspection of Machinery Act, which is administered by a branch

of the Mines Department (the Inspection of Machinery Branch) under the ministerial control of the Minister for Mines.

The Forests Department, under its Act, inspects wood-working equipment, but the two departments by mutual arrangement made several years back, have avoided overlapping and embarrassing operators.

AGENT GENERAL'S OFFICE.

Cost of Maintenance.

Hon. Sir ROSS McLARTY asked the Treasurer:

What were the costs to the Treasury to maintain the Agent General's office in London for the financial years 1955-56, and 1956-57?

The TREASURER replied:

1955-56—£27,862.

1956-57—£30,177.

STOLEN VEHICLES.

Details of Offences.

Mr. CROMMELIN asked the Minister for Transport:

(1) How many cars were stolen from the 1st July, 1956, to the 31st December, 1956—

- (a) in the metropolitan area;
- (b) outside the metropolitan area?

(2) How many offenders were charged for the thefts—

- (a) in the metropolitan area;
- (b) outside the metropolitan area?

(3) Of the offenders charged, how many were under the age of 21 years in each of the two areas?

(4) How many cars have been stolen from the 1st January, 1957, to the 30th June, 1957—

- (a) in the metropolitan area;
- (b) outside the metropolitan area?

(5) How many offenders were charged for the thefts in each of the areas?

(6) Of the offenders charged how many were under the age of 21 years in each of the two areas?

(7) Of the single offenders charged under 21 years of age, how many had single offences and how many in excess of one offence?

(8) Of the offenders charged with the single theft of a vehicle, how many—

- (a) were fined;
- (b) sent to gaol?

(9) Of the offenders charged with more than one theft of a vehicle, how many—

- (a) were fined;
- (b) sent to gaol?

(10) Of offenders charged with theft of motor-vehicles who were over 21 years of age, how many—

- (a) were fined;
- (b) sent to gaol?

(11) How many motor-vehicles reported stolen from the 1st July, 1956, to the 30th June, 1957, have not as yet been recovered?

The MINISTER replied:

(1) (a) 273.

(b) 24.

(2) (a) 66.

(b) 23.

(3) (a) 49.

(b) 13.

(4) (a) 208.

(b) 56.

(5) (a) 50.

(b) 42.

(6) (a) 39.

(b) 26.

(7) (a) Metropolitan area: 18 persons were charged with single offences and 21 persons with offences in excess of one offence.

(b) Outside metropolitan area: 16 persons were charged with single offences and 10 persons with offences in excess of one offence.

(8) (a) 2 } 23 persons were also committed to institutions.

(b) 27 }

(9) (a) 2 } 11 persons were also committed to institutions.

(b) 31 }

(10) (a) 2.

(b) 24.

(11) A Holden car, a Landrover and 7 motorcycles.

STREET LIGHTING.

Funds and Districts.

Hon. D. BRAND asked the Minister for Works:

(1) Will any funds be available for the provision of street lighting this financial year?

(2) If so, how much?

(3) In which districts will these funds, if any, be spent?

The MINISTER replied:

(1) Yes.

(2) The amount is not yet known.

(3) In all districts where requests for street lighting are made.

MT. BARKER POLICE STATION.

Removal of Trees.

Hon. A. F. WATTS asked the Minister for Works:

(1) Is it a fact that the trees in the grounds of the Mt. Barker police station are to be removed?

(2) If so, is it correct that the reason for removing them is that they interfere with light?

(3) If the reason suggested in No. (2) is not the reason for removal, will he advise the reason?

(4) As before long the police station at Mt. Barker will be moved to another site, will he be good enough to ensure that the removal of the trees will not take place, and if a contract for removal has been entered into, to take steps to cancel it?

The MINISTER replied:

(1) No.

(2), (3) and (4) Answered by No. (1).

LAND RESUMPTIONS.

(a) Compensation to K. Daddow, Tambellup.

Hon. A. F. WATTS asked the Minister for Works:

(1) Has settlement of compensation been completed with Mr. K. Daddow, of Tambellup, in regard to land resumed for the Tambellup water supply?

(2) If not, what is delaying settlement?

(3) When is Mr. Daddow likely to receive the amount of £650 agreed to?

The MINISTER replied:

(1) No. The land is being acquired by purchase and not resumption.

(2) The signed transfer was not submitted to the Crown Law Department by Mr. Daddow until yesterday.

(3) Within the next two or three days, subject to acceptance of transfer for registration by the Registrar of Titles.

(b) Position of Mr. Charles, Kenwick.

Mr. WILD (without notice) asked the Minister for Works:

As a week has now gone by since I spoke on land resumptions at Kenwick, has the Minister looked at the file in the meantime and what action is he going to take to alleviate the distress of the man concerned?

The MINISTER replied:

I have been constantly looking at this file. The member for Dale knows quite well that delay in connection with the matter has been occasioned owing to amendments to the Public Works Act which confer certain rights and benefits upon persons from whom land is to be resumed. Mr. Charles, on behalf of whom the hon. member has been speaking in this House, did not object to the proposed resumption in the first instance and was simply awaiting developments.

The matter is being pushed on by me with all possible despatch but certain formalities have to be complied with, and the necessary time must be allowed to elapse before resumptions, which involve other

persons as well as the one represented by the hon. member, can be completed. I regret if any inconvenience has been occasioned to the person concerned but it is not possible to alleviate it in any way other than by agreeing to what we regard as a ridiculous claim for compensation.

The amount claimed by the person concerned is £10,000, and our estimate is less than £3,000. Obviously the only way in which finality can be reached in that case is for the two parties to come together on an amount. The owner of the land has his remedy, if he refuses to accept the departmental valuation, by appealing finally to a compensation court. Obviously that has to take time and it is not possible to effect a settlement in the meantime. The member for Dale should appreciate that.

SEWERAGE.

Expenditure in Metropolitan and Country Areas.

Mr. ROBERTS asked the Minister for Works:

What was the total expenditure from all sources on sewerage in—

(a) each local authority in metropolitan area;

(b) each local authority in country areas;

for the year ended the 30th June, 1957?

The MINISTER replied:

The figures are as follows:—

(a) Capital (Loan) Works :	£
Perth City Municipality	67,163
Fremantle City Municipality	6,007
South Perth Municipality	3,199
Cottesloe Municipality	1,051
Claremont Municipality	1,731
Midland Junction Municipality	18,495
Guildford Municipality	290
Bassendean Road District	4,967
Nedlands Road District	2,369
Bayswater Road District	182
General	99,419
Total Loan Expenditure	204,879

Revenue Expenditure :	£
Operating and Maintenance	310,242
Grand Total	£515,121

(b) Undertaking.	Loan Expenditure.	Revenue Expenditure.	Total Expenditure.
	£	£	£
Albany	4,260	5,475	9,735
Collie	58,250	N/A	58,250
Geraldton	N/A	2,035	2,035
Northam	5,090	5,225	10,315

STATE HOUSING COMMISSION.

(a) Cost of Repairs and Renovations, Bunbury Homes.

Mr. ROBERTS asked the Minister for Housing:

What was the total cost of repairs and renovations to State Housing Commission homes in Bunbury, for the year ended the 30th June, 1957?

The MINISTER replied:

Approximately £6,000.

(b) Tenancy and Construction, Albany.

Mr. HALL asked the Minister for Housing:

(1) What was the number of State Housing Commission homes, untenanted in Albany, at the 18th July, 1957?

(2) How many applicants are on the waiting list?

(3) Will he give further consideration to the erection of State housing homes in Albany, in view of the contemplated expansion in that area?

The MINISTER replied:

(1) One house (under offer).

(2) 29 (3 or more unit families).
19 (2 units).

48

(3) Experience indicates that turnover of rental homes—90 last financial year—is sufficient to meet normal requirements and the commission has confined present building programme to purchase homes.

(c) Cost of Renovations.

Mr. WILD (without notice) asked the Minister for Housing:

Is the report in the "Daily News" of the 22nd July correct, indicating that the State Housing Commission is going to spend £396,000 on renovating 3,082 houses, which means over £1,000 per house and, if so, what type of maintenance is involved in that expenditure?

The MINISTER replied:

I would first of all refer the member for Dale to the Minister for Education, for him to pep up the hon. member's mathematics. The hon. member will then find that it is £100 on the average that is to be spent, and not £1,000, as mentioned in the question he submitted to me. Because of that, I am unaware of whether the hon. member wants still to pursue the question.

EDUCATION.*(a) Additional Land for Cannington School.*

Mr. JAMIESON asked the Minister for Education:

(1) As some considerable time has elapsed since the school sites committee approved the securing of an additional area of land for the Cannington school, will he advise the House why such an apparently unnecessary delay has taken place in securing this area?

(2) When are negotiations now likely to be completed?

The MINISTER replied:

(1) The delay is due to the owners objecting to making the land available.

(2) It is not possible to say at present when the matter will be finalised.

(b) School Bus Services, Form of Contract.

Hon. A. F. WATTS (without notice) asked the Minister for Education:

(1) Will he lay on the Table of the House today copies of the form of contract used for making contracts with school bus contractors prior to that which he laid on the Table of the House on the 18th July?

(2) If there are not two such forms—other than that tabled on the 18th July, will he advise how it is that contracts made on such other forms have been shown to me by bus conductors whose contracts were made in past years?

The MINISTER replied:

(1) All existing contracts have been made on one of the contract forms which were laid on the Table of the House on the 18th July.

(2) See reply to No. (1).

In addition, I would like to indicate that if the hon. member will furnish me with a copy of the other contract form to which he refers I will have further inquiries made, but I have no knowledge of any other contract form.

AIR PASSAGE AND FREIGHT.*Procedure Adopted and Amounts Paid by Government.*

Mr. COURT asked the Treasurer:

(1) What procedure is followed when air passage and freight is booked by the Government—

- (a) intrastate;
- (b) interstate;
- (c) overseas?

(2) What have been the respective amounts to each of the airlines shown separately for intrastate, interstate and overseas for the 12 months to the 30th June, 1957—

- (a) passengers;
- (b) freight?

The TREASURER replied:

(1) Air passages—Bookings are arranged through the Government Tourist Bureau wherever possible.

Freight—Despatch by air is arranged by individual departments direct with the various airlines.

(2) Air passages—Amounts paid through Government Tourist Bureau in 1956-57 were:—

	Intra- state. £	Inter- state. £	Over- seas. £
MacRobertson Miller Air- lines, Ltd.	18,472	....	....
Australian National Air- ways Pty., Ltd. ....	....	1,548	....
Trans-Australia Airlines	....	18,536	....
Qantas Empire Airways, Ltd. ....	....	....	2,732

Freight—As payment is made direct by departments to the airlines concerned, details of payments are not readily available but could be obtained if required specially.

ESPERANCE DEVELOPMENT.*Land for Selection and Demand.*

Mr. COURT asked the Minister for Lands:

(1) What land in reasonable proximity to Esperance townsite and not covered by the Chase agreement is available for selection for primary production?

(2) When is it to become available?

(3) What is the extent of the current demand for land in the Esperance area?

The MINISTER replied:

(1) and (2) Unless land, which is held under pastoral or conditional purchase lease, is surrendered or forfeited, no vacant Crown land, not covered by the Chase agreement in reasonable proximity to Esperance, will be available for selection.

Several locations, recently forfeited, will be advertised within a few weeks, whilst approximately 20 locations situated about 75 miles west of Esperance are at present being planned for subdivision.

(3) The present demand is particularly keen inasmuch as 69 applications were received on the 29th May for three locations situated 20 miles east of Esperance.

AGRICULTURAL PROPERTIES.*Government Financial Assistance for Development.*

Mr. COURT asked the Minister for Lands:

(1) Has the Rural & Industries Bank or other Government department or instrumentality conducted surveys of the financial needs of farmers who are unable to bring their properties to reasonable productivity because they lack a limited sum of money to supplement capital they have expended?

(2) If so, what was the result?

(3) How many such farmers are in the Esperance area?

(4) Has a policy been laid down by the Government for dealing with this problem, and if so, what is the policy?

The MINISTER replied:

(1) Yes, by the Rural & Industries Bank in cases referred personally or by representation to the bank but by no Government department or instrumentality on a general overall basis.

(2) (a) To date 5 to 6-year programmes costing up to £43,624 have been arranged for settlers in the Nyabing-Pingrup, Hyden-Karl-garin, Gibb Rock-Narembreen and Midland light lands areas and the Government found £10,000 for this purpose in the last financial year.

(b) Twenty-eight farmers are included in the Esperance Downs development scheme, to cost £91,200 over five years. The

Rural & Industries Bank contributed £20,000 and the Government found £20,000 last financial year.

(c) The dairy farm improvement scheme falls into the category of inquiry referred to in No. (1) above.

In the pilot areas of this scheme 5 to 6-year programmes costing £19,395 for the first year for 60 settlers, have been approved. The Government has found £20,000 and will find another £25,000 this coming year.

This total of £50,000 for the financial year 1956-57 is the first money found by any Government for the specific purpose of civilian development generally since 1935.

(3) Beyond those included in the Esperance Downs development scheme devised in December, 1955, the actual requirements of settlers are not known as all subsequent lessees have assured the Land Board on allotment that they were capable of carrying on from their own resources.

(4) The Government's views on this problem were expressed at some length last session in a debate on the motion by the member for Roe dealing with new land settlement projects, when the member for Mt. Marshall expressed the view that it was cheaper to buy an established farm than develop a new holding.

The Government will continue to warn applicants against the risk of taking up land without sufficient money and cannot accept the onus for development of new holdings. Nevertheless, where settlers can be grouped, their needs will always be sympathetically investigated as is evidenced in the answer to No. (2) above.

FISHING INDUSTRY.*Anchorage at Wapet Creek.*

Mr. NORTON asked the Minister for Fisheries:

In view of the likelihood of a fishing industry being developed in the Exmouth Gulf area and the lack of a safe anchorage there, will he make representations to the appropriate Federal Minister to have Wapet Creek developed into a safe anchorage for fishing boats, by using some of the funds obtained from the sale of the Australian Whaling Commission station at Carnarvon?

The MINISTER replied:

Yes. Because of the shortage of safe anchorages, consideration is already being given to the possibility of enlarging the interior of what is known as Wapet Creek in order that it may act as a safe anchorage for small fishing craft in the emergency of a cyclone.

ENTERTAINMENTS TAX.

Sources and Total, 1956-57.

Mr. ROSS HUTCHINSON asked the Treasurer:

What are the respective sources and the total sum of revenue raised last financial year from entertainments tax?

The TREASURER replied:

The figures are as follows.—

	£
Pictures	211,705
Dances	25,672
Horseracing	24,271
Other sporting events	3,855
Theatres, etc.	6,202
	<u>£271,705</u>

EXPORTS.

Sheep from Western Australian Ports.

Mr. NALDER asked the Minister for Agriculture:

(1) How many consignments of sheep, and when have they been shipped from—

- (a) Fremantle;
- (b) Geraldton;
- (c) Other ports,

during the years 1954-55, and 1956-57?

(2) What was the number of each consignment?

(3) What was the total value of each consignment?

