

in the metropolitan area, consisting of three men. In the country an appeal court was set up consisting of a magistrate. This system has been in operation for 12 months. During the year ended the 30th June, 1962, there were 317 appeals lodged, of which 133 were upheld, 136 dismissed, 46 withdrawn, and 2 not decided. In view of the number of properties in Western Australia, it seems to me that not many people have objected to the present system. Out of 317, only 133 were upheld.

The Hon. N. E. Baxter: That is a pretty big percentage upheld—almost half.

The Hon. L. A. LOGAN: There were more dismissed than there were upheld, and 46 were withdrawn. About 50 were in favour of the department. This is the first year that the system has operated. When we realise that the Taxation Department officer has to prove to the courts his reasons for a given valuation, then we will appreciate that in future these valuers will be very careful of the way in which they handle valuations.

Prior to the present system, any appeal was to the shire council. Now the appeal is to an appeal court consisting of a magistrate. It is an entirely new system. Under the old system the taxation department valuator was not called upon to prove his case. If we give the present system more time to operate, we will find that it will work out all right. I have pleasure in supporting the motion for the Address-in-Reply.

Debate adjourned, on motion by The Hon. E. H. C. Stubbs.

*House adjourned at 8.45 p.m.*

## Legislative Assembly

Tuesday, the 14th August, 1962

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The SPEAKER (Mr. Hearman) took the Chair at 4.30 p.m., and read prayers.

## SWEARING-IN OF MEMBER

**THE SPEAKER** (Mr. Hearman): I am prepared to swear-in Mr. Ronald Davies, the member for Victoria Park.

The honourable member took and subscribed the oath and signed the roll.

## SUPPLY BILL, £25,000,000

### Assent

Message from the Governor received and read notifying assent to the Bill.

## QUESTIONS ON NOTICE

### WHOLE MILK

#### *Experiments on Solids-not-fat Problem*

1. **Mr. RUNCIMAN** asked the Minister for Agriculture:

- (1) In view of the importance of the solids-not-fat question to whole-milk suppliers, will he have the details and results of the experiments conducted in conjunction with the Milk Board published?
- (2) What are the details of the experiments now being conducted by the Department of Agriculture in the matter of solids-not-fat?

#### *Departmental Assistance to Farmers*

- (3) As farmers look to the Department of Agriculture (Dairy Branch) for assistance in overcoming the solids-not-fat problem, what assistance is the department giving to farmers?

**Mr. NALDER** replied:

- (1) The survey conducted by the Department of Agriculture over a period of 2½ years, and which involved 13 whole-milk properties, has recently been concluded and a report will be published as soon as the information obtained has been evaluated.
- (2) Four farms will be selected for further investigation.
- (3) Advice is freely available from the Dairy Division. A new district office has been opened at Armadale where a senior agricultural adviser has been stationed. Advisory work regarding milk composition is receiving priority.

### CROWN LAND

#### *Total Acreage Released*

2. **Mr. KELLY** asked the Minister for Lands:

- (1) What total acreage of Crown land has been released during the years from 1952 to 1962 inclusive?

- (2) What acreages released in each year were regarded as—
  - (a) pastoral;
  - (b) grazing in rural districts;
  - (c) cereal production;
  - (d) other purposes?

**Mr. BOVELL** replied:

(1)—

Year	Area (acres)		
1952	....	....	3,617,431
1953	....	....	4,209,593
1954	....	....	5,219,897
1955	....	....	11,437,278
1956	....	....	5,615,938
1957	....	....	9,609,720
1958	....	....	13,664,900
1959	....	....	8,119,473
1960	....	....	15,483,567
1961	....	....	7,635,807
1962	....	....	17,659,104

(2)—

Year.	Pastoral (acres)	Grazing and Cereals (acres)	Other (acres)
1952	2,101,885	1,471,781	43,785
1953	2,693,925	1,378,501	139,187
1954	3,347,112	1,650,610	222,175
1955	10,290,521	1,054,678	92,079
1956	4,440,629	1,042,420	132,889
1957	8,258,352	1,285,262	66,066
1958	11,009,225	1,172,045	1,493,630
1959	6,394,791	982,118	742,564
1960	13,426,953	1,326,808	729,806
1961	6,077,509	1,368,443	191,655
1962	16,392,523	1,111,479	155,102

## TOXIC SPRAYS: USE ON VEGETABLES

### *Effect on Health*

3. **Mr. FLETCHER** asked the Minister for Health:

- (1) Is he aware that instructions accompanying certain highly toxic insecticides and/or fungicides, request the user not to market produce previous to 40 days after spraying?
- (2) As the onus is on the producer, is there any certainty that vegetables, for example, are not reaching the consumer previous to this period?
- (3) Will he have the Public Health Department investigate any possible increase in incidence of gastric or other maladies, which may be attributable to these toxic sprays?

**Mr. ROSS HUTCHINSON** replied:

- (1) All pesticides sold in this State are registered with the Public Health Department.

Before registration all labels submitted are examined by the Pesticide Advisory Committee and where considered necessary a safety margin between the time of application of a spray or dust

and the time of harvesting is prescribed for inclusion on the label. The department has no knowledge of a period of 40 days. The longest period prescribed by the committee is four weeks and applies to such preparations as D.D.T., Chlordane, Dieldrin, Parathion and Lead and Arsenic preparations.

These recommendations are also in accordance with a similar requirement of the Food and Drug Regulations.

- (2) No.
- (3) So far there has been no evidence that spray residues on fruit or vegetables have been the cause of illness. However, this aspect of pesticide usage is being kept under review.

### **FREMANTLE GAOL**

#### *Removal*

4. Mr. FLETCHER asked the Chief Secretary:

- (1) Will he endeavour to hasten the removal of Fremantle Gaol to an adjacent market gardening area, where inmates can be healthily and gainfully engaged in the production of vegetables and other garden produce to a sufficient extent to supply gaol and charitable institutions?

#### *Employment of Prisoners on Market Gardening*

- (2) Will he agree that even at this point of time certain prisoners under gaol officer supervision could be transported to and from a market gardening area to achieve the purpose above, while awaiting the building of gaol and staff quarters?

Mr. ROSS HUTCHINSON replied:

- (1) Yes; but unfortunately I cannot visualise an early removal of the prison.
- (2) No; at this point of time it is not practicable, on staffing or economic grounds.

### **CLOVERDALE-BELMONT DISTRICT**

#### *Site for Infants' School*

5. Mr. J. HEGNEY asked the Minister for Education:

- (1) Is there any truth in the rumours current in the Cloverdale-Belmont district that the department proposes to build an infants' school between the existing Cloverdale Primary School and the airport boundary?

- (2) If there is truth in the rumour, will he indicate—
  - (a) its location;
  - (b) its area;
  - (c) when will a start be made with the building?

Mr. LEWIS replied:

- (1) A site has been acquired by the department to cater for future requirements when necessary.
- (2) (a) The site is located in Scott Street between Pearl Road and Whiteside Street.  
(b) Approximately 7 acres.  
(c) See answer to No. (1).

### **RAILWAY EMPLOYEES AT DURANILLIN**

#### *Supply of Fresh Water*

6. Mr. H. MAY asked the Minister for Railways:

- (1) Is any provision being made by the Railways Department before the summer months set in, to arrange for a suitable supply of fresh water for the railway employees stationed at Duranillin?
- (2) If so, will he give details of the nature of the provision it is intended to provide?

Mr. COURT replied:

- (1) and (2) The comprehensive water scheme does not extend to Duranillin, and no suitable source of supply has so far been found, but investigation is continuing. Action has been taken to provide an additional rain-water tank at each railway house at Duranillin.

### **COMPREHENSIVE WATER SUPPLY SCHEME**

#### *Commonwealth Assistance*

7. Mr. HAWKE asked the Treasurer:

- (1) Has the Commonwealth Government included in its current budget any provision to pay to Western Australia a subsidy covering State expenditure on work associated with the Comprehensive Water Supply Scheme?
- (2) When did the Commonwealth Government cease to make such payments?
- (3) How much Commonwealth money has been lost to Western Australia as a result of the non-payment of the subsidy in recent years?

Mr. BRAND replied:

- (1) No.
- (2) October, 1961.
- (3) Had the Commonwealth Government continued its contribution on the same basis as previously, an additional amount of £253,216 would have been recouped to the State in respect of expenditure on the scheme during 1961-62.

**PEARSE BROS.***Present Activities and Future Prospects*

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

- (1) Is the company of Pearse Bros. still manufacturing footwear at North Fremantle on a large scale or on any scale at all?
- (2) If the company is manufacturing only on a small scale or not at all, what are the future prospects for the industry?
- (3) Has the Government at any time during the last three years refused to make financial assistance available to the company?

Mr. COURT replied:

- (1) The company is manufacturing footwear at North Fremantle on a reduced scale.
- (2) The company proposes to close down progressively, unless a sound proposition can be put forward to the Government for continuation or establishment of a reconstituted business.

Other sections of the footwear industry in this State are operating satisfactorily and a major addition of a modern factory using the latest methods was recently opened.

- (3) No. The Government has given generous assistance over the last three years in its efforts to revitalise an old business which got into difficulties as far back as March, 1958.

I will make the details available to the honourable member if he so desires.

Mr. Hawke: He so desires.

(2)

**STATE SCHOOLS**

	1957	1958	1959	1960	1961
(a) No. who sat for Junior examination	2,883	3,461	3,977	4,143	4,967
(b) No. who passed Junior examination	2,338	2,769	3,099	3,219	3,810
(c) No. who sat for Leaving examination	616	774	989	1,031	1,174
(d) No. who passed Leaving examination	502	637	763	831	879

**CITY OF PERTH BY-LAW No. 65***Tabling of File*

10. Mr. GRAHAM asked the Minister representing the Minister for Town Planning:

Will he lay on the Table of the House the file in connection with by-law No. 65 made by the City of Perth under the provisions of the Local Government Act and the Town Planning and Development Act?