The MINISTER replied:

	1954-55	1956-57
(1) (a) Fremantle	61	78
(b) Geraldton	26	14
(c) Other ports ..	2	2

(2) and (3) Figures for each consignment are not available. Figures are compiled in monthly totals.

1954-55.		
Fremantle.		
Month.	No.	Value. £
July, 1954	1,806	6,238
August	1,727	5,928
September	1,503	5,071
October	2,792	8,443
November	3,630	10,867
December	4,281	12,547
January, 1955 ..	9,134	28,794
February	5,370	17,785
March	10,630	35,943
April	1,511	5,169
May	8,614	29,599
June	10,227	34,391
	<u>61,225</u>	<u>£200,775</u>

1954-55.
Geraldton.

Month	No.	Value. £
July, 1954	2,566	8,134
August	4,627	15,247
September	4,968	15,663
October	3,466	9,934
November	3,025	8,182
December	4,155	10,799
January, 1955 ..	1,247	3,490
February	1,266	4,001
March	1,655	5,039
April	427	1,327
May	3,054	9,374
June	228	741
	<u>30,684</u>	<u>£91,931</u>

Other Ports.

	£
September, 1954	537
October	1,510
November	2,016
	<u>4,063</u>
	<u>£12,135</u>

1956-57.
Fremantle.

	£
July, 1956	12,489
August	14,555
September	7,060
October	10,653
November	10,648
December	5,170
January, 1957 ..	12,562
February	10,545
March	13,363
April	3,285
May	10,765
June	—
	<u>111,095</u>
	<u>£386,412</u>

Geraldton.

	£
July, 1956	500
August	842
September	924
October	496
November	—
December	—
January, 1957 ..	—
February	253
March	1,080
April	—
May	2,691
June	—
	<u>6,786</u>
	<u>£21,451</u>

Other Ports.

	£
September, 1956	100
February, 1957	100
	<u>200</u>
	<u>£965</u>

WATER SUPPLIES.

One Million Gallon Tank, Wagin.

Mr. NALDER asked the Minister for Water Supplies:

(1) Seeing that he, as Minister, has decided to erect a 1,000,000 gallon tank north-west of Wagin on the comprehensive water scheme, will he—

(a) lay on the Table of the House a map showing the route to be followed by the pipeline as far as the tank to be erected north-west of Wagin;

(b) give the location number of the block or reserve on which the tank is to be erected?

(2) Does he know that a number of the pipes are on the line ready for assembling?

(3) When can the local authorities anticipate having some knowledge of the route to be followed?

The MINISTER replied:

(1) (a) Finality of route has only been reached on the section between the Narrogin Reservoir and a point north of Piesseville, following the normal statutory requirements. There are no tank requirements in this section.

(b) Answered by (a).

(2) Yes, on the gazetted route.

(3) Plans of the proposed route from just north of Piesseville to the southern boundary of the Wagin Road District will be on view as from the 29th July.

The section in the Katanning Road District will follow after finality is reached in regard to the Wagin section.

TROTTER MEETINGS.

Attendances Shown on Tax Returns.

Mr. JAMIESON (without notice) asked the Premier:

Will he supply the attendance figures as shown in the amusement tax returns for each trotting meeting held in the metropolitan area between the 1st June, 1956, and the end of that season and the corresponding figures for the same period in 1957?

The PREMIER replied:

1956	Attendance	1957	Attendance
2nd January	5,316	1st January	9,912
6th January	3,924	5th January	5,486
14th January	4,759	12th January	3,568
21st January	4,426	19th January	3,404
27th January	3,383	26th January	2,137
30th January	4,243	2nd February	4,862
4th February	4,233	9th February	3,583
10th February	3,380	16th February	5,980
17th February	4,414	20th February	8,032
24th February	4,526	23rd February	9,283
2nd March	4,735	27th February	7,504
5th March	3,536	2nd March	18,135
9th March	3,712	9th March	3,471
16th March	4,304	16th March	3,899
23rd March	3,761	23rd March	4,137
28th March	2,749	30th March	3,853
31st March	5,702	6th April	3,109
2nd April	4,487	13th April	3,889

1956	Attendance	1957	Attendance
6th April	3,088	20th April	4,036
14th April	3,478	22nd April	3,066
20th April	3,611	27th April	3,472
27th April	2,669	11th May	3,360
19th May	3,861	18th May	3,330
26th May	3,315	25th May	3,378
1st June	1,926	3rd June	3,761
9th June	2,142	24th June	3,225
16th June	3,378	29th June	3,563
23rd June	4,582	6th July	3,336
14th July	2,679	13th July	3,111

BASIC WAGE.

June Quarter Rise.

The PREMIER: Last Thursday the member for Nedlands asked me two questions regarding the increase in the cost of living in the metropolitan area of Perth during the June quarter. The replies are:

(1) The increase of 3s. 11d. for the metropolitan area is made up as follows:—

2s. 5d. Food and groceries, mainly meat.

7d. Rent.

6d. Clothing.

5d. Miscellaneous.

(2) The increase in meat prices appears to explain most of the mystery. Apparently, there was no competition or bargaining in connection with the sale of meat.

SWAN RIVER CONTROL.

Proposed Legislation and Area Affected.

Hon. D. BRAND (without notice) asked the Minister for Works:

With reference to the published statement that the Government intends to introduce legislation to set up a board to control the Swan River, will such control extend to the upper reaches of the river where most of the trouble is created?

The MINISTER replied:

I do not know what the Leader of the Opposition means when he says "the upper reaches of the river where most of the trouble is created."

Hon. D. Brand: The pollution trouble.

The MINISTER: The control of the river would extend to those areas where it is considered necessary to take action to conserve the river, and it will involve all such areas. No attempt will be made to control the river in places where it is not considered that any possible damage can occur.

KING'S PARK AQUATIC CENTRE.

Government Decision.

Mr. COURT (without notice) asked the Premier:

Is he yet in a position to indicate when the Government will be making a decision regarding the Perth City Council's King's Park aquatic centre and legislation related thereto?

The PREMIER replied:

Yes, the Government has already made a decision in the matter and this decision will be announced when a Bill is introduced.

ADDRESS-IN-REPLY.

Sixth Day.

Debate resumed from the 18th July.

MR. OWEN (Darling Range) [5.1]: Together with members in this House and in another place I was very pleased to hear the Governor deliver his Speech in Parliament on opening day and to learn what action the Government proposes to take during this session of Parliament. To my way of thinking, one of the bright spots in that Speech—

The SPEAKER: Order, please! I cannot hear the hon. member speaking. I ask members to stop talking.

MR. OWEN: —was when the Governor announced that the first block of new laboratory buildings for the Department of Agriculture, which are being erected at South Perth, was to be finished towards the end of this year. I was extremely pleased to hear that news. I was present last year when the foundation stone for this building was laid and I have visited the site once or twice since to see what progress has been made with the building. It is indeed pleasing, therefore, to know that the laboratory will be completed in the not too distant future.

It was during the debate on the Estimates in my first year in Parliament in 1944 that I referred to the exceedingly bad state of the offices of the Department of Agriculture, situated next to Government House and the appalling conditions under which the clerical officers and the professional men engaged on research had to work in that building. I would like to quote to the House what was said by me on that occasion. My speech appears on page 1672, Volume 2 of the 1944 Parliamentary Debates and it is dated the 9th November. I said—

The main building is in such a picturesque setting with gardens on either side, that one can hardly credit the deplorable conditions existing within its walls. Side by side in it are the administrative offices, makeshift laboratories, and dirty, dusty storerooms. There professional officers, some of world-wide repute, endeavour to work in an atmosphere which almost stifles them, let alone the ambition which prompted them to take up that work in the first place.

In another part of that same speech, I also said—

It is high time something was done to overcome such an unsatisfactory state of affairs, and I was glad to hear the Minister say that provision was

being made for the provision of a new animal health laboratory. It is certainly not before its time. I hope the new building to house the Agricultural Department as a whole will soon be erected and that it will be equipped with modern laboratories that will do justice to the department, and to the highly qualified officers working there.

Quite a few years have passed since then and although the animal health laboratories were eventually erected at Shenton Park, Nedlands, or whatever they call that particular locality, I would like to mention, in passing, what the member for Moore had to say about the laboratories and the proposal to shift them to the new site at South Perth. He said that the animal health laboratories were built very much according to the ideas of Dr. Bennetts who has done such a great deal to assist the research work on animal health.

From what I hear now, however, I do not think the doctor is very pleased to have to vacate the existing laboratories and to continue the work in other rooms which have not the same lay-out and which are possibly not as good—for his purpose—as the ones he is at present occupying. I hope, therefore, that the Minister will ensure that, if it is necessary to shift Dr. Bennetts to the new buildings at South Perth, he will be able to work in the type of laboratory that is suitable for the work on which he is engaged and that there will be provision for the pasturing of animals on that site.

The Minister for Agriculture: He will have the most up-to-date laboratory that we can provide.

MR. OWEN: I hope adequate facilities will be provided for research work on animal health. Many times in this House have I mentioned the good work being done by the department and its officers, and during a recent trip to the Eastern States I made a point of inspecting the work that was being done there. I venture to say that Western Australia is more advanced in scientific agricultural research than any other State in Australia. In a general way, of course, there are exceptions. I know that in some phases of this work the Eastern States are more advanced than we are.

Nevertheless, the Western Australian Department of Agriculture is held in high regard by primary producers and undoubtedly that department has had a great influence on the development of agriculture in this State. When one travels through the other States of the Commonwealth one realises that they are perhaps 10 or 12 years behind Western Australia in agricultural research, and it is very nice to know that this State's agriculturists have followed the teachings and advice tendered by the officers of the department in Western Australia.

The reason for that, I think, is that it has been the policy of the department for nearly 30 or 40 years to take advantage of the services of university-trained scientists. Early in the piece many of those university graduates were more or less looked upon with scorn by the practical farmer because, immediately after they had graduated, much of their knowledge was based on theory only. Over the years, however, that theoretical knowledge has been tempered with experience, and the advice that they have been able to tender to the farmers in this State has been extremely helpful indeed.

Another great beneficial factor has been the establishment of research stations in various parts of the agricultural areas and even in the pastoral districts of the North-West. On those stations not only research work is carried out, but also extension work. This has a very desirable effect on our agricultural methods.

The member for Harvey referred to potatoes and I would like to follow up his remarks because potato growing forms a big part of the production in the South-West of the State. It is pleasing to know that the production of potatoes per acre in Western Australia is the highest in the Commonwealth. That is due, I think, to the establishment, well over 30 years ago, of the potato seed certification scheme. By that means certified seed potatoes were supplied to potato growers free from all known diseases at the time. Admittedly, they were still subject to virus diseases but, even so, they were fairly free in that respect. There is no doubt that the introduction of certified seed potatoes was responsible for the great yield that has been obtained by potato growers in this State.

Unfortunately, the department does not foster this scheme as much as it did in earlier years. Certified seed is very limited and it is hard for commercial growers to get other than recommended seed. I would like the Minister and the departmental officers concerned to take steps to ensure that greater quantities of certified seed are made available to commercial potato growers.

A few weeks ago I had the pleasure of again inspecting the new horticultural research station at Stoneville. Prior to the last redistribution of electoral boundaries that station was situated in the Darling Range electorate, but it now comes within the Toodyay electorate. Nevertheless, it is still very handy to my electorate and to the metropolitan area, and occasionally I pay a visit to the research station to see what is going on.

Recently members of the Central Citrus Council paid a visit to the Stoneville research station and they were very pleased to see that steps had been taken to establish a citrus nursery there and also that a dam had been installed where approximately 1,000,000 gallons of water

are impounded. That work is going on apace and it is hoped that, in the near future, we will see the establishment of not only the citrus nursery, but also the establishment of a research orchard there.

There are one or two other matters to which I want to refer and which are more or less of a parochial nature, dealing particularly with the Darling Range electorate. The first concerns water supplies. Over the years we have had a constant battle with the Public Works Department, the department in charge of the goldfields water supply scheme, and the Metropolitan Water Supply Department in attempting to have established reticulated water schemes in several parts of the Darling Range electorate.

On many occasions, after an inspection of the proposed extension, it has been found that if the scheme were extended, it would not pay and would-be consumers have asked the Minister or those in authority if they could make some payment to ensure that the water was brought to their properties under that scheme. The Ministers and others have told them, "No, each extension is considered on its merits and it is not right that those who have money should have water brought to their doors, whereas those who could not afford to pay other than the legitimate rates, should be denied it." We have already accepted that as the principle, and the inhabitants of many places who were willing to make some contribution to the scheme have become resigned to wait until it is extended and brought to their area in the usual manner.

It was only last year that I introduced a deputation to the Minister for Works concerning the water supply in Maida Vale. That area is only about 10 miles from the centre of Perth and, although it enjoys the usual rainfall we have here, the underground water supplies are most uncertain. This area is at the foothills, and in some cases bores and wells have been put down in excess of 100 ft. The water that has been obtained there has not always been suitable for human consumption; in many cases it has been salty and unfit for use.

When the Minister pointed out to the deputation that it would cost quite a lot to take the scheme there—and I would like to say here that the Minister was most sympathetic to the case put up by the deputation—one of the ladies asked if it would be possible for the people there to subscribe something towards the cost of the scheme, in order to make sure that they would get it at an early date. The Minister replied that it was not the policy of the department to do that sort of thing.

Accordingly, when the Minister approved a water scheme to the High Wycombe Estate—a scheme costing nearly £20,000—it is understandable why the people at Maida Vale should be most incensed. They were annoyed because this was only agreed to when the proprietors of a subdivision

estate there had offered to pay an amount of £5,000. To my mind, this seemed a departure from the acknowledged undertaking that the Minister had given us last year. I do not think it is altogether right that one estate should be given the scheme because they are prepared to pay extra for it while others, who are also prepared to pay something towards a scheme, should be denied that right.

The only bright spot in the whole matter is that by taking the water scheme to the high Wycombe Estate, it brings it much nearer to the foothills, an area which is so much in need of water. I believe it is proposed to extend that scheme a few chains further to what is known as the Maida Vale village; so the main will now be one mile from the foothills. This could mean that the people there will have a better chance of getting their water supply in a shorter time than would otherwise have been possible. So after all some good seems to have come out of the £5,000 paid by the proprietors of High Wycombe.

There is another matter to which I wish to refer, and that deals with the provision of land suitable for agriculture in the Pickering Brook-Carilla area. Even since I came to this House I have been pressing for more land to be made available in that area. Because of the number of orchards and market gardens in that district, the demand for land has increased considerably. Indeed, it is so great that the landholders are now spending thousands of pounds—in fact, I would say up to £1,000 per acre—to clear the rough and stony land in order to bring it under cultivation.

In view of the considerable amount of land the Government has tied up for forestry purposes around about, I feel it should make every effort to release some of the odd corners which are not in the water supply areas, and which are unsuitable for forestry. Here again, however, one gets a feeling of frustration. There is an area of land marked on the plan as a timber reserve, and although several applications were made by settlers to have that land released for agricultural purposes, those applications were always refused on the ground that the land was to be used for forestry purposes.

A few months ago, however, a portion of that land was surveyed by the Main Roads Department in order to see how much of it was suitable for the extraction of gravel; and about four months ago private contractors working for the Main Roads Department went into that area with a bulldozer and established gravel pits. I immediately applied to the Main Roads Department to see how much land it was intended to take. I protested and pointed out that land which was immediately alongside a bitumen road, along which road ran an electricity power line, was being ruined by the establishment of

these gravel pits. When I made my protest to the Minister, I was told that the matter was being investigated.

Since then I have been informed that there had been a request by the secretary of the Main Roads Department to have that land set aside as a gravel reserve. I had another look at that reserve, which is about 120 acres in area, and I found that while there is good gravel over the greater part of it, there are at least 30 acres adjoining the roadside which would be most suitable for agricultural purposes. Again I suggested that the more remote part of the reserve should be used for gravel pits, and that consideration should be given to releasing the 30 acres near the roadside for agricultural use. After the matter had been further considered, I was reminded that the Main Roads Department had again requested that this area be set aside as a gravel reserve. Accordingly, I now wish to protest to the Minister and ask him to give an assurance that this land will not be spoilt forever by the establishment on it of gravel pits, particularly when it can be used most satisfactorily for orchards and grazing.

There are good underground water supplies there and, as I have pointed out, it is on the main road and adjacent to electricity supplies. It is ideal for the agricultural purposes to which I have referred but, in spite of that, it would seem that it is proposed to disfigure that land and take away the top 4 or 5 feet for gravelling purposes. I may point out here that four or five years ago the Main Roads Department established a gravel pit in a forest area only two miles further out. It worked that pit for a matter of 18 months during which time thousands of yards of gravel were transported to the metropolitan area where some of it was used in the construction of the roundabout at the eastern end of the Causeway. There remain, however, millions of yards of gravel in those pits, and the Government should make use of them.

Apart from this, there are thousands of acres of forest country no further than a quarter of a mile of this reserve that could now be used for gravel pits. I would ask the Minister to go into the matter thoroughly and ensure that this land is not ruined for all time. I would be quite prepared to show him areas where there is plenty of gravel, which are more distant from electricity supplies than those parts to which I have referred. I would ask him to transfer any ideas he might have of using that reserve as a gravel pit to a site about a quarter of a mile away.

I am sorry the Minister for Lands has just left the Chamber because I have another request I wish to make. Together with the Minister, I think the Premier has been asked to give consideration to the acquisition of what is now private land

that is very suitable for the establishment of another national park. It is an area that comprises about 30 acres; it embraces a very high point from which one can obtain views of the Helena Valley, the Swan Valley, and, indeed, of the entire metropolitan area as far south as Rockingham. I understand this land is now on the market and plans have been made for its subdivision as a regional area. As I have said, this is most suitable for a national park and I hope the Premier and the Minister for Lands will agree to its purchase with a view to using it for the purpose to which I have referred.

MR. ANDREW (Victoria Park) [5.28]: It is customary for speakers on the Address-in-reply, from both sides of the House, to air many problems—some of them State-wide, and others affecting their own electorates. Most of these speeches tend to take a somewhat similar pattern. Members of the Opposition naturally try to find fault with the Government, while members on the Government benches generally put forward reasons why they consider the Government is doing an excellent job.

Mr. Roberts: In other words, you have no grizzles in your electorate.

Mr. ANDREW: As a member on the Government side, I am putting forward reasons why I think this has been a very excellent Government. When the Government took office, it was faced with very heavy expenditure in regard to Kwinana; I think it amounted to considerably more than £5,000,000. Notwithstanding that financial obstacle which the Government had to surmount, it carried out a vigorous policy of works and projects within the State. This indeed has generally been the way with Labour Governments. Previous Labour Governments have, I think, been responsible for most of the major works within the State. As an example, I would like to quote the matter of water conservation, and point out that the Canning Dam was started by a previous Labour Government. The Causeway, which was required for many years, was started by a previous Labour Government. The general hospital in Perth, the country water scheme and many other works were started by Labour Governments.

Mr. Norton: Hear, hear!

Mr. ANDREW: As a matter of fact, when the McLarty-Watts Government came into office, I remarked to one of those members—I was not in Parliament at that time—that it would be kept busy in opening projects started by Labour.

Mr. Court: You are not suggesting that it did not start any new projects, are you?

Mr. ANDREW: I will now deal with projects started by this Government, one of which is housing. When we came into office, members had quite a lot of constituents coming to them with housing problems. I remember, in discussions with

members, some of them saying that if there were not so many people to be housed, their job would be so much easier. I must congratulate the Minister for Housing, who was responsible for the provision of a record number of houses.

Mr. Wild: On the foundations laid by the previous Government.

Mr. ANDREW: I do not think it was a very great foundation.

Mr. Court: That is not a fair comment. He did a great job while Minister.

Mr. ANDREW: The Minister for Housing is a great administrator and he stepped up the programme and built a record number of houses. Because of that, we have very few people now coming to us in regard to housing problems. We know there is still a lag in regard to housing, although it is not the problem it was previously and, I think, anybody who approaches the question in an unbiased or fair manner will admit this.

Mr. Bovell: The process of time has solved it.

Mr. ANDREW: We have built schools and high schools whereas I think the previous Government only built one high school in six years. This Government has also built a power house in Bunbury.

Mr. Bovell: This Government cannot see beyond the metropolitan area.

Mr. ANDREW: A medical school was talked of for many years without anything being done about it. One might say that the people of Western Australia were responsible for it—they responded very well—but that would not have been the position if this Government had not backed it in the manner it did. Also, there is the Narrows bridge which, I hope, will be finished quickly because the Causeway is overloaded. I might mention the Serpentine Dam, and we hope a start will soon be made on the power house at Collie.

Mr. Court: One thing you have been unable to do is to get this Government to remove the disused tramlines from Victoria Park.

Mr. ANDREW: That is one of the problems I will be coming to later on.

The Premier: The longer they are on the ground, the more they will increase in value.

Mr. ANDREW: I have made representations to the Minister in regard to these tramlines and will deal with them later.

Mr. Roberts: Have you had any success?

Mr. ANDREW: We are still hoping. It was promised on one occasion, but a lack of finance and a peculiar set of circumstances prevented the work being carried out. However, the tramlines must be lifted and Albany Highway put in good condition. It is deplorable at the moment.

Western Australia has many problems and, irrespective of the political complexion of a Government in office, those problems will still have to be faced. Practically nine-tenths of the population live in the left lower corner. We have one-tenth or one-eleventh of the population of Australia, while the State covers about one-third of the area. We certainly do not have the population to enable us to administer and finance properly the development of this State. If an arc were drawn from Geraldton to Albany, we would find that that is the part of the State which is populated, and only sparsely populated at that. If one looks at the map beyond that arc one sees a tremendous area, yet we only have this small populated corner to carry the rest.

I was very pleased that this Parliament appointed a committee—an all-party committee—to go into matters regarding the North-West. That committee made certain recommendations and one was in regard to financing the Ord River project. However, the Federal Government did not advance the amount, which I think was £4,000,000, for this project. That was a scheme which would irrigate some 100,000 acres of land and provide for satisfactory close settlement in that area. It is one of the many instances where our North-West is neglected. North-West members all say—and it is correct—that the great mineral deposits in the North must be exploited. However, no Government, whether Labour or Liberal, has the necessary money to do that exploiting and exploring.

This State is somewhat in the same position as was South Australia some years ago. South Australia at that time took in the Northern Territory and was responsible for the administration and government of the whole of that area from the south to the north of Australia—that wide strip. Of course, they could not manage it and the Federal Government took over the part which is now called the Northern Territory, because that is the only Government which had the money necessary to put into its development. However, it is not spending as much money as it could. Western Australia finds itself in a somewhat similar position now. I am not saying that the Government should hand over the northern part of this State to the Commonwealth Government, but, according to my mind, Western Australia should be assisted in the development of these outer areas and that financial assistance can come only from the Federal Government.

I am not going to deal with this from a financial point of view, but Australia's development is lopsided. The loan money which is made available in Australia for development is spent in the higher and more densely populated Eastern States. Less money is spent in Western Australia, which means that the ratio of development as between the people of Western Australia

and those in the Eastern States is getting less instead of higher. I do not care which Government is in power in Western Australia, that Government must receive finance to develop the country as it should be. Therefore, from that point of view, we have many difficulties that will take some overcoming unless we have assistance.

The Leader of the Opposition made a statement last week. He said this—

I feel that I should touch on problems of Western Australia and on how best we can help its progress and development as those matters are of paramount importance. I believe that all the frustration and limitation in respect of what the Government desires to do and what the public would like to see done, can be traced back to the limited amount of money available to us and I repeat what I said when speaking on the Supply Bill.

I imagine the Leader of the Opposition must have been thinking along the same lines as I have just mentioned.

No development in a country such as Australia should stop because of the lack of money. I remember that a previous member for Murchison on occasions spoke about monetary problems. I do not intend to speak about monetary problems today, but to touch upon what the lack of money means to a State like Western Australia. Money should actually be the servant and not the master. What actually is physically possible—I do not think anybody can deny this—should be financially possible. The only time that that is put into practice is in wartime. The usual thing is to say that what is physically possible and is made financially possible in wartime could not be the position in peacetime. However, if something proved to be efficient in wartime, there is no reason why it should not be efficient in peacetime, and money is always found in wartime.

Mr. Bovell: With what result?

Mr. Roberts: Would you pay the same taxation now as you did during the war?

Mr. ANDREW: The member for Bunbury should know that money is taken away from the people in wartime in order to stop them from spending it. The money is not needed from loans. During the last war, nearly 1,000,000 men and women were in uniform and they were not producers but were consumers and, indeed, heavy consumers. They had to be fed and clothed and supplied with munitions, transport, and many other requirements.

Mr. Bovell: They did a good job.

Mr. ANDREW: They were consumers, not producers. One large portion of Australia's population was working to provide war supplies, while another portion was working on the economy of the country to produce food, clothing, shelter and housing, etc. Once a war is over, this large number of people goes back to producing,

yet now that we have the power to produce more, we have not the money. I am saying that taxation need not now be as high as it was in wartime because we were then paying people to produce goods which were not consumable goods but which were used as war munitions, etc.

Mr. Court: How long do you think a country like Australia could survive a wartime economy without going completely bankrupt?

Mr. ANDREW: The hon. member is asking a question and making an assertion. I am just saying that we can finance huge production in wartime and that production could have continued until now in regard to finance. Lloyd George, in his memoirs, which are in the parliamentary library, stated, while he was Prime Minister of England, that experts had come to him and told him that the country was going bankrupt, and that they could not continue the war beyond a certain date. Lloyd George made a certain alteration to the monetary system—an adjustment—and he said that he could continue the war, as regards finance, indefinitely. He was a Liberal, too.

Mr. Court: You have not answered my question yet.

Mr. ANDREW: The hon. member says: without going bankrupt.

Mr. Court: Leave the last part out. How long could a country like Australia continue a wartime economy such as we had in the 1939-45 war?

Mr. ANDREW: I am thinking about one aspect of wartime economy—finance—and that is all I am speaking about. We should, with the economy we had during the war, when we carried out the one thing that made financially possible what was physically possible, be in a very prosperous position as regards finance.

Mr. Bovell: Do you know the reason for the postwar inflationary spiral?

Mr. Roberts: He does not know.

The Premier: Did any country lose a modern war by going bankrupt financially?

Mr. ANDREW: Anyway, who is making this speech? The member for Vasse said, "Do you know the reason for the postwar inflationary spiral?" He must remember that after wartime, people have a lot of money and there are not consumer goods for people to buy. Also, they get certain bonuses so that plenty of money is in circulation at the end of a war, but no more goods have been produced for the people to buy. Therefore, there is competition amongst those who wish to purchase the goods that are available, and that is why we have an inflationary trend.

Mr. Court: And you want to continue that?

Mr. ANDREW: I did not say so. I am speaking about the lack of finance at present. I was not speaking about the position after the war. The hon. member asked a question and I answered it. I think I answered it fairly. At that time, not sufficient consumer goods were produced to meet the purchasing power in the hands of the people. But now the people are getting the purchasing power, and I will tell the hon. member how they are being stopped from buying the goods that are offered for sale.

The Leader of the Opposition made a couple of other comments that I want to mention. When speaking of the Premier, he said—

I think it is his responsibility, by sound argument, to endeavour to obtain an alteration of the present formula in order to obtain more money for the development of Western Australia.

That is quite right, and I think the Leader of the Opposition is quite justified in saying so. We should endeavour to alter the formula, if we can, so that we may get more money. But then the hon. gentleman went on to say—

I feel, however, that the Premier must share some of the blame with respect to the creation of the attitude that Western Australia was really bankrupt, and a State in which unemployment was rife, because he himself, on a number of occasions, warned the people that an unemployment problem existed.

On the one hand he states that the Premier should go to Canberra and make a case to the powers-that-be—the Premiers' Conference—for an alteration of the formula so that we might get more money. I was wondering whether the Leader of the Opposition expected the Premier to go to Canberra and boom up this State and say that we had full employment; that we were developing at a tremendous rate; that we had many works in progress and that, generally, conditions were prosperous; because when the Premier does that, he accuses him of being responsible for unemployment in Western Australia, and says he must take some of the blame! The Premier puts up the case and he has to state the position as it exists in Western Australia in order to be able to impress the people in regard to our need for extra money.

Mr. Court: The complaint made by the Leader of the Opposition was in regard to the method by which the unemployment propaganda was handled.

Mr. ANDREW: The hon. member further asked the Premier if he had mentioned the position about unemployment. The Premier was facing up to the situation. We cannot improve the position by

saying that everything is lovely, and that apparently is what the Leader of the Opposition did.

Mr. Court: You do not have to go around and blow it up in the public mind and aggravate the situation.

Mr. ANDREW: The Premier did not do that. He mentioned it in the right places. The Leader of the Opposition, at the finish of his remarks, stated that the Premier had, more or less, to take some of the responsibility for the unemployment. This was a most illogical statement. I know the Premier can look after himself in these matters because he has ably demonstrated that on a number of occasions, but I am just putting forward the point of view which I and I think quite a few other Labourites have. If we desire to put the blame on anyone for unemployment and for the hard conditions which to some degree exist in Western Australia, we can put it on to the Prime Minister and the Federal Government.

Mr. O'Brien: Too right!

Mr. ANDREW: I see the member for Dale laughing! On the 10th March, 1956, in "The West Australian," there was a heading, "£100,000,000 Cut Will Be Made In Spending," over the following report from Canberra:—

The Menzies Ministry will take £100,000,000 out of circulation to put a brake on Australia's "spendthrift prosperity."

The report later states—

Ministers agreed tonight that the time had come for more direct action by the Government itself to reduce demand—he is expected to announce on Tuesday that the Government proposes:

Interest Rate.

Greater control of bank credit by increased interest rates on overdrafts and by tighter administration of the categories of activity for which bank credit can be made available. The interest rate may go to 6½ per cent. for borrowing, but this may not be done in one move.