**JUNIOR AND LEAVING EXAMINATIONS***Entrants from Private Schools, and Passes Obtained*

9. Mr. NORTON asked the Minister for Education:

- (1) How many children attending private schools—
  - (a) sat for the Junior Certificate examination;
  - (b) sat for the Leaving Certificate examination;
  - (c) passed the Junior Certificate examination;
  - (d) passed the Leaving Certificate examination;

in the years 1957, 1958, 1959, 1960, and 1961?

*Entrants from State Schools, and Passes Obtained*

- (2) How many children attending State schools—
  - (a) sat for the Junior Certificate examination;
  - (b) sat for the Leaving Certificate examination;
  - (c) passed the Junior Certificate examination;
  - (d) passed the Leaving Certificate examination;

in the years 1957, 1958, 1959, 1960, and 1961?

Mr. LEWIS replied:

- (1) As the department is not responsible for the Public Examinations the statistics for non-State schools are not kept by the department. If the honourable member is very anxious to have these figures I shall endeavour to get them from the University but this may take some time.

Mr. LEWIS replied:

Yes. The file was laid on the Table of the House today.

**VEHICLES STOLEN***Number Reported*

11. Mr. GRAHAM asked the Minister for Police:

- (1) What number of vehicles has been reported as stolen or unlawfully used during each of the last three years?

*Charges against Adults and Juveniles*

(2) Of the persons charged arising from the foregoing, how many were—

(a) adults;

(b) juveniles?

Mr. CRAIG replied:

(1) 1960	820
1961	773
To the 13th August, 1962	620
(2) 1960—	
Adults	115
Juveniles	220
1961—	
Adults	101
Juveniles	206
To the 13th August, 1962:	
Adults	79
Juveniles	312

**RAILWAY SLEEPERS***Suppliers, Quantity Supplied, and Price Paid*

12. Mr. GRAHAM asked the Minister for Railways:

Regarding sleepers—

(1) Who were the suppliers, what were the quantities supplied and the price paid in each instance during the last supply year?

(2) To whom, what quantity and at what price have orders been given in each instance this year?

Mr. COURT replied:

1. 1961-1962

Contractor	1st Grade 7' x 9" x 4-1/2" Quantity Supplied (Sleepers)	Price Paid
Hawker Siddeley Building Supplies Pty. Limited	131,602	£21 Load on a F.O.R. basis. (This basis represents a saving to W.A.G.R. varying between 8s. to 10s. per load.)
Bunning Bros. Pty. Limited	166,193	*£21 0s. 10d. Load.
Sleeper Miller Co-op. Society	27,354	*£20 2s. 2d. Load.
Hughes Bros.	3,592	£19 Load.
Allan Bros. Timber & Trading Company	13,369	*£20 7s. 6d. Load.
Mills and Old	10,000	£20 Load.
Total	352,110	

\* End treated.

Contractor	2nd Grade Quantity	Price Paid
Hawker Siddeley Building Supplies Pty. Limited	25,400	£21 less 20% per load.

2. 1962-1963

Contractor	1st Grade 7' x 9" x 4-1/2" Quantity Ordered	Price Paid
Hawker Siddeley Building Supplies Pty. Limited	110,200	£21 8s. 6d. Load on a F.O.R. basis. (This basis represents a saving to W.A.G.R. varying between 8s. to 10s. per load.)
Bunning Bros. Pty. Ltd.	245,800	£21 10s. Load.
Coli Sawmills Pty. Ltd.	35,000	£21 5s. Load.
G. Coli Pty. Ltd.	35,000	£21 5s. Load.
Dale Timber Co. Pty. Ltd.	35,000	£21 5s. Load.
Mills and Old	5,000	£21 10s. Load.
	468,000	

Contractor	1st Grade 8' x 9" x 4-1/2" Quantity	Price Paid
Coli Sawmills Pty. Ltd.	8,444	£22 15s. Load.
G. Coli Pty. Ltd.	796	£22 15s. Load.
	9,240	

Contractor	2nd Grade Quantity	Price Paid
Hawker Siddeley Building Supplies Pty. Limited	28,300	£21 8s. 6d. Load less 20%.

**DRAINAGE AT BASSENDEAN***Plans, and Effect on District*

13. Mr. BRADY asked the Minister for Works:

- (1) Are plans in course of being prepared for drainage of the Bassendean district?
- (2) Is he aware vast drainage problems are holding up the progress of the Bassendean district?

Mr. WILD replied:

- (1) Yes.
- (2) It is known that some drainage is required in the Bassendean district.

**SEWERAGE***Extensions at Bellevue, Midland Junction, and Bassendean*

14. Mr. BRADY asked the Minister for Works:

- (1) When will sewerage mains be extended to the Bellevue area?
- (2) What areas have to be sewered in the Midland town area?
- (3) When will unsewered areas in Bassendean be sewered?

Mr. WILD replied:

- (1) Extension of the sewerage system beyond the limits of Midland townsite was not provided for in the design of the original scheme for the district. Irrespective of this aspect, however, the cost would be extremely high because of the sparsity of building development.
- (2) Apart from the completion of the sewerage of the area immediately north-west of the town, several small sections in the vicinity of Morrison Road and Hamersley Street only remain to be sewered and a commencement with this work is now being made.
- (3) When the final allocation of loan funds is determined a decision can be made as to the date of commencement.