Members will note that the Federal Government was going to "reduce demand." If we reduce the demand by the people for the production of the country, it means that the retailers will not sell the amount of goods that they sold previously, and they will not have the same orders for the warehouses and factories. This means that the workers of those concerns will be put off. Also, the firms that produce the raw materials will slacken off and not sell their goods. Therefore, we have more unemployment and a lesser demand. It does seem rather strange that the Premier should be accused by the Leader of the Liberal Party in regard to unemployment

when it is his party, which is in Government in the Federal sphere, that is actually to blame.

The Opposition always criticises the Labour Party for trying to organise prices. Members have to take their pick between two methods. I feel that ultimately organised control is inevitable, but members of the Opposition seem to think the position has to be rectified by the "hardship" way—by reducing the demand and inflicting hardship on the people as a result of their being put out of work. We will then have the position of people not selling their goods, and they will not be able to put up their prices. When goods are in strong demand, those who produce them can put up their prices, which is a cause of inflation.

At the Commonwealth Employment Service office, just over the Causeway, which serves a large area, there were, a week or two ago, over 800 registered unemployed. A person who has not been unemployed does not know the hardship suffered by one who loses his employment. The only way a man can buy the necessities for his family is to work for them and get payment for his work. When he cannot get work, all he receives—he did not get this some years ago—is the Commonwealth unemployment benefit of £2 10s. for a man and £2 for his wife. In some cases this hardly pays the rent, and in other cases it actually does not. So, when a man is unemployed, he has had hardship inflicted on him. I think in this regard the Leader of the Opposition will have to come along with another suggestion instead of trying to blame the Premier for the fact that we did have and still have some unemployment.

I wish to deal with some other subjects that I do not think will worry members of the Opposition so much because they are not controversial. The traffic problem has become a serious one in the City of Perth and also in the metropolitan area.

Mr. Bovell: This should worry the Minister for Transport.

Mr. ANDREW: Before I go into this question, I would like to say "thanks" to the Minister for Transport because, as members may recall, ever since I have been a member here I have agitated for bus shelters. I spoke to the previous Minister, asked questions in the House and referred to the matter in the speeches I made on the Address-in-reply debates, and he said representations were being made to the local authorities. The proposition roughly, was that the Government would pay half the cost of the bus shelters, provided the local authorities would pay the rest.

Unfortunately, Victoria Park is in the Perth City Council area and the Perth City Council was one of the few local authorities, if not the only one, that would not play ball with the Government. It put up some really stupid arguments—we had a lot of negotiations with this council—and said,

"We will not put up bus shelters. They may not be for our ratepayers." That would apply anywhere, because all people travelling through a district would use whatever shelters were there. However, I am glad to say that the present Minister has been able to break the deadlock, and the bus shelters are now on the way.

There is a particularly bleak spot at the other end of the Causeway, and there is no shelter within hundreds of yards for those who have to wait for buses. This has been a considerable source of annoyance to the people of Victoria Park and they are most concerned about the fact that bus shelters have not been erected there. I am glad that the Minister has broken the deadlock and I am pleased to know that the shelters are to be built. However, it is unfortunate that Victoria Park has missed out in the first allocation and even in the City of Perth, the point where those who live in Victoria Park, and areas in that district, depart from the city is also not in the first allocation of shelters.

Many problems are associated with traffic but the Minister gives the impression that he is tackling these problems vigorously and I think that he is on the way to solving many of them. Perth has very narrow streets and parking is quite a problem. Recently parking areas have been marked out in the city streets and to my mind, a certain amount of parking space is wasted; a good deal of it could be used to advantage. However, I am not sure whether there is any way out of the difficulty because the parking bays were marked out in order to cater for the biggest cars, even though quite often medium and small-sized cars use those bays.

Prior to the traffic lights being installed in Perth, it was possible for a motorist to park within 30ft. of an intersection whereas now, at junctions where these lights are installed, it is not possible to park within about 50 yards of the intersection. I ask the Minister, is it necessary to waste all that parking space? I think motorists should still be able to park within 30 ft. of an intersection and so long as they do not park on the pads, it should not interfere with the working of the lights. I noticed in this morning's issue of "The West Australian" a paragraph which is headed "Boy Hit on Crosswalk" and it reads as follows:—

A seven-year old boy was knocked down when a car failed to stop at a school stop sign and hit the rear of a vehicle, forcing it on to the crosswalk.

This was said in the Perth Traffic Court yesterday when Joseph Charles Hitchins, truck driver, of Townshend-road, Subiaco, was fined £10 for negligent driving.

The accident occurred at the intersection of Sixth-avenue and Guildford-road, Maylands, on May 21.

Hitchins said that he had not seen the stop sign.

Magistrate K. Hogg: "This is a very serious offence."

It certainly is. I, like other motorists, have driven up to crosswalks without realising that they were there. I am referring there, of course, to areas with which I am not familiar. I have given this matter a good deal of thought and I was wondering whether it would be possible to erect signs either above or alongside crosswalks. These signs should be quite visible to motorists. I have heard some members suggest that signs be placed above crosswalks and that the area should be lit at night. There would be certain difficulties associated with that idea; but I had in mind flashing lights such as they have on one of the crosswalks in South Perth. I do not know whether such a system, if used throughout the metropolitan area, would be too expensive but at least they could be used where a crosswalk is not well known to most motorists.

The standard rate for parking in the city will be 6d. for half an hour and, in my opinion, there should be some provision for 3d. parking. Most people—and I have done this myself—find that at some time they wish to go to a shop for perhaps only a minute or two—it may be to see somebody, to buy a paper or something like that. Yet, under the new parking arrangements they will have to pay 6d. for parking even though they are there for only two minutes. The same person might then drive to the other end of town and he would have to pay another 6d. for a parking fee. So a person who made a few calls around the city would have to pay a few shillings during the day.

Hon. A. F. Watts: He sure will!

The Minister for Transport: Use a bit of shanks's pony.

Mr. Ross Hutchinson: He will have to pay the money if he can find a parking space.

Mr. ANDREW: I think we will find that when people have to pay to park, there will be more space available. I understand that people will not be able to park for more than half an hour in one particular spot—that is, in the half-hour parking areas. So they will have to leave a parking bay within half an hour. Before more stringent parking regulations came into force, it was quite a common thing to see a person, who occupied an office in the city, parking his vehicle at the kerb nearby to where he worked so that he could keep it under observation. As soon as he saw a policeman place a chalk mark on the wheel of his vehicle, he would leave his office and roll the vehicle forward a short distance so that the chalk mark would not be seen. After the policeman had come around again the same performance would occur, the result

being that the vehicle would be parked there for hours. Under the new regulations, however, I understand that could not happen. Nevertheless, I consider that some thought should be given to providing parking space for the charge of 3d. in certain sections of the city.

Another aspect that will have to be considered when the parking meters are installed in the city is that relating to the person who desires to make anything up to 20 deliveries around the town. How is he going to get on when parking meters are installed? Will he have to insert a coin in each parking meter at the spot where he wishes to deliver a parcel? If he does it is going to be a very expensive proposition for him to fulfil his full delivery round. I would like the Minister to tell us how to overcome that difficulty.

The Minister for Transport: There will be no meters on the commercial stands; but if he used a private parking bay, he would have to pay the required charge.

Mr. ANDREW: There may not be a commercial stand at every spot where he wishes to stop to make a delivery.

The Minister for Transport: There will be one near enough.

Mr. ANDREW: The other day I asked some question concerning the number of summonses that had been issued against those people who drive in the inner lane on a four-lane highway and also against those motorists who pass another vehicle on the left in a four-lane highway. The figures relating to the number of summonses issued were very interesting. Previously it was found, however, that those who travelled in the middle of the road were very seldom fined, but the person who was forced to pass them on the left was often caught committing a breach of the traffic regulations. I am pleased to see the figures submitted in the Minister's answer and to note the fact that the department has taken cognisance of that breach of the regulations so that motorists who seem to want the whole of the road are being summonsed most vigorously.

Continuing my remarks on traffic problems, I think that one of the greatest that we have in Perth concerns the rotaries at each end of the Causeway. I have been agitating for something to be done on this question for some time. I have spoken to both the previous and the present Ministers and the officers of the Traffic Department and have asked them why they did not give some instructions and guidance to motorists on how to use the Causeway and its rotaries. As far as I can ascertain, no instruction or guidance has been given as yet. I interviewed Sergeant Arndt, the officer in charge of the Victoria Park traffic station, and he handed me a copy of the existing traffic regulations, but I found very little concerning the Causeway in them.

In fact, in my opinion, many motorists do not know how to use the Causeway rotaries. Travelling from Perth towards the Causeway it is a common thing to see motorists keeping to the left as they near the rotary at the western end and then, as they are edging around it, they will take a short cut into the lane which they seek. In my opinion, this is definitely a traffic hazard and the rotaries were never meant to be used in that manner.

That is one of the principal causes of the traffic jams during the peak hours at the Causeway. In the past many suggestions have been put forward to solve the traffic problem there to ensure that the traffic is handled efficiently. Even recently, a suggestion was put forward by Hon. A. F. Griffith in another place, but certain factors ruled against its adoption. If the hon. member's suggestion were implemented, there would have to be crossings and this would mean that the traffic would be brought to a standstill, either way, every few minutes.

In 1953 and in 1954, I asked the Minister for Works whether his department intended to adopt the principle of the clover leaf at each end of the Causeway and he said, "No, we have to build the Narrows bridge very shortly and the clover leaf scheme will not be necessary." However, I feel that such a scheme will be necessary despite the fact that the Narrows bridge will take a great deal of the traffic away from the Causeway. No doubt the Narrows bridge, when it is completed, will carry a major portion of the traffic travelling from Perth to Applecross, Fremantle and much of South Perth. Those parts south of the river, it must be remembered, are densely populated and it is an area which is continually growing more populous. Therefore, that part of the traffic which is taken off the Causeway to travel over the Narrows bridge will soon be substituted by the increasing number of motorists who will be living south of the river. I consider that ultimately we must have the clover leaf principle adopted at both ends of the Causeway. In my opinion, we will continue to have a traffic problem until such a scheme is implemented.

There are several other matters on which I wish to speak. Last year, Victoria Park was subject to many floods. People were continually coming to my house asking if I could do something to alleviate their hardship. Every time I took a trip around Victoria Park I saw many houses that were flooded and among them were quite a few which previously had not been subjected to this problem.

Sitting suspended from 6.15 to 7.30 p.m.

Mr. ANDREW: The worst flooded parts in Victoria Park were actually new areas. Previously there had been only a slight

pool of water in that vicinity but with the rising of the watertable, almost thirty houses were flooded out. As I have already said, but as I must emphasise, this area was never troubled with flooding before, but because of the great amount of clearing that had taken place in the district south of the river, the watertable generally appears to have risen quite a bit, and these houses being in rather a low and flat area have had their grounds flooded. We were very perturbed about this and every time it rained, I went around to see whether any more people had been flooded out. The people in that district and those in Carlisle, which is in the electorate of the member for Beeloo, and also those in Bentley Park—

The Minister for Housing: Bentley, not Bentley Park.

Mr. ANDREW: Very well, then, "Bentley", since the Minister thinks I should leave out the "Park". However, they did not concern us quite as much, as their areas were different to ours, but it must not be thought that they did not have their troubles also. They did. After a great deal of agitation, and after many attempts had been made to remedy the position, the Minister for Works attended a special meeting that was called for that purpose and, from that time on, our troubles seemed to be at an end, because the Minister made temporary arrangements which took the flood waters away for the moment, and now I am pleased to say the area is well drained.

Although the drainage is not quite complete, it is working and we will have no more trouble in that direction. On behalf of the people of Victoria Park—and I am sure my colleague the member for Beeloo will join me with respect to his electors—I would like to thank the Minister for Works for the steps he has taken to overcome this problem. As I mentioned earlier, Victoria Park and the area south of the river generally, are extremely extensive and they are becoming very densely populated.

In my approach to questions affecting the district, I have always endeavoured to look ahead to see what the place might look like in 40, 50 or more years time. I think it is very necessary to plan ahead; too many mistakes have been made in the past through lack of planning. It is my belief that we suffer to a great extent in Victoria Park because of that. But because of the river that divides Victoria Park and Perth, and because of the fact that the most populous part of the State is south of the river and people who desire to come to the capital must pass through Victoria Park, I think—because of that barrier in the form of the river—that Victoria Park must grow into a city and, in planning ahead, provision should be made for that contingency.

I am sorry to say, however, that the planning done by the Perth City Council in relation to business and shopping areas seems to be concentrated along Albany Highway. There is plenty of room for business areas to be opened up on the side streets, and provision should be made in this direction, so that Victoria Park at the other end can spread sideways, and thus, when it becomes a city, will not be quite so sprawling. The business area will be more compact by this method than if we just let it go ahead without any planning at all. I understand the same thing happened in America with, I think, the city of Minneapolis and one other city. It appeared that one city was already in existence when another started to grow, and they eventually came to be called the twin cities. That could quite easily happen here. Accordingly, I hope that pressure can be brought to bear on the Perth City Council to display greater vision in its planning for this very important area of Victoria Park.

There is another matter of considerable importance both to Victoria Park and to all areas south of the river. I refer, of course, to the question of hospitalisation. Since the member for Beeloo and I have been members of Parliament, we have done all we could to endeavour to secure this facility for the area south of the river. There are no hospitals of any account south of the river, and it is a great problem for doctors and the medical profession generally when people are sent to the Perth hospitals. If the doctors were able to place their patients in a hospital in Victoria Park, it would at least be possible for them to see their patients more often, and give them the treatment that might be necessary. We are greatly concerned about this matter, and, as a result of a deputation that was introduced to the Minister, it has now been decided to set aside 50 acres for a hospital. That land is at present used as a pine plantation.

We appreciate, of course, that lack of finance has prevented work on this hospital being started, but hope the Minister for Health will be able to prevail on the Treasurer to provide some more money to enable this amenity to be made available as soon as possible. I note that hospitals are to be built in Scarborough and the Wembley Beaches electorate, and although I am not saying anything against that, I do think that since Victoria Park and districts have not a hospital of any consequence, it is most important that one should be built as soon as possible. Because we feel that a hospital might take some time to complete even after it is started, we endeavoured, in Victoria Park, to secure, as a temporary expedient, the Edward Millen Home which is at present used by the Repatriation Department as a hospital for t.b. cases. I understand it has about 50 beds. The Minister for Health

has been very much behind us in this move and he has supported our approaches to the Federal Government.

We took up a petition in Victoria Park and got 7,000 signatures. During a ceremony, I presented it to the Federal member for that district so that it could be handed to the Federal Minister for Health. Ultimately that Minister refused our request. I might say in explanation that the t.b. convalescent home will not be necessary when the chest clinic in West Subiaco, or Shenton Park as it is now called, is completed and all the present t.b. patients will be sent to the clinic.

When the chest hospital is completed, the Edward Millen Home in Victoria Park will become redundant. One doctor told me that the Repatriation Department is a government within the government, and even if the Federal Government were agreeable to the residents of Victoria Park being able to use the hospital, permission might not be granted by the Repatriation Department. I hope that we can achieve some success in that regard.