**MAIN ROADS***Connections with Northern Highway, via Bellevue and Eden Hill*

15. Mr. BRADY asked the Minister for Works:

When will the following main roads be commenced:—

- (a) Proposed new route to Northern Highway via Bellevue?
- (b) Proposed new route to Northern Highway via Eden Hill?

Mr. WILD replied:

- (a) and (b) These roads are not likely to be commenced for at least 15 years.

Mr. Hawke: Full speed ahead!

Mr. Bickerton: That's progress.

**APPRENTICES***Total Number and Trade Categories*

16. Mr. JAMIESON asked the Minister for Labour:

- (1) What was the total number of apprentices registered in the State Arbitration Court as at the 30th June, 1959?
- (2) What numbers were in each different trade as at the 30th June, 1959?
- (3) What were the similar figures as at the 30th June, 1962?

Mr. WILD replied:

- (1) 5,187.
- (2) and (3) The 1959 figures show a difference of 37 in the final break-up. This is due to the fact that the Arbitration Court and railway figures differ.

The break-up figures for the 30th June, 1959 and the 30th June, 1962, are—

	30/6/1959	30/6/1962
Metal trades .....	2,286	2,555
Building trades .....	1,102	983
Furniture trades .....	292	287
Printing trades .....	294	275
Vehicle building trades .....	374	385
Bootmaking trades .....	75	85
Food trades .....	402	435
Hairdressing trades .....	337	561
Leather and canvas goods making trades .....	6	7
Aircraft industry .....	23	25
Miscellaneous trades .....	53	36
Total .....	5,224	5,814

**BETTING***Wagers Through T.A.B. Agencies and Commission Agents*

17. Mr. JAMIESON asked the Minister for Police:

- (1) What was the total amount wagered through T.A.B. metropolitan agencies during the month of July, 1962?
- (2) What was the total amount wagered through T.A.B. metropolitan commission agents during the month of July, 1962?

*Amount of Credit Betting*

- (3) What amount in each of the above amounts represented credit betting?

Mr. CRAIG replied:

- (1) £494,646.
- (2) £152,540.
- (3) The amount of credit (Deposit Account) betting handled directly by the board during July, 1962 was £8,196.

No records have been kept which would give the amount of telephone betting handled by agents of the board. However, it is estimated that the telephone betting handled by agents would approximate 15 per cent. of the total amount handled by them.

### PEDESTRIAN TRAFFIC

#### *Walking on Crosswalks and Footpaths*

18. Mr. FLETCHER asked the Minister for Police:

- (1) Is he aware that many pedestrians still persist in walking in the middle or wrong side of crosswalks and footpaths to the aggravation of the public?

#### *Wearing by Constables of "Keep Left" Badges*

- (2) Will he consider having beat constables in city areas, wear large "KEEP LEFT PLEASE" signs, or badges in a prominent position on their uniforms, to which the constables can quickly draw attention?

Mr. CRAIG replied:

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

### PYRITES FROM NORSEMAN

#### *Rail Haulage to Perth*

19. Mr. MOIR asked the Minister for Railways:

- (1) What is the freight charge per ton mile on pyrites concentrates railed from Norseman to the metropolitan area?
- (2) Is a freight concession allowed by the department?
- (3) What was the tonnage hauled for the years 1960-61 and 1961-62?
- (4) What amount of revenue did the Railways Department receive from this source for the years mentioned?
- (5) What was the total value of the freight concession for this period?

Mr. COURT replied:

- (1) 1.25d. per net ton mile.
- (2) Yes. In addition to the concession given by the Department of Industrial Development.
- (3) 1960-61—42,355 tons.  
1961-62—41,036 tons.

- (4) 1960-61—£135,988. Including payment by Department of Industrial Development.

1961-62—£131,588. Including payment by Department of Industrial Development.

- (5) (a) Railways Department:

1960-61—£21,643.

1961-62—£25,820.

- (b) Department of Industrial Development:

1960-61—£33,531.

1961-62—£32,488.

### RAILWAY EXPRESS TRAINS

#### *Passengers Carried and Revenue Derived*

20. Mr. MOIR asked the Minister for Railways:

- (1) What numbers of passengers were carried for the years 1960-61 and 1961-62 by the *Albany Express*, *Mullewa Express*, *Australind*, *Kalgoorlie Express* and *Westland Express*?
- (2) What was the revenue derived from each of these services for those periods for—  
(a) passengers;  
(b) freight?

Mr. COURT replied:

(1)—

	1960-61	1961-62
Albany Express	38,043	33,551
Mullewa Express	11,663	13,564
Australind	74,968	75,495
Kalgoorlie Express	48,228	46,167
Westland Express	59,092	64,940

- (2) (a) and (b) It is not practicable at this juncture to segregate revenue received from individual trains for passengers and freight. This matter was specially investigated following similar questions asked by the member for Albany in August, 1959, but it was found that a system of recording and allocation for separate trains is not practicable. I will give the honourable member a copy of the commissioner's comprehensive minute on the subject following that investigation.

For internal check and supervision of operational performance, periodical extracts of statistical and other data are made and reviewed but their continuous use would, under present methods, be grossly uneconomic.

The commissioner (Mr. Wayne) has examined improved methods of recording railway operations whilst abroad and will review their possible local application on a basis which is practicable and economically desirable.

**PIN-BALL MACHINES***Removal of Restrictions*

21. Mr. TONKIN asked the Minister for Police:

- (1) Is he aware that coin-operated devices are classified in the two categories, "amusement" and "gaming," and that these devices are complicated in structure and lend themselves to endless variation in design, but within the industry which produces them the features distinguishing the two categories are well known?
- (2) Is he aware that the non-gaming amusement devices are commonly known as "pin-ball" machines and that machines incorporating "pin-ball" features are more commonly known as "bingo" or "in-line" machines and contain structural elements which mark them unmistakably as gaming devices?
- (3) Is he aware that during the discussion on the Police Act Amendment Bill on the 9th November, 1961, the Attorney-General, on behalf of the Government said, "It is quite clear to me also that the commissioner and his officers—and particularly the officers, because it is with them I have had most contact in this matter—are well versed in the difference between the gambling or undesirable machines which I discussed a moment ago and those which are absolutely harmless and innocent amusement. Relying firstly on that fact, and secondly on the wisdom of all Commissioners of Police, I am absolutely sure the honourable member can rest quite satisfied"?
- (4) Is he aware that the regulation which was subsequently promulgated under the power conferred by the amendment completely abrogated the assurance given by the Attorney-General and the result has been to restrict the use of "amusement" machines and leave the "gambling" machines unrestricted because the owners of the latter have found a simple way of evading the law?
- (5) Does he propose to take the requisite steps to alter the present position and honour the undertaking given by the Attorney-General so that "gaming" machines are banned and "amusement" machines are permitted?

Mr. CRAIG replied:

- (1) to (3) Yes.
- (4) Yes; but the undertaking of the then Attorney-General has been complied with.
- (5) Yes.

**QUESTIONS WITHOUT NOTICE****UNEMPLOYMENT***Albany Area*

1. Mr. HALL asked the Minister for Works:

As the unemployment figure in the Albany area is now at its highest—it has not been higher for many years—will he implement public works programmes to alleviate the unsatisfactory position? With your permission, Mr. Speaker, I would like to quote some figures released by the Department of Labour in the following extract:—

At the end of July there were 134 persons—103 males and 31 females—registered as unemployed at the District Employment Office, Albany. This is an increase of 42 males and one female during the month. The figure is higher than that for the end of July in each of the past three years. Comparative figures for these years are—

1961—77 males, 35 females.

1960—47 males, 37 females.

1959—75 males, 31 females.

As this is a mid-month report it could be much higher.

Mr. Brand: Or much lower.

Mr. WILD replied:

When Governments of the day build large projects such as the Albany Hospital, costing over £1,000,000, and naturally attracting quite an amount of labour, a lot of labour from other parts of the State—and in this case probably from the metropolitan area—it is not possible to continue, on such a large scale, the Government building programme. Accordingly, those men must be prepared to go back whence they came; or to other parts of the State where work is available.

I will have a check made of the figures quoted by the honourable member, and will endeavour to find out the types and numbers involved. I would stress, however, that these people must be prepared to go where work is available. There is a lot of work available at the moment if people are prepared to look for it.

**CHEVRON-HILTON HOTEL PROJECT***Utilisation of Forfeited Land*

2. Mr. BRAND (Premier):

The Leader of the Opposition asked me a question consequent on an answer I gave to question



No. 18 on the notice paper on Thursday, the 9th August. The answer to the question asked by the Leader of the Opposition deals with the Chevron-Hilton hotel site, and is as follows:—

The Crown Law Department advises that it would be competent for both the Government and the Perth City Council to transfer their respective sections of the proposed hotel site without further authority from Parliament, but that amending legislation might be considered desirable by either a prospective purchaser or the vendor.

### UNEMPLOYMENT

#### *Bunbury District*

#### 3. Mr. OLDFIELD asked the Premier:

In view of the fact that the number of persons receiving unemployment benefits in the Bunbury district was as follows:—

May, 1959	....	....	73
July, 1959	....	....	174
July, 1960	....	....	114
July, 1961	....	....	170
July, 1962	....	....	283

and the number registered for unemployment is at present 465, does he still regard this as a great leap forward as claimed by him when speaking in Bunbury last evening?

#### Mr. BRAND replied:

I know this has nothing to do with the Bunbury by-election! I will have the figures quoted by the member for Maylands checked to ensure they are correct. We will then deal with the unemployment problem as we have done in the past. Although there is unemployment, and whilst this is the case the position is not very satisfactory, I would point out that the State of Western Australia has had the lowest percentage, or the second lowest percentage of unemployment in its work force over a number of months; and recognising the seasonal problem of any Government, I feel the situation is well in hand, and the Government will continue its efforts to deal with it.

### CHEVRON-HILTON HOTEL PROJECT

#### *Utilisation of Forfeited Land*

#### 4. Mr. HAWKE asked the Premier:

Would the Government consider the advisability of retaining the land made available for the

Chevron-Hilton Hotel site for use only for public purposes in the future?