I wish to refer to another activity which is really an adjunct to hospitalisation. The St. John Ambulance Association is making strenuous efforts to start an ambulance centre in Victoria Park; if successful, it will work very effectively in conjunction with the hospital. I hope that before very long we shall be successful in establishing an ambulance centre in this district, and also a hospital.

The member for Nedlands interjected when I made reference to the tramlines in Victoria Park. That is not the only suburb in which tramlines are not in use. In this regard I am not only speaking for Victoria Park, though my immediate concern is with that suburb. The Government should make every effort to remove tramlines. This is a burning question with the residents of Victoria Park. I hope that the Government can see its way clear to allocate sufficient money to remove the lines without much further delay.

A promise was made that a start would be made on this work in December last or early this year, but later I was told that because of financial stringency, the removal would have to be delayed. I do not know when the Minister responsible will put a definite date for that work to be carried out, although I have spoken to him within the last week on the matter. He said that he was making every effort within his power to allocate the money for the removal of those tramlines. I am hopeful he will get that money because the removal of the lines will actually pay for the carrying out of that work. That is to say, the money which can be derived from the sale of the scrap steel will pay for the work.

It would only be a matter of making available the money for a short time until the lines were lifted and the steel sold.

That is the suggestion which I put forward to the Government. That concludes the remarks I wish to make. I would like to say that quite a number of matters in my electorate have been attended to by the Government, but there are some other urgent ones which need attention. If the Government takes the same action with the latter as it has taken with the former, I shall indeed be happy.

MR. ROBERTS (Bunbury) [7.45]: I would like to pay a tribute to one who is well known throughout the length and breadth of this State; I refer to Sir Ross McLarty, K.B.E., M.M. We must admit that during his tenure of high office in the State, Sir Ross carried out, with great credit to himself, the responsibilities and duties that fell to his lot, and we saw great progress made in the State during his term of office as Premier and Treasurer. It is my privilege now to sit beside Sir Ross on the back bench. I trust that in the years ahead he will enjoy his parliamentary career as a back bencher. I would like through you, Sir, to express to Sir Ross the hope that in the years ahead he will enjoy good health, and that Lady McLarty's health will improve as the months go by.

I would like to offer my congratulations to Hon. David Brand on his appointment as Leader of the Opposition. David Brand, during his term as Minister for Works, made himself known through the length and breadth of this State as a most capable Minister. I hope that he will not have to hold the office of Leader of the Opposition for very many years, and that after the next elections he will occupy the office of Premier of this State. At the rate the present Government is going, there is every possibility of that occurring at the next elections.

The Minister for Transport: You hope!

Mr. ROBERTS: I also take this opportunity to congratulate the member for Nedlands and the member for Harvey on their elevation to the respective positions of Deputy Leader of the Opposition, and party secretary and Whip.

The Minister for Transport: You should have made this speech in the party room.

Mr. ROBERTS: I hope the member for Cottesloe will have every success in his elevation to the front bench of this party. I would like to express my thanks to the Premier of this State in reappointing me to the Joint House Committee. We all know that at present members of that committee have quite a responsibility in view of the extensions and renovations proposed for Parliament House. All members will agree that the accommodation for members is very, very meagre. As private members, we have not sufficient space to carry out the duties that fall to our lot.

Mr. Oldfield: We have not even a party room.

Mr. ROBERTS: I agree that the Independents have not even a party room. I shall make every effort to see that this position is adjusted in the new accommodation which is sought.

Recently the Leader of the Opposition advocated the extension and renovation of the offices which he occupies at Parliament House. I do feel that something should be done in this regard, irrespective of who holds the position of Leader of the Opposition. He holds a responsible office in Parliament; he has to receive deputations and so forth; so the accommodation he occupies should at least be fitting to the position he holds. I think we would all agree that the accommodation of the Leader of the Opposition is very unsatisfactory at present.

It is unfortunate that the Premier is not here, because—although I have mentioned the matter to him—I want to say I do appreciate his action in reappointing or allowing me to remain as a member of the South-West Zone Development Committee. I have been a member of that body since its inception; but owing to various legal technicalities, I recently had to tender my resignation, and the Premier saw fit to allow me to remain as a member. I appreciate that action on his part.

I would like to mention matters in relation to this State of ours. The wealth of Western Australia, agriculturally, has been untouched to date. We have something like 975,920 square miles of land here; and no matter where one may travel—south, east or north—from this capital, one sees hundreds upon hundreds of acres of land awaiting development.

The Minister for Lands: Over 1,000,000 acres of land are thrown open each year.

Mr. ROBERTS: I realise that in the past there has been a considerable amount of development so far as agriculture is concerned, but the Minister will admit that the potential in regard to agriculture in this State is tremendous.

The Minister for Lands: Very great.

Mr. ROBERTS: I think he will also admit that in recent years the application of minor elements such as zinc, copper, and molybdenum have made a big difference to the productivity of this very rich soil of ours. I feel that our greatest asset, at the present moment, is the fertile soils we have; and with a suitable climate and an adequate rainfall in a big area of the State, we have something to offer people in other parts of Australia—and, indeed, in other parts of the world.

Members will recall that last October and November this State received a great deal of publicity in regard to the possibilities of land development in the Esperance area. The coming of the Chase syndicate brought before people in the Eastern States and other parts of the world the possibilities that are there for the asking

in our light land areas. I feel that the Government should do everything in its power to develop the potential in this State from an agricultural point of view. To my mind, we, as Western Australians, do not sell ourselves enough in the other States and overseas. We should all go out as ambassadors for the State as regards agriculture. I am sure all members will agree that at present our main export income is derived from the products of the soil. However, we must do all we can to see that there is a more balanced economy in this State.

It should be our responsibility to ensure that every encouragement is given to industrialists to establish secondary industries in this State. Secondary industries in Western Australia have been at a standstill for some years, although recently the electorate which I represent has had some prominence in the Press in regard to a certain chemical industry and a charcoal iron industry. But I feel that that is not enough because, if my information is correct, the other States of Australia—especially Victoria and South Australia—are going all out, and are establishing in those States, I understand, at least one new industry every fortnight. I would like to ask the Government to set up a trade mission to go to other countries of the world and encourage industrialists to bring capital into this State. We need the capital, and we need it badly.

Earlier tonight we heard the member for Victoria Park mentioning unemployment. If unemployment is as bad as is suggested by certain members on the opposite side, it can be easily overcome if we are prepared—or if the Government is prepared—to go out and encourage overseas capital to establish industries in this State. We read in the Press the other day that a cigarette-manufacturing company by the name of Rothmans had investigated the possibility of establishing an industry in Western Australia, and they said that they were a bit too far away from the markets, and freight would be too costly.

They have made a thorough investigation; but I would like to point out that—in my opinion, anyway—we are closer than any other State in Australia to a tremendous market in India, Indonesia, Malaya and South-east Asia. If we can produce the goods in this State for export to those countries to the north-east and north of this State, we would have a tremendous market there.

We also read in the Press only the other day that one gentleman—a Western Australian—is setting off overseas as a one-man mission to encourage industry to come to Western Australia. My immediate reaction was that if anybody ought to receive Government assistance, then that one man should, because he is doing a job that this Government should be undertaking as hard as it can. I cannot

help but think that in other parts of Australia—and probably overseas—people are talking about this State in rather derogatory terms, because our publicity has not been good of late. Recently, in the papers we were referred to as the “soup kitchen” State—a shocking description for any State to have tagged on it.

Mr. Potter: Don't you think that is premeditated in the Eastern States' interests?

Mr. ROBERTS: Maybe; but we cannot prove that we are not a soup kitchen State unless we are prepared to go out after industry and encourage it to come here. What is the position? The last big company with overseas capital, established in the State, is the first concern to be charged under the horrible legislation of last year termed the Unfair Trading and Profit Control Act.

The Minister for Health: That sort of legislation exists in all parts of the world—even in England.

Mr. ROBERTS: What will happen if the directors of that company, in England, receive inquiries from people who are interested in establishing industry in this State? What will they tell the inquirers?

The Minister for Health: They will tell those people what happened to their company here.

Mr. ROBERTS: Probably they will; and maybe that is why we are not receiving the additional capital so necessary to the welfare of the State and to every individual in the State. It is most essential that the Government go out after industry as hard as it can.

The Minister for Lands: That company will be able to tell the story that it got a monopoly here.

Mr. ROBERTS: As the member for Victoria Park asked when he was speaking just prior to me: Who is making this speech?

Mr. Ross Hutchinson: Give it to them!

The Minister for Lands: There is nothing wrong with a State that gives a monopoly to the company you are talking about, surely!

Mr. ROBERTS: All I hope is that in the near future the Government will receive favourable advice from London in regard to the establishment of a certain industry that in all probability will—I certainly hope so—set up its activities in my electorate.

Mr. Potter: There will be plenty more.

Mr. ROBERTS: I was also amazed—that is the wrong word—to learn that the State Government intended to establish a charcoal iron industry. I was most interested until I learned that it was a Government-sponsored show—another Government trading concern.

Hon. J. B. Sleeman: Don't you want it at Bunbury?

Mr. ROBERTS: Before the industry is established, I want to know a lot more in regard to the facts and figures covering the setting up of another State trading concern—another socialistic enterprise. If this Parliament decides—no doubt it has to, but I am not certain on that point—that there is to be a charcoal iron industry in the State, I can only hope that the industry will go to an electorate which is close to my heart, because in that electorate we have everything that can be offered to the industry.

Hon. J. B. Sleeman: But you will prevent it if you can.

Mr. ROBERTS: Bunbury at least has a member who will fight for the establishment of industry and do all he possibly can to get it in his electorate—not like some other people that I know.

The Minister for Lands: Would you fight for a State trading concern in Bunbury?

Mr. ROBERTS: If Parliament decides that another State trading concern is to be established, I hope it will go to Bunbury.

The Minister for Lands: I knew you would.

Mr. ROBERTS: But being a member of a great party, I am keen that any industry established shall be of a free enterprise nature.

The Minister for Transport: A monopoly.

Mr. ROBERTS: No monopoly at all. Does the Minister mean to say that the corner storekeeper is a monopoly?

The Minister for Transport: You are not after him. You are after the big one.

Mr. ROBERTS: Do not worry about the corner storekeeper, I am very interested in him.

The Minister for Transport: The B.H.P. chap.

Mr. ROBERTS: The Minister pretends to be interested in him; but I am interested in him, and I have been all my life, because I happened to be a small storekeeper myself once.

The Minister for Transport: When you are chasing votes.

Mr. ROBERTS: Let me draw attention to an article that rather appealed to me. The heading is, “Free Enterprise Is Hobbled.” It states—

Business in Western Australia at the present is being bedevilled by too much Government interference. In addition to the anti-progress legislation, there is an honorary Royal Commission on Unfair Trade Practices. Restrictions are contemplated to limit the trading hours of petrol stations and small suburban stores. The Government also plans to have a look at hire-purchase financing.

A mis-statement, that one.

These are only a few of the obstacles to free enterprise, but they are severe enough and there is no indication this is the last of them.

To say that free enterprise has an absolutely clean bill of health would not be true, but only a few deviate from honest trading and fair dealing and it is wrong that everyone should be penalised.

Despite any Government denials, the restrictive legislation of the last session has done severe harm to Western Australia.

The Minister for Transport: Try proving that.

Mr. ROBERTS: This article continues—

The Government should pause before it launches any further attacks upon a way of life which has brought higher standards of living. Free enterprise needs encouragement, not restrictions.

I whole-heartedly agree with that; because, when it is all boiled down, the majority of the citizens of our State rely on free enterprise; they practise in free enterprise.

Mr. Evans: They did not vote for the party that supports it.

Mr. Toms: Who is the author of the article?

Mr. ROBERTS: This is the editorial in the "Commerce-Industrial and Mining Review" for April, 1957.

The Minister for Transport: Big business giving itself a pat on the back.

Mr. ROBERTS: Let us have a look at what State trading concerns have done. In the Estimates for the year ended the 30th June, 1957, the estimated deficit of the State Engineering Works is £18,000. The State Brick Works has an estimated deficit of £7,746; the State Saw Mills an estimated deficit of £46,730; the State Shipping Service an estimated deficit of £852,392; and the Wyndham Meat and Freezing Works an estimated deficit of £14,195. Now we come to those trading concerns which are contemplating a surplus. For the State Hotels—hotels, mind—the estimated surplus is £3,927.

Mr. Jamieson: Why didn't your party do something about it when in power?

Mr. ROBERTS: When we are next in power, perhaps in 1959, we will do so. To continue, W.A. Meat Exports have an estimated surplus of £2,833. The list is colossal and would take one a long time to go through. The report of the Government Tramways and Ferries shows an estimated deficit—

The Minister for Lands: I suppose you are aware that private enterprise will not take on these things in an endeavour to make a profit.

Mr. ROBERTS: Private enterprise takes on hotels. However, the list is too colossal to go through in full during this debate so I will leave it and deal next with an item of interest to the Minister for Housing—the housing position in this State.

The Minister for Lands: Why do you not get private enterprise to build your houses?

Mr. Ross Hutchinson: Private enterprise does better anywhere than does the Government.

The SPEAKER: Who is making this speech?

Mr. ROBERTS: Thank you, Mr. Speaker! I was waiting for that. It has been said that the housing position in this State has been practically rectified, but I can only say that in the Bunbury electorate the shortage is still acute. Some time ago I asked the Minister for Housing how many houses were built in Bunbury during the year 1955-56; and he replied that under the Commonwealth-State rental scheme 28 were built; under the war service housing scheme, 10; and under the State Housing Act, 33, making a total of 71 houses.

Subsequently I asked the Minister how many applications were outstanding from that area for the same period and the reply was that there were still 158 applications outstanding for Commonwealth-State rental homes, 33 for war service homes and 52 for homes under the State Housing Act, or a total of 243 applications outstanding at the 30th June, 1956, as against 71 built in that year.

The Minister for Housing: Lots of those applications would be duplicated or triplicated.

Mr. ROBERTS: I do not agree with the Minister there. If he desires it I will take out an analysis of the approaches made to me by people in Bunbury desiring accommodation under the various schemes. If I do that, I think the Minister will be surprised; and if he requires it, I will give him the names, file numbers and addresses of the people concerned.

The Minister for Housing: I think you had better go to private enterprise to build your houses instead of coming to socialism.

Mr. ROBERTS: I appreciate the interjection, as I was coming to that in a minute.

Mr. Oldfield: Where are they going to house the employees of the new charcoal iron industry?

Mr. ROBERTS: That is what is worrying me. If 200 houses were made available in Bunbury tomorrow morning there would still be a number of people seeking accommodation in that centre. That is no exaggeration, as the position there is acute. As the Minister is well aware, if

new industries are established at Bunbury, his task will be all the more difficult if he does not make a move now to build houses there.

I must, at this stage, admit that over the years the State Housing Commission has made tremendous progress in Bunbury and has built a considerable number of homes there. On a rough estimate, I would say that at least 700 homes have been built in Bunbury, under the various housing schemes, and that is a creditable performance; but I am stressing that the demand is still there, and I hope the Minister will give serious consideration to allocating a larger number of homes to Bunbury this year—

The Minister for Lands: And take them away from someone else.