#### Mr. BRAND replied:

This is a fair enough question. It is one which, I suppose, is exercising the minds of a number of people. If the Government had an opportunity of securing for the State a hotel of international standard, and if the site could be made available under reasonable conditions to enable such a hotel to be established, that would be quite an important consideration to the Government.

I am prepared, however, to have the matter further considered, in consultation with the Minister for Town Planning and the authorities set up to deal with this problem.

### WATER SUPPLIES AT BUNBURY

#### *Piping from Wellington Dam*

#### 5. Mr. OLDFIELD asked the Minister for Works:

Is the reason for his not expending £300,000 to pipe water from Wellington Dam to Bunbury the fact that he is unable to find an area represented by a Country Party member from which to divert this sum?

The SPEAKER (Mr. Hearman): I will not allow that question.

Mr. Graham: Too embarrassing.

Mr. Brand: It is the type of question one would expect from him.

### ADDRESS-IN-REPLY: SEVENTH DAY

#### *Motion*

Debate resumed from the 9th August, on the following motion by Mr. Runciman:—

That the following Address be presented to His Excellency the Governor in reply to the Speech he has been pleased to deliver to Parliament:—

May it please your Excellency:

We, the members of the Legislative Assembly of the State of Western Australia in Parliament assembled, beg to express loyalty to our Most Gracious Sovereign, and to thank Your Excellency for the Speech you have been pleased to address to Parliament.

MR. NIMMO (Karrinyup) [5.1 p.m.]: Like other members, I would like to congratulate you, Sir, on your re-election to the Speakership of this Assembly and I would also like to congratulate the new

members. At this point I would say how sorry I am that we have lost our great friend, the late Mr. George Roberts.

For some time now quite a lot of people, both within my district and outside it, have approached me to try to get the Government to do something towards the establishment of a goats' milk industry. I knew when I mentioned the subject of goats' milk that there would be a roar of laughter on the other side of the House.

Mr. Rowberry: Kidstakes!

Mr. NIMMO: I am of the opinion that if something were done in this direction it would develop into a very good industry. On the medical side, I have been approached by two prominent doctors and asked to bring this matter up. At the present time in Western Australia we are importing goats' milk in powdered form and packed in tins at a cost of £2 per tin. In the Eastern States the Milk Board controls goats' milk; and the price in Hobart is 3s. per pint. I understand that in Sydney the price is 5s. per pint and in Perth it is 1s. 3d. per pint. My own small granddaughter was ordered goats' milk by her doctor, and we found this to be rather a problem.

Mr. J. Hegney: How many goats are there in the State?

Mr. Sewell: More than you think.

Mr. Brand: We haven't counted the other side yet.

Mr. NIMMO: I believe this could be developed into quite an industry, and I hope the Government will give the matter some consideration.

I would like to say a few words on the growth that has taken place in my electorate. In 1936, in the whole of the Scarborough area only 211 people voted. In 1947, when I stood for the seat of Mt. Hawthorn, there were 1,152 votes cast for the whole of the Scarborough area. However, in the last election, when I stood for the Karrinyup seat, approximately 8,500 people voted in the Scarborough area. I give these figures to show the way that part of my electorate has grown.

In the Scarborough area at the present time there are seven State schools and three private schools, as well as one high school. Approximately 1,400 children attend the high school; and the parents and citizens' association is trying to induce the Minister to make this a four-year high school, something which I hope will take place in the coming year. Approximately 1,100 children attend the primary and infants' school in the North Scarborough area. A problem exists there which we hope to solve in a short time. When school concludes a lot of children pour out on to the road and the people are very anxious that crosswalks should be blished.

At the end of this financial year the State Housing Commission either commenced to build or completed approximately 430 homes in the Scarborough area. Most of them have been bought with a small deposit. We hope to get a new school within the next two or three years, because when the present houses behind the golf links are completed and building commences towards Balcatta Beach Road, such a school will be necessary.

At North Beach the school is fairly comfortable. However, with the increased population in the Marmion area I hope the coming year will see an additional classroom built. Around the Scarborough School approximately 60 houses have been built, and it looks as though an additional classroom will have to be provided at that school.

I noticed that during question time to-day questions were asked about the stealing of cars. I am of the opinion that members will have to take a serious view of this matter and see that those who steal cars are made to pay for the damages. Not many cars have been stolen from my district, but in some other areas this practice has been fairly prevalent.

Turning back to the North Beach and Scarborough areas—this applies to other districts as well—clubs for old people have been established. In the areas I have referred to there are two very nice club-rooms, and they are very popular. Meals on wheels have been delivered in both of these areas by voluntary labour, and the people responsible are doing a good job. They are also supplying meals at the club-rooms for a very small sum. I would like to impress upon other members that if they foster these clubs in their areas they will be doing a good job. I would like to thank the shire council for the great assistance it has given in the North Beach and Scarborough areas; and I would also especially like to thank the Lotteries Commission.