Mr. ROBERTS: I understand that in certain parts of the State today the housing shortage has been overcome; and if that is so, I would suggest that places still in dire need of housing receive further consideration. Mention has been made of the intention to build flats for the aged in the metropolitan area—for instance, just a little way from here, at the corner of Colin and Hay-sts. I hope and trust that if the State Housing Commission is contemplating the building of flats in the metropolitan area for aged people, it will also give consideration to building similar flats in country centres, because the aged people of those towns desire accommodation in the areas where they have lived for many years. I trust that the Minister for Housing will give consideration to the building of flats for aged people in country areas.

I was surprised to read, at page 5 of His Excellency's Speech, that one-third of the homes erected by the Housing Commission last year were built in country districts. No doubt the Government is well aware that at least 50 per cent. of the population of the State lives in country areas.

The Minister for Housing: It does not.

Mr. ROBERTS: Or so close to 50 per cent. that it makes no difference; at all events it is nothing like 33½ per cent. of the population and I would like to know why the people of the metropolitan area should receive preference over country people in this regard.

The Minister for Housing: The country people get preference and you should know it.

Mr. ROBERTS: Does the Minister suggest that the comment on page 5 of His Excellency's Speech, to which I have referred, is incorrect?

The Minister for Housing: There is a longer waiting period in the metropolitan area than in the country. It is over two years here.

Mr. ROBERTS: It is more than that in Bunbury.

The Minister for Housing: It is February, 1955, in the metropolitan area.

Mr. ROBERTS: The Minister said it was two years.

The Minister for Housing: I said it was over two years in the metropolitan area.

Mr. ROBERTS: I would point out that according to His Excellency's Speech one-third of the homes built in the past year were built for people in the country areas. Let us examine what has happened in regard to the allocation of £600,000 made available to the State Housing Commission under the Commonwealth housing agreement. We find in regard to that sum that only one country society is mentioned, and that happens to be the Bunbury Benefit Investment and Loan Society, which receives an allocation of £20,000 out of £600,000. There we have £20,000 out of £600,000 allocated to country areas—

The Minister for Housing: That is an untruth.

Mr. ROBERTS: I am coming to it—

The Minister for Housing: Then be honest as you proceed.

Mr. ROBERTS: Wait until I have finished what I am saying.

The Minister for Housing: Be honest as you proceed.

Mr. ROBERTS: I am. I am not like the Minister.

The Minister for Housing: Then you are ignorant.

Mr. ROBERTS: I may be. I would at least admit it.

The Minister for Housing: Everyone agrees with you.

Mr. Ross Hutchinson: Everyone does not.

Mr. ROBERTS: In this list of societies which were allocated money, there are two new ones—the Southern Suburbs Building Society, which received an allocation of £40,000; and the Northern Suburbs Building Society, which also secured £40,000. When I obtained the answers to my questions, I thought I would make inquiries from those two societies, because I did not know a great deal about them. My initial reaction was to go to a telephone book to find out their telephone numbers and addresses. They are not even listed in last year's telephone book. Yet there is a society which has been operating in Bunbury for many years, and which received a total allocation of £20,000; while two new societies between them were allocated £80,000.

In the answers I received to the questions I asked, it was pointed out that a certain allocation was made to the Rural & Industries Bank, and part of that allocation would go to country residents. The total allocation to the Rural & Industries Bank was £60,000; and even if

the whole of that sum went to country districts, it would mean that only £80,000 had been allocated to country districts out of the £600,000. In all probability, societies such as the Perth Building Investment and Loan Society lend money for the erection of homes in certain country areas. But I do not think they would lend a great deal of their money for the erection of such homes, because there is a sufficient demand in the metropolitan area—probably the demand far exceeds the sum that these societies could allocate.

As far as the Bunbury Benefit Building Investment Loan Society is concerned, an approach was made to the State Housing Commission, and I should like to read the correspondence. A letter from the society dated the 8th July, to the Under Secretary, State Housing Commission, under the heading of "Commonwealth State Housing Agreement Act, 1956" reads as follows:—

I have your letter of the 2nd inst. advising allocation to this society for 1957-58 is £20,000. This is a very disappointing figure and again gives the metropolitan societies practically the whole of the available moneys. You may remember at the conference our delegates asked for £50,000, substantiating their request on the grounds that this society's operations extend to Collie, Donnybrook, Busselton, Harvey and taking in the intermediate districts. The Press reports that £40,000 is to go to Northern Suburbs Building Society, £40,000 to Southern Suburbs, and a reserve of £40,000 for new societies. I consider £20,000 to an old and established society, when double this amount is allocated to new societies, to the best of my knowledge not represented at the conference, is very unfair. Further, Bunbury is desperately in need of homes proved by the fact that there is a waiting list of 170 applicants for State rental homes.

I do not know from where they got that figure. The letter goes on—

In view of the foregoing this society definitely asks for reconsideration of its allocation to the amount suggested at the conference, viz., £50,000. Will you press direct this request to the authority or authorities governing the allocations if same are not computed entirely by the State Housing Commission?

The letter is signed by the secretary of the society. On the 15th July the Under Secretary of the State Housing Commission replied as follows:—

I acknowledge receipt of your letter of the 8th July regarding allocation of funds to your society for the year 1957-58. The allocation to the permanent societies was based largely on loans granted by the societies over the previous three years from funds other

than governmental. On this basis your allocation would have been considerably less than the £20,000 made available, but consideration was given to your previous representations that the Bunbury society was the only society operating outside the metropolitan area. In this connection, however, it is pointed out that loans under this scheme are available to country applicants through the country branches of the Rural & Industries Bank. I regret that I am unable to recommend to the Commonwealth Minister for National Development, Canberra, that your allocation be increased at this stage.

I hope the Minister will reconsider the case of the Bunbury society because it is an old-established society and, irrespective of what its previous loans have been, it should at least receive the same consideration as an entirely new society.

The Minister for Housing: It has received about twice as much as it is entitled to receive under the formula approved by the Commonwealth.

Mr. ROBERTS: I have a question on the notice paper for tomorrow in this regard.

The Minister for Housing: Would you like the answer now?

Mr. ROBERTS: Let us have a look at the country-metropolitan basis again. Recently the Minister for Education said that something like £2,084,147 had been and was to be spent in the last two years and this financial year on 10 high schools.

The Minister for Education: Have you one at Bunbury?

Mr. Hearman: Doesn't the Minister know?

Mr. ROBERTS: Let us analyse the Minister's statement.

The Minister for Education: Have you a high school at Bunbury?

Mr. ROBERTS: I might get on to the question of the Bunbury High School in a moment, if time allows me. The schools mentioned by the Minister were at Armadale, Midland Junction, Mt. Lawley, the John Curtin High School, Tuart Hill, Belmont, Applecross and Hollywood.

Mr. Potter: They are most necessary.

Mr. ROBERTS: Agreed, but they are all in the metropolitan area.

Mr. Oldfield: Don't you think that the children of Mt. Lawley are entitled to education?

Mr. ROBERTS: I agree; but let me bring out my point. Every one of the schools mentioned is in the metropolitan area; and when one adds up the sums to be expended on these new high schools, the total is £2,149,690.

Hon. J. B. Sleeman: Hear, hear!

Mr. ROBERTS: Let us see what happened in the country in the last two financial years and what will happen during this financial year. The expenditure was £63,732 on Manjimup, and £62,504 on Merredin.

Mr. Cornell: You can thank the Country Party for that. If we had not opposed the Minister they would not have had it.

Mr. ROBERTS: I have a note here to draw members' attention to the electorate in which these schools are situated—Manjimup and Merredin.

The Minister for Education: Do you think that is fair?

Mr. ROBERTS: There was a total expenditure on country schools of £126,236.

The Minister for Education: Don't you think that the remark you made just now was unfair?

Mr. ROBERTS: I am merely stating what is factual and what the Minister said in a previous debate in this House. A few moments ago the Minister referred to the Bunbury High School. I can only hope and trust that he, in the next few months, will take the opportunity to visit Bunbury—

The Minister for Education: I have been there already.

Mr. ROBERTS: The Minister does not let the member for the district know.

The Minister for Education: You were not the member at the time.

Mr. ROBERTS: I have been the member for Bunbury a long while now, and the Minister has not visited that centre during my time. Therefore, I would like the Minister to visit Bunbury to inspect the accommodation in the schools, including the high school.

The Minister for Education: I have visited all of them.

Mr. ROBERTS: Only yesterday I saw 63 children crowded into a wood and asbestos room at one of the schools in Bunbury, and those children were under the instruction of only one teacher.

Mr. Oldfield: That state of affairs exists all over the metropolitan area.

Mr. ROBERTS: It also exists in country areas; probably more so.

Mr. Oldfield: Oh, yes!

Mr. ROBERTS: I am not saying that the metropolitan area should not get its required number of schools. All I am saying is that there should be a more even distribution of the money spent on education and schools throughout the State. Boys and girls in country areas are just as entitled to decent accommodation in which to receive their education as boys and girls in the metropolitan area. I am certain that 50 per cent. of the members in this House will agree with me on that.

Members: Hear, hear!

Mr. ROBERTS: Let us have another look at this Government's attitude in regard to the allocation of expenditure on education as between the metropolitan areas and the country areas. Only an hour or so ago we heard the member for Victoria Park referring to unemployment. Some months ago we heard that the Government was to allocate £1,000 to alleviate the unemployment position in this State.

Mr. Potter: How much?

Mr. ROBERTS: A sum of £1,000 per week.

Mr. Potter: That is better.

Mr. ROBERTS: I am sorry; but I have corrected my previous statement. However, what do we find? We find that the average weekly payment on unemployment relief between the 15th January, 1957, and the 5th July, 1957, was £704.

Mr. Ross Hutchinson: Shame!

Mr. ROBERTS: We will now have a look at where this money was expended. The allocation was as follows:—

	£	s.	d.
Perth	12,960	13	0
Fremantle	4,521	14	0
Midland Junction	112	17	6

Mr. Lapham: What about Bunbury?

Mr. ROBERTS: If the unemployment position in this State was so acute, surely there were some unemployed persons in the country areas! No doubt the member for Kalgoorlie knew of some in his district. The member for Albany must have known of some in his district. The member for Collie and the member for Geraldton must have known of some unemployed persons in their districts, also. I have picked out only the large centres.

Mr. May: There is not one unemployed man in Collie.

Mr. ROBERTS: It is a different story from what it was a few months ago. The district must have a good member.

Mr. May: You have hit the nail on the head!

Mr. ROBERTS: The point is that the allocation of funds spent on education, between the metropolitan area and the country districts is most unfair and the Government must give further consideration to the allocation of more money to the country centres. One must admit that the wealth of the State comes from the country districts.

The Minister for Transport: Not in Bunbury, but outside of your electorate.

Mr. ROBERTS: I could not agree with the Minister more. Bunbury's hinterland is Bunbury's saviour. It is the richest hinterland in the State. It is much richer than the hinterland behind East Perth. I now want to refer to sewerage.

The Minister for Transport: You have been playing round with that for half an hour.

Mr. ROBERTS: The Minister for Transport is assuming his real self again. Sewerage! He is in his element on that subject, as the member for Moore said.

The Minister for Transport: You're an expert! You ought to know!

Mr. ROBERTS: Let us have a look at the sewerage problems in country areas. I sincerely trust that when a sewerage scheme is contemplated for Bunbury, the Minister for Works will give a great deal of consideration to tying it up with some sort of irrigation scheme. Among my comments on the Estimates last year I referred to the fact that approximately 300,000 gallons of water per hour, 24 hours per day, 365 days a year, were pumped into the Indian Ocean as effluent from the Subiaco treatment works. If my memory serves me right, I stated, at that time, that the responsibility not only of Parliament, but also of every individual in this State, should be the conservation of every gallon of water possible. At the time the Minister for Health, if I remember correctly, interjected by agreeing with me whole-heartedly.

The Minister for Health: I do! Absolutely!

Mr. ROBERTS: Three hundred thousand gallons of water per hour is a great deal of water, and I consider it should be used for other purposes, such as irrigation. Let us establish a farm such as the Werribee Farm in Victoria which, I understand, has overcome all of the initial difficulties. In any case, even if there were difficulties in regard to the raising of fat stock on farm lands irrigated by sewerage effluent, surely, we could use this effluent for other purposes, such as vegetable growing, pine plantations, or some other type of reforestation. There is no doubt that that water should be conserved and used in some way or other.

Therefore, when a sewerage scheme is being planned for Bunbury, or, in fact, for any country area, I trust that the powers that be—especially the Minister for Works—will give full consideration to a comprehensive scheme which will enable every gallon of water to be used advantageously for some other purpose, whether it be for the irrigation of farm-lands, vegetable plots, reforestation or something else. I do not care what it is; but let us ensure that the water used on any sewerage scheme established in this State will not be wasted.

A friend of mine took out some figures for me in regard to this 300,000 gallons of effluent from the Subiaco treatment works, and he estimated that 12,000 acres could be irrigated by flood irrigation with the water from that plant. That is a tremendous area of land, and a sizable irrigation

area. Accordingly I trust that in the years ahead the responsible Minister will give very serious consideration to the utilisation of effluent waters from the sewerage schemes. Another matter that is very dear to my heart is that of harbours, especially outports.

Mr. Lapham: Have you ever been to Albany?

Mr. ROBERTS: I was in Albany only a few months ago—on the 23rd May, to be exact.

Mr. Hall: I heard you were there.

Mr. ROBERTS: I was agreeably surprised at the great developmental work at that port in recent years. The district certainly warrants it. I can only hope that Albany will go from success to success in its effort as an outport for a great hinterland. I hope other industries will establish themselves there, because outports are most important to the correct handling of cargoes and the economic success of this State.

Both Bunbury and Albany have harbour boards. Recently we heard from the member for Geraldton, in his Address-in-reply speech, mention of the fact that the control of the Geraldton harbour had been taken from the Western Australian Government Railways, and was under the jurisdiction of the Harbour and Light Department. While in Esperance recently, I heard comment to the effect that it was contemplated that control of the Esperance harbour would also be relinquished by the Western Australian Government Railways and be taken over by the Harbour and Light Department.

The Minister for Health: That is so.

Mr. ROBERTS: I disagree with that in principle, because it is a form of centralisation; and I would recommend that the Government give very serious consideration to both those ports—namely, Geraldton and Esperance—being granted an autonomous body like the Bunbury and Albany Harbour Boards.

The Minister for Health: It will come ultimately.

Mr. ROBERTS: As long as the Government has that in mind, I feel happy about it; because I am sure that, in time, the outports will benefit from the establishment of their own autonomous boards. The reason for this is that the members of such a board will be made up of people living within the port zone area, and they will naturally be interested in the welfare and increased trade of the port.

As the Minister is aware, at last the well-known transit shed in Bunbury is operating; and recently we had the first major direct shipment from the eastern seaboard come to Bunbury by the s.s. "Koorawatha." It was a great sight to see those goods being sorted and delivered through this transit shed at Bunbury, for which we have waited for so many years.

The Minister for Health: Thanks to the present Government.

The Minister for Housing: What a Government!

Mr. ROBERTS: I must point out that it was the McLarty-Watts Government that brought the structure for the transit shed from Wiluna. That structure of steel rested on the Bunbury foreshore for many years; it rested there until the Bunbury by-election, and from then on things started to move. But now it has been established, and it will become an integral part of the district.

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

On motion by Mr. Ross Hutchinson, time extended.

The SPEAKER: The hon. member may proceed.

Mr. ROBERTS: Thank you, Mr. Speaker. I will not delay the House much longer. Like many people in the South-West, I was very pleased to see this first major shipment from the eastern seaboard come to Bunbury and be handled at the transit shed. I would recommend to all members representing the South-West, including the Minister for Agriculture, that when they are in their electorates they advocate amongst the traders that they order goods through the port that serves their particular locality. I trust the members on my side of the House will also advocate that in their particular electorates, because it is most important, and it makes for a great deal of saving so far as freight is concerned.

Last year the Minister for Works promised me that a dredge would be made available in Bunbury early in the 1957-58 financial year. Following a question asked by me a week or ten days ago, I am now advised that the dredge will be made available early in 1958. I can only hope that there will be no more procrastination, if I may use that expression. I realise that the dredge is engaged on important work in the Fremantle harbour, but I would point out that recently two new berths were completed in the port of Bunbury, and they cannot be fully utilised until such time as a few sandy knobs are cleared from the approaches to those berths.

The Minister for Works: I have provided money for the job on the Estimates.

Mr. ROBERTS: I am very pleased to hear that; and I hope the dredge will be there to do the necessary job, so that the two new berths can be fully utilised. It is well known that over the years many people have put pen to paper in an endeavour to draw plans for a future port of Bunbury. It has been going on for many years now. I would like to take this opportunity, however, of pointing out that in shipping circles today a land-backed quay is regarded as essential; and the

sooner the port of Bunbury gets a land-backed quay, the more efficient will be its working. I think the member for Albany will agree that a land-backed quay makes for efficient port working, because recently one was completed in the port of Albany and another is nearing completion.

The port of Bunbury badly needs a land-backed quay, and I trust the Minister for Works will give early consideration to a suggestion that one be established on the eastern side of the breakwater. If we provide for a land-backed quay in the port of Bunbury the Tydeman plan will have to be changed. Even though we have heard so much to the effect that this plan was never going to be changed, I consider that warrants alteration. Although the Tydeman plan appears to be a great one on paper I do not feel that we, in this generation, should cut off access to the estuary waters through the harbour. I realise that cutting off of estuarial waters flowing into the harbour of Bunbury has meant a great deal to that port; and that had it not been for the plug placed there, and had we been in difficulty over the shortage of dredges, Bunbury harbour would have pretty well silted up by now, because it was September, 1955, when a dredge was last there. The depth of the water would have decreased considerably in the intervening period.

In the years to come—maybe hundreds or maybe thousands—the estuarial waters of Bunbury will be utilised for shipping purposes. Some of us might have gone down the Clyde in vessels and looked down from the decks of the vessels practically straight down to the banks. I would like to be able to come back here in 1957 to see vessels discharging cargo well up in the Leschenault estuary. The potentials of the South-West, and that of the Bunbury port zone in particular, are colossal. Fremantle has as much hope of coping with the products from the primary and secondary industries in that area as I have of flying. Therefore the port must be expanded and consideration should be given to preserving the Leschenault estuarial waters for harbour development.

In the past derogatory comments on the port of Bunbury have been made. I would like to mention some figures which I have received only a few days ago showing the increased activities of this port. During the year ended the 30th June, 1957, 80 vessels called at Bunbury, and 299,115 tons of cargo were handled. That is a big increase on last year's figures. This year, as we all know, a new product was exported through the port; namely, imenite. I hope that through the industrial development of the Bunbury port zone in the future years, we will see the export of other products from that port.

Mr. Oldfield: Such as charcoal iron.

Mr. ROBERTS: Charcoal iron definitely. I did not say who was going to run the charcoal iron industry. I would ask the Government to give more consideration to encouraging secondary industries to be established in this State. It should leave no stone unturned to encourage overseas capital to set up such industries in Western Australia, because I feel confident they would succeed, as they have a tremendous potential market to the north of us in the teeming millions of the Asian countries—Indonesia, India, Burma, etc.

I hope that during this and future sessions of Parliament the Government in office will not enact any other measures of the nature of the unfair trading legislation passed last session, which has done immeasurable harm to this State. We have a great State. Let us do all we can to help it. Let the Government and the private members on both sides of the House act like statesmen and encourage additional industries to be established here so that the volume of trade between primary and secondary industries may become better balanced.

MR. JAMIESON (Beeloo) [8.55]: I cannot agree with very much of what the member for Bunbury has put forward. One of the points on which I do agree with him is that far greater emphasis should be placed on trade with the Asiatic countries which are close to us. I suggest that neither this Government nor any other has done all it could to capture the markets that rightfully belong to this State. I drew this matter to the attention of the Government during the Address-in-reply debate last year. I assume that the Government was unable to extend its efforts with the establishment of the suggested trade mission because of its financial difficulties.

The time has come when members of the Liberal Party should prevail upon their Federal masters to readjust the Federal Government policy of trade with Red China because the untold millions living in that country constitute a great potential market for the goods from this State, which is the closest of the Australian States to the Asiatic countries. It must be realised that many other countries, south of China, would and could become good customers for our products. Singapore has been purchasing quite a number of sheep on the hoof from this State; but lately, owing to marketing problems, there has been a slight tapering off in this regard. Singapore is not the only place that requires the products of this State.

In that regard the Minister for Agriculture should emphasise to Cabinet the need to make available the funds to set up some form of trade delegation. Let us bring back the orders to this State, and let not the other States capture markets which rightly belong to us. We have the advantage in shipping and transport of our

produce because of our close proximity, and these markets should be utilised to our greatest advantage.

In the Governor's Speech I noticed, among other things, mention of the university medical school being established and clinical teaching being provided for six-year medical students. I hope that in the teaching of medicine in Western Australia, more business acumen will be stressed to the up and coming medical profession than has been displayed in the past in the other centres from which we have been drawing our medical practitioners. Indeed, their business acumen, and the requirements of the general public outside the normal scope of medical practice being very slight, prompted me to ask a question of the Minister on the 16th July regarding the provision of adequate facilities by the medical fraternity in attending to their patients.

In my opinion, the Minister did, to some degree, sidetrack the issue. He asked me to supply cases where I considered the surgery and waiting room facilities were not as adequate as desired. I might say that most members of this House appreciate the fact that many medicos are practising in very old converted houses; and, indeed they have practised there year after year, even when their work has grown to such an extent that they are able to buy, in some cases, quite expensive x-ray equipment which they install in some other additional room they have found somewhere or other. It is not uncommon to see sick people waiting on verandahs and on improvised seats when, in fact they should be comfortably accommodated. They are generally in a very poor state of mind; and for that reason they need to be made as comfortable as possible.

It is noticeable that the dental fraternity do at least, in nearly all cases I can picture, provide an adequate waiting room and adequate surgery facilities to carry on their profession. However, the medicos to whom I have referred, to some degree are not putting into the profession anything like the return they should be considering what they are getting out of it; and, if they are to enjoy all the privileges of the profession, surely we must expect something from them in the provision of adequate facilities for the public they are treating.

My colleague from Victoria Park made mention to some extent of the necessity for a hospital south of the river. It has been referred to on and off for a number of years now; and several years ago, together with the Minister, the member for Victoria Park and several officers from the Public Health Department, went into the matter and the north-eastern portion of the Collier pine plantation was finally chosen as a hospital site. It looked as though it would be quite a long time before the Minister would agree it was a suitable site,

as the forestry plantation had not progressed to any great extent. However, without accusing the Minister or the member for Victoria Park in that regard, some kind person set fire to the pines. The 50 acres, which have now been allocated, are just a charred waste, ready and waiting for the erection of such a hospital.

It is true that the Government will state that it has not the money to proceed with various projects, such as a hospital like the one I refer to, which will need to have a 100-200 bed capacity to meet the requirements of that district, which has been repeatedly assessed as containing at least one-sixth of the population of this State. That is the area between Armadale, the Swan River, Guildford and around about Applecross. The question now is: When can the erection of this hospital be commenced? In all such areas, regional suburban hospitals are, more or less, required to relieve the pressure on the Royal Perth Hospital. The fact that the Government has seen its way clear to make an announcement to build one in the northern suburbs, is not much consolation to the people on the other side of the Causeway and the member for Victoria Park, together with myself and yourself, Mr. Speaker, must urge upon the Government the importance of something being done in regard to the provision of a hospital in the very near future.

The Royal Perth Hospital appears—from a casual glance, at any rate—to be approaching its final stage of construction and, although there will no doubt be annexes required for various purposes for some years yet, the hospital, in the main, appears to be reasonably near completion. Victoria Park and adjacent districts, fortunately, have a proposed ambulance centre which is being sponsored by local governing bodies out that way and, it would appear that any announcement by the Government in respect of the building of a hospital in that locality would indeed be an incentive to the people who are so active in this work.

I will touch for a few moments on drainage, as this was required so much in my districts last year. The people of Carlisle and Bentley very much appreciate the fact that the Government has been able to cope more or less adequately with the drainage problem that was a source of so much worry to them in previous winters. The work, of course, has not yet been completed. There are other areas in the electorate of Beeloo requiring attention, but it must be said of the Government that it has, to a great extent, improved the lot of many thousands of people in the past year and it should still further improve the situation within the next year or so. I feel that within the next ten years most of the troubles in regard to drainage in the Beeloo district will be to a large extent, if not completely, relieved.

It will be apparent that I put the Treasurer to a lot of trouble when I asked him to supply me with some figures in respect of attendances at trotting meetings. I was interested recently in an announcement by the W.A. Trotting Association to the effect that in the new season there would be some relaxation as regards the broadcasting of trotting meetings. In fact, the association intends to broadcast the last three races. To some degree, it may be important for the House to realise that the times of these races are generally in the vicinity of 9.20, 9.55 and 10.30 p.m. It would seem that something has gone a little bit amiss with the estimation of the association that banning broadcasting of all except the last race would increase attendances, and in a moment, I will show where it did go amiss. However, the affairs of the association were reported to have improved. As a matter of fact it stated lately that—

Attendances at Gloucester Park and Richmond Park have increased since then, and we hope the improvement will be maintained.

The Committee's radio ban in December was imposed to offset the impact of s.p. betting on trotting finances.

Since December, a description of the last race only and the resume have been given by 6WF.

At the time the blackout was put on trotting meetings and particularly when the inter-dominion carnival was in progress, I wrote to the Trotting Association putting forward my point of view and informing them where I thought they had erred. However, they were not too happy about my point of view, nor was I about theirs. Still, we are all entitled to our own opinions and they assured me their affairs were better off in regard to attendance than they were before the placing of this ban.

Subsequently I wrote to the association asking for the attendance figures and I received a reply, dated the 24th April, to say—

Your correspondence of 5th April was referred to the last meeting of my executive who have requested that I advise you that they can assure you that the broadcasting ban which has been imposed has been responsible for a big uplift in the association's affairs both at Gloucester Park and at Richmond Park.

We will give the lie to that argument in a little while. It is interesting to note to what lengths these people will go in an endeavour to try to cover up their own shortcomings. We have the figures over 29 meetings in the last year. Incidentally, the figures for the 1957 year do not include the last meeting—probably, fortunately so—as I asked for the figures from the beginning of the year to the end

of the season both in 1956 and 1957 so that they would give me a good comparison of a year or a portion of a year with and without a ban on radio broadcasting.

It is interesting to note that up till the meeting after the inter-dominion championships were held, some 85,351 people attended the first 13 meetings of the 1957 year—that is from the meeting on the 1st January to the one on the 9th March. In the same period, from the 2nd January to the 9th March, 1956, the figures were 54,587. It would appear that here was an increase of something in the vicinity of 30,000, which, of course, was generally accounted for in the great increase during the running of the inter-dominion meetings.

It might be of interest to note that on the figures for the 2nd March, according to this schedule, the Government received amusement tax on 18,135 admissions. This number was supposed to have been the attendance at the final inter-dominion meeting. But strangely enough "The West Australian" estimated the attendance at 35,000, which is almost double. I do not think the Trotting Association is generous enough to give free passes to half the number of people who attend a big meeting like that.

I thought that perhaps some of the audit staff might have a look to see what is going on down there. This is an obvious discrepancy and I find that "The West Australian" generally bases its estimate on the sale of racebooks. As a matter of fact, it estimated the attendance at the inter-dominion championship in March, 1953, at 40,000 people, and that estimation was based on the assumption that before the second race that evening, the bookstalls had sold 20,000 racebooks—the total number that had been printed. Working on the basis, as the newspaper did, that one racebook would be bought to every two or three people who entered the trotting ground, it stated that at least 40,000 people would have been present at the meeting on Saturday, the 1st March, 1953. The Trotting Association never refuted the estimate of 40,000 on that occasion any more than it refuted the estimate of 35,000 on the last occasion. So we must assume that it is a reasonably correct figure that has been adopted.

Mr. Roberts: What about the membership?

Mr. JAMIESON: The membership of the association does not approach 18,000 or anything like it. It could be 2,000, at the most. I think it is about 800 odd. So it would appear that there is something strangely amiss. As the Trotting Association comes under the Second Schedule for amusement tax, which does not exempt anything over 2s. I imagine that all those who entered, other than people on a free

pass, would require to have tax paid for them, with the exception of members of Parliament and others who are privileged.

Let me prove my point in regard to the improvement of attendances. Allowing one meeting after the inter-dominion championships to be included with the first 13, as there is generally a little bit of a recess immediately after a big programme such as the inter-dominion events, we find that during the last 16 meetings in 1956 there were 55,732 people who attended, and in 1957 there were 56,525. The difference there would appear to be a slight increase, but let us have a look at what actually did happen. At the meeting on the 1st June, 1956, at Fremantle, which is not actually the W.A. Trotting Association's pigeon at all, there was an attendance of 1,926. This year the attendance was 3,761.

So, instead of increasing, with the ban on broadcasting, the effect—particularly for the last 16 meetings, which are the most obvious for purposes of comparison—has been that attendances have decreased. We can take out the two Easter attendances of both 1956 and 1957, which would get back to about an even flow after the abnormal increase and the excitement of the inter-dominion time. At the 31st March and the 2nd April, respectively, in 1956 there were attendances of 5,702 and 4,487. This year for the two Easter meetings there were 4,036 and 3,066. So how the association is going to reconcile its published opinion that its affairs have improved, I do not know. The only way it possibly can is momentarily because since the time of the inter-dominion championships it has increased its admission moneys.