As regards the last election, my campaign was fought very cleanly and I had very little to grumble about. There was one rather funny remark which went around—one about which I received letters—stating that people should not vote for Nimmo as he had a bad heart and was likely to drop dead at any time, "So if you give our man No. 1 vote and give Nimmo No. 2 it will save a lot of expense."

Mr. Rowberry: Feed him on goats' milk!

Mr. NIMMO: It was not my intention to speak for very long, as I will have another opportunity on the Estimates when they come forward. The reason for my not speaking long at this stage is that I was advised by my doctor not to do so, and I am carrying out his orders.

Mr. Graham: If you are lucky you will be sitting on this side of the House when the Estimates come out.

**MR. MOIR** (Boulder-Eyre) [5.12 p.m.]: I congratulate you, Sir, on your re-election as Speaker of this House. Although it seems that you are not yet used to the distribution of seats, you carry out your duties in a quiet and able manner. I would say this: The only person in my opinion who could carry out the duties better than yourself is probably a member from this side of the House. However, I hope to enjoy your presiding over our debates for as long as this is electorally possible.

In my new electorate I am faced with problems with which I did not have to deal before. This emphasises that all people face severe problems, irrespective of their work or occupation. During my speech I wish to offer some advice to the Government, together with some criticism in the hope—

**Mr. Brand:** It was ever thus.

**Mr. MOIR:**—that it will bear fruit. One of the first things I wish to deal with is the new road service provided to Esperance and points in between from Kalgoorlie. Undoubtedly this is a big step forward in the passenger service; but, as is the case with most new services, there are quite a few growing pains. Not very much progress seems to have been made since the service was inaugurated. The people using it seem to be satisfied as they are obtaining a much smoother ride and are able to make a much quicker journey than they did previously.

The serious drawback mainly concerns seasonal farmers at Esperance. Formerly, when they experienced a breakdown of machinery which required the bringing of small parts or supplies from the metropolitan area or Kalgoorlie they were able to obtain these goods by passenger freight. That is a very serious drawback today because, with the limited space now available for passengers' luggage, there is practically no room for freight. Therefore I would suggest to the Government that it give serious consideration to running a freighter bus service in conjunction with the passenger bus service. I know that at times it may not be patronised to the extent it should be, but service must be provided for the people there, especially in an area as large as the Esperance district. There is a tremendous amount of expansion proceeding at present, and farms are being developed rapidly, resulting in a vast amount of produce to be disposed of.

I have taken up this matter with the Railways Department, and I have been assured by high officials that they cannot even guarantee to carry the mails on the passenger bus service. I do not know if there has been an instance when mail has been left behind, but this information indicates the shortage of space available. It is a very real problem amongst the farming community at Esperance, because it

must be realised there are times when they urgently require parts for their equipment, and other goods, and the quicker they receive them the better.

Another matter which has been worrying the farmers in the Esperance area is the fact that there is no veterinary service readily available, and it is the consensus of opinion there that the Government could give serious consideration to the establishment of a veterinary service at the research station, not only that it might be available for valuable animals, but also in order that research might be made into the various problems that will arise from time to time in a new area such as Esperance, where problems in regard to animal husbandry would arise because of the very fact that it is a newly-established area. The same problems might not arise in other parts of Western Australia. I understand that the Esperance branch of the Farmers' Union has made representations to the department on these lines, and I can only hope that these representations will result in the provision of this veterinary service.

Another problem which, although it is not peculiar to Esperance, has to be faced is that of providing hospital care for aged people. As most members would know, Esperance has a very fine climate and a lot of elderly people retire to that centre. As a matter of fact, quite a large proportion of the over-all population of aged people resides in Esperance. As we all know, there comes a time when old people require hospital care of some sort.

Although Esperance does have a very fine hospital, we can readily understand that beds cannot be utilised for long periods by people who really have no illness but only suffer from debility. Therefore, the Government should give a lot of thought to the establishment of some type of institution akin to a "C"-class hospital where these people could be cared for in their declining years. They should not have to be sent 650 miles to the metropolitan area, where they would be right away from their kith and kin and almost strangers in a strange land.

The provision of electricity for this rapidly-expanding area will present a very great problem in the near future. The problem has already arisen and will be accentuated as time goes on. As members know, large areas of land have been thrown open in that district, and it is at the moment suffering from growing pains. The town itself is rapidly expanding, and consequently big problems develop. For many years it has had an electricity supply; and, as members know, the local authority has had trouble over the years, so much so that for quite a few years it was administered by a commission. The existing electric light plant is quite small and old, and the electricity services have to be extended.

I know the local authority has permission to raise loans to build on to the existing power house; but this is going to prove a tremendous burden on the local authority because of the necessity to find sufficient funds to keep pace with the rapid expansion of the town.

As is well known, there is a project afoot for the establishment of a superphosphate works at Esperance; and, as far as I can gather, the company will be providing its own power. I think that is a great mistake because there is a wonderful opportunity at Esperance to forward plan, and this planning should include a really large central power house; since, apart from the requirements in the town itself, there will be a demand for electricity supplies in the surrounding farms, because nowadays farmers look for electricity, and plenty of it. However, it appears to me that the electricity supplies at Esperance will be developed piecemeal, commencing with the patching up of the old plant. Consequently, before very long the local authority will be in serious difficulties in regard to the provision of electricity.