It would appear that the Trotting Association, which seems to be completely controlled and dictated to, by a very few men—possibly, indeed, by one man—has become completely bankrupt of ideas for improving the attendances; and it is constantly accusing the Government for its action in introducing legalised book-making and saying that is the reason for the fall in attendances. The total attendances for the 29 meetings in 1956 was 110,319, and for the 29 meetings listed on the schedule for this year, 141,882. But as I showed earlier the additional 31,000 occurred during the first half of this schedule, when the inter-dominion events were in progress, and much publicity interstate as well as locally would naturally cause a great increase for the time being, to the trotting fraternity in the State.

However, I feel that if an organisation such as the Trotting Association is to continue to exist and to enjoy having a representative on the Betting Control Board, it should give some return to the public. The figures and percentages of turnover from the various bodies—that is, betting turnover—has come to me in response to a question I asked on the 16th July. This

information shows that the turnover subscribed by the West Australian Turf Club, in respect to betting on Western Australian events, run under the Betting Control Act, during the financial year 1956-57, amounted to £4,020,460, which was 45 per cent. of the total. The Trotting Association supplied to the same pool £2,379,594, or 26.6 per cent. The country trotting clubs subscribed £671,686 or 7.5 per cent. and the country racing clubs £1,373,827 or 15.4 per cent.

In answer to a further question with regard to the discrepancy between the amount stated here and the other 5.5 per cent. I was informed by the Minister that that represented betting on Eastern States events, but that could all be attributed to the racing clubs, because I think very little would come from either Gloucester Park or Fremantle in respect of Eastern States events. As a matter of fact, under the Betting Control Act they are limited—unlike horse racing—as to what events and courses they can bet on interstate.

I would therefore say we could possibly add another 5.5 per cent. to the 22.9 per cent. which is the total of both country trotting and racing clubs, and then we would have a percentage paid into the pool far greater than the 26.6 per cent. subscribed by the W.A. Trotting Association. If there is justice, surely these other bodies combined must have more right to a representative on the Betting Control Board than has the W.A. Trotting Association!

To take the criticism of the association further, I might add that I am a fairly regular attendee although I do not subscribe much to their turnover, and, in fact, they have subscribed something to mine—

Mr. Roberts: Let us know your system.

Mr. JAMIESON: Some of the things they have done have been obviously secondhand. I said earlier that, in my opinion, they were completely bankrupt of ideas and I would point out, as an instance, that the Fremantle Trotting Club tried, as a spectacle, in order to interest the crowd, the parading of horses before the commencement of races. After a considerable time and much thought, the association decided that would be a good idea at Gloucester Park and it adopted the practice.

The Fremantle Trotting Club introduced quinella betting to attract more patrons. At first the W.A. Trotting Association would have nothing to do with quinella betting but finally decided to adopt the system and eventually put in a quinella totalisator which now attracts a considerable crowd. Those who frequent Gloucester Park know there is a stream of patrons to the quinella windows right up to closing time. Fremantle for a time ran a treble tote and after seeing that it worked satisfactorily there, Gloucester Park was prepared to adopt that system

for a while, but those in charge were not prepared to do anything to help themselves until they had seen how it worked on the guinea pig.

A recent instance bears out what members on this side of the House have argued for a long time; namely, that if the W.A. Turf Club wants higher attendances, it must seek them and the bait of being able to spend 5s. with the possibility of winning something over £7,000 now attracts people from all over the place and many who are not normally racegoers but who are willing to pay their attendance money for the right to try to win that sum.

Last Saturday it was estimated that a course which is rather hard to reach by normal transport—Helena Vale—had an attendance of about 10,000 people and those who were present told me that it was simply a bedlam and typical of a Perth Cup crowd. That is an instance of where the W.A. Turf Club has initiated something which has not been tried previously in Australia.

Admittedly some of the Eastern States clubs are now prepared to attract additional attendances by using means such as the W.A. Turf Club has inaugurated, but so far they have done nothing more than prove themselves wrong in sitting back and crying stinking fish with regard to their attendances. Up to date they have offered very little to the average racegoer who buys a pie and a cup of tea during the afternoon and pays anything from 2s. 3d. to 2s. 9d. for it or who pays an exorbitant price for a glass of beer as compared with what it would cost in licensed premises.

It is that sort of thing which has discouraged people who have not much money and what the Turf Club and the Trotting Association do not seem to realise is that money is not plentiful now, a fact which is emphasised by the bookmakers at Helena Vale last Saturday having complained that, despite the large crowd, their holdings were not much greater than usual. Most of those present were small bettors as the big money bettors do not exist in large numbers any more. Of course, there will always be a number of bookmaker bettors who follow the races, but their number is limited and until the associations realise that they must provide more for the multitudes in order to boost their attendances, the position will not improve much.

I understand that at Wayville, in South Australia, without a ban on their broadcasts—there are no licensed premises there but they have the around-the-corner bookies, just the same—they had the biggest attendance on record this last season, but they charged only 2s. 6d. in the outer reserve. They have adopted the procedure of catering for families with the result that the place becomes cluttered up with children in a picnic atmosphere, something that the W.A.T.A. does not encourage.

That in itself is an interesting feature because while for many years they saw fit to limit the age of attendance at trotting meetings in Perth to 18 years, they, being a law unto themselves, decided, when the inter-dominions carnival was held, that there might be a few teenagers about with money to spend and so they dropped the admission age to 16. While we in this Parliament are prepared by legislation to limit betting in licensed bookmakers' shops to people of 21 years of age and over, I think the Trotting Association has very little right to assume the prerogative of lowering an age limit which has prevailed for years.

It is true that the racing clubs allow younger children in their outer reserves; but there is not such an inducement for those children to go to the races as there is for them to go to the trots because, after all, both the Fremantle Trotting Club and Gloucester Park are more accessible to the ordinary person than are any of the racecourses. That, too, is a condemnation of the attractive powers of trotting meetings. These people must pay more attention to improving the attractions at their meetings, improving their catering and, indeed, all their other facilities.

For instance, at the trots there are a number of £1 tote investment windows behind which one sees the operators knitting, reading books or doing anything to pass the time away whereas at the next few windows, where they have quinella betting, there are large queues of people waiting to buy their tickets. It would be fairly safe to say that while there are many who are prepared to wait in a queue to get their tickets, there are just as many others who are not prepared to wait and, of course, their money goes elsewhere. It certainly does not go through the totalisator and thus become subject to a percentage being taken from it for use by the association. Surely these things are sufficient to prod, if it ever can be prodded, the W.A. Trotting Association into some sort of action!

Frankly, I do not believe that these people will get out of their present position—because they are bereft of new ideas—until some new blood or driving force, in place of the old members, is elected to the association executive. What the public wants is some decent administration by a more or less semi-public body which caters for the public most of the year round on Saturday nights. The comparative figures for the meetings throughout the year are most interesting. I hope that members and the general public are fully acquainted with the position as to how they are being hoodwinked by those who are telling them that the reason why broadcasting of races was discontinued was for their own good; instead of improving their

position trotting clubs have gone backwards. With those comments on trotting I will leave that subject and proceed along the way a little further.

While speaking to one or two of the motions that we have had this session, the member for Moore said that farmers had subsidised the metropolitan area for a number of years. Unfortunately, the hon. member is not present to hear what I am about to say but no doubt he will be able to read it later. Upon his return from Europe some years ago he spoke at length in this House about the fact that he was able to buy Australian apples in Europe far cheaper than he could at home. I would also like to draw his attention to the fact that in the "Daily News" of the 10th July, 1957, I read a letter from R. M. Hughes, of Collie. The letter stated—

My mother in England tells me that she pays 2s. 7d. a lb. for Australian butter and 2s. a lb. for Australian cheese. Why do we have to pay about twice this for ours?

I do not know who is subsidising whom, but it would appear that the member for Moore is not too certain of his facts if he assumes that the farmers are subsidising the people in the metropolitan area. It appears as if we are subsidising somebody else.

The figures which I have just mentioned are, of course, in sterling but it would seem that until we work out why we are not in a position to get a reasonable return overseas for our products, it is of little use accusing the people in the metropolitan area of fleecing those in the country, or vice versa. The member for Moore must realise that one cannot exist without the other because unless there is a market for our produce, it is useless growing anything. So I fail to agree with the hon. member's contention that the farmer is subsidising the people in the metropolitan area.

I would like to bring to the attention of the Minister for Housing the question of rebates on rents for people who are unable to pay the full rental. I understand that this question has caused the State Housing Commission some concern and that a month or so ago a limit was placed on the sum of money that a person could have in the bank before he was granted a rebate. In other words, the commission has placed a means test on people and has not taken the income of the family into consideration when making allowances for rebates. I might agree with that policy because if people have the money in the bank, they should pay a just and equitable rental, assessed by the State Housing Commission.

However, I am concerned about those—and there is an increasing number of them in the State—who have contracted to buy

houses under the commission's own arrangements and now find themselves out of employment or, for some reason or other, such as illness, find that they are unable to keep up their payments. I do not know how the Minister can get over the difficulty but I suggest that he evolve some method similar to the rental rebate system in order to fund for the time being the repayments of these people so that they may exist without being constantly worried about getting into arrears with their repayments. Unfortunately, this emphasises one of the failings in our present system and illustrates that a worker, other than one of substantial means or one who is in guaranteed full-time employment, should not buy his or her own home.

Mr. Oldfield: According to Jock Dedman they should not be buying them.

Mr. JAMIESON: That might be his reasoning when, and if, he made that statement—and I understand he did. It could be a good reason why a worker should not buy his own house; but I do not agree with it. I believe that if a person is in a position to buy his own home, he has an equity in it and therefore every worker should try to buy his own house. But if a person is in casual employment, or is in some trade where the employment varies, he will find, unless he budgets carefully over the whole year, that he might be out of work—such as in the building trade—for some six to eight weeks, and it would then be difficult for him to meet his commitments to the Housing Commission. That is something which the Minister could well look at in the next few weeks and possibly he will be able to announce, in this House, some scheme which will help these people.

The Minister for Housing: Do you know of any people, so circumstanced, being put out of their homes?

Mr. JAMIESON: No, I did not say that. I merely asked if the Minister could alleviate the plight in which these people are placed as a result of accumulating a debt of arrears in rent. The people who are only renting houses are not so affected as those who have contracted to buy their homes because in the main they are of a more genuine type. I consider that there should be some method of funding that money due over a period for those people who are living on meagre social service benefits. That is something that would have to be worked out by the State Housing Commission in some way or other.

The Minister for Housing: That is something that is already done in order to enable them to meet their commitments later on. Each case is considered and assessed on its merits.

Mr. JAMIESON: If the Minister gives us that assurance, that is not so bad. Although it is not as grave as the railway problem, there is another matter that has caused a great deal of concern in the community and that is the reduction in the

subsidy that is paid by the Government towards meeting the cost of the fares for children travelling to and from their schools. Although the Government was forced to take steps to cut its expenditure in every way possible, I hope that it will revert to the previous method of completely recouping the fares paid by school children.

There are many cuts which the Government could make before it thought of reducing this subsidy. To my mind, the basic consideration is to get a child attending a primary school—and to a greater degree a child controlled at a secondary school—to the school which it attends. Surely improved teaching methods, the provision of class libraries and other facilities are not as important as getting the child to its school. If a teacher is worth his salt, once the child has arrived at school he will make up for the lack of these other facilities that are now provided at many of our schools. In the past members know that on many occasions they have been approached by teachers who did not have the modern facilities and aids that present-day teachers enjoy.

Whilst all of us are anxious to see the adoption of improved teaching methods and the provision of better facilities in our schools, if there is to be a limitation on expenditure in any direction, surely it should not commence with a cut in the subsidy paid towards a child's travelling expenses. If a child is unable to pay the fares necessary to travel to school, the Child Welfare Department renders assistance in some cases by making special arrangements for the payment of fares. I am sure that the Government could commence paring many of the subsidies paid in regard to education before it considered reducing the subsidy paid on pupils' fares.

Mr. Court: Does that mean that you are opposed to the cuts on school bus contracts?

Mr. JAMIESON: Yes, I am generalising. I believe that all children should be given every opportunity to get to school. After that, if a teacher is worth his salt he will work with what facilities are available. At least he will have the child present in his classroom and will be able to give his instruction accordingly. That is the main essential.

Before I close my speech I must refer to the Government's worthy efforts in regard to the expansion of the Rural & Industries Bank not only in establishing new agencies but also by expanding existing branches. Recently I happened to be in Kalgoorlie when the new branch was opened there. The establishment of that new branch certainly met with the approval of the local people.

I suggest that the Minister should take one step further by trying to interest high school children in banking affairs and

encourage them to do actual banking work by instituting a scheme such as that which has been established by the Victorian State bank. In that State high school students take turns in acting as tellers and clerks for their savings bank branch at the school. Such a scheme is also working quite well in the United States of America. It is an attraction for the children to bank at the school if a practical interest is taken in banking affairs and in the actual clerical work of the bank. Naturally, they would have to be under some kind of supervision, but that would not be an insurmountable problem for the administrators of the bank. That is a suggestion that could be considered by the Minister in his future banking policy.

Mr. Roberts: Do you advocate a branch of every bank being opened at the schools, or just a savings bank?

Mr. JAMIESON: I would advocate the Rural & Industries Savings Bank only, especially after what we have seen in regard to the hire-purchase activities of some banks. I do not think it is advisable that we should direct all our finance into one channel.

Mr. Roberts: What bank are you suggesting?

Mr. JAMIESON: I am suggesting two or three trading banks and one savings bank.

Mr. Roberts: But not those operating hire-purchase finance.

Mr. Bovell: Portion of the savings banks' funds go into housing.

Mr. JAMIESON: Yes, that is so. Another matter to which I wish to refer is the effective eradication of the Argentine ant by the Department of Agriculture. A few years ago I thought that this scourge that had come upon us would be everlasting, but since the eradication programme commenced in 1954 it has been proved that the Argentine ant is not here to stay. In fact, they have been wiped out in most of the suburban areas. Nevertheless I feel that constant vigilance must be kept by every person in the community so that no fresh outbreaks will occur because a colony of these ants, once they have taken hold, can ravage a whole area and their eradication will prove to be very costly to the local authority and others concerned.

I feel I have detained the House long enough. We all know of the proposed legislation indicated by the Governor's Speech in respect of improvements for workers in the community, and relative to prolonging such legislation as the Unfair Trading and Profit Control Act—which our friend the member for Bunbury does not seem to like very much, but which the public seems to think is all right—

Mr. Roberts: It has been detrimental to the welfare of the State.

Mr. JAMIESON: Together with other matters that have been listed for improvement, I feel this session will be of great benefit to the country as a whole, and I have much pleasure in supporting the motion.

Mr. O'Brien: Hear, hear!

On motion by Mr. Oldfield, debate adjourned.

House adjourned at 9.51 p.m.

Legislative Council

Wednesday, 24th July, 1957.

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

QUESTIONS.

POLICE.

Victoria Park Traffic Branch.

Hon. A. F. GRIFFITH asked the Chief Secretary:

In view of the establishment of a branch of the Traffic Department in Litchfield-st., Victoria Park, and the necessity to direct the public to the location of this office, will the Minister for Police provide an appropriate sign to be placed outside the police station at Victoria Park, indicating to the public that