A few moments ago I mentioned the superphosphate works, and in this regard a rather extraordinary situation seems to exist at Esperance. Before the elections there was quite a lot of Government activity down there in which the Premier, the Minister for Industrial Development, and the Minister for Lands all featured. It was believed that the superphosphate works project was going to be commenced with all haste. Various sites were suggested and it was thought that one of the sites which for some years have been considered suitable, would be chosen. However, the site finally decided upon is right close to the town, in the area around which the town will develop in future. There is no doubt about that. It is saddening to think that gross mistakes are being made in the planning of this area, because a wonderful opportunity exists for a really good plan.

Mr. Court: The Town Planning Authority supports this particular site, you know, and has good reason for doing so.

Mr. MOIR: Perhaps it has good reasons. I suppose we have good reasons for everything we do. I would hate to think that things were done without any reason. But for the life of me I cannot see any reason for an obnoxious works like a superphosphate works to be provided with a site so close to the very attractive town of Esperance—a town that has a wonderful potential as a tourist resort. Indeed, many people come from the Eastern States now to see Esperance and to stay there for a while.

I would say there is no place in Western Australia that has more potential as a tourist resort than has Esperance. Undoubtedly it must develop as a tourist

resort as years go by; yet we find these superphosphate works are to be placed right within the town boundaries. Indeed, it is only about half a mile from the hospital, and about three-quarters of a mile from what is now the centre of the town. With the rapid expansion of this area, it will be no time at all before the town will be spreading far beyond the confines of the projected super works. That is a very bad state of affairs.

As I have said, there was, prior to the election, an urgency about the superphosphate works. The people objected strongly to the site which it was believed would be selected. It is a remarkable thing about this site. For a long time no-one seemed to know where it actually was; there seemed to be a secrecy about it, although everyone was supposed to be informed. People had a very strong suspicion where it was because Government surveyors had been there and had worked around a certain area.

Mr. Court: There was no secrecy.

Mr. MOIR: My word there was!

Mr. Court: If there was any secrecy, how did the local authority know? It must have known; otherwise it would not have been able to raise its objections.

Mr. MOIR: If the Minister for Industrial Development will listen to me for a little while I will tell him of the secrecy.

Mr. Court: How did the local people know how to object? You led the band.

Mr. MOIR: There was secrecy. They had all seen the Government surveyors at work in certain areas for well over a week, putting in pegs and all the rest of it. One did not need to be a Sherlock Holmes to know something was going on there, and indeed the people became suspicious when no-one was able to give definite information about this site.

Mr. Hawke: They did not try to drop the survey pegs from an aeroplane, did they?

Mr. MOIR: They might have done that, too; but I suppose they did not think of it at the time. That technique has been discovered since then. The amazing thing about it is that although our friends in the Government said, "Where this is going is no secret; everybody knows where it is; the people and the local authority know", at a meeting of Esperance ratepayers at Kalgoorlie—because many Kalgoorlie people have residences in Esperance that they have built against the day when they shall retire there—no less a person than the president of the shire council said, in answer to a question, that he did not know where it was going. Yet the Government kept telling us the shire council knew where it was going. I made it my business to interview a shire councillor; and I said, "Do you know where it is going?" He said, "No, I do not." That man was not supporting the Minister's party.

Mr. Court: You must have known.

Mr. MOIR: Then a meeting of the shire council was called for 11 o'clock in the morning, and the Minister for Lands was there. He put forward the case that he wanted the council to agree to this particular site, and it was only then that this particular shire councillor, who has lived in Esperance all his life, became definitely acquainted with the site of the superphosphate works; and it was right on the identical spot that everybody feared it would be.

This shire councillor opposed it. He was the only person who was not interested in farming who was a member of that shire council, and he would not agree to the site. He said it should be submitted to the people and they should say what they thought about it, because everybody was going to be vitally concerned with it.

The meeting went on until a decision was reached about twenty past three the following morning. The Minister for Lands must have been in really good form, because I do not think he is very anxious to sit in this Chamber until that hour of the morning. Had he been able to terminate the discussion long hours before that, I think he would have done so.

That is what happened. This shire councillor who had been holding out for so long finally agreed, against his better judgment, to what was proposed. Then those concerned could tell the people that the shire council had unanimously agreed to the site.

But that did not mollify the ratepayers, because quite a large number of them immediately took up a petition to have the matter discussed at a ratepayers' meeting, and that was eventually done. I think about 200 ratepayers signed the petition and had a meeting, and on a very narrow majority the protesting people were defeated; others who had come in from the surrounding farming districts supported the action taken by the shire council in approving the site. I was there when all these objections took place; and the Government was concerned, particularly in view of the fact that an election was pending.

The president of the shire council was in a rather invidious position because he had been disclaiming any knowledge of the site, and it was proved afterwards that he did know where it was. He was rather embarrassed, because he had been put up as the Liberal Party candidate in the election; and, no doubt to retrieve the position, the Premier and Minister for Industrial Development went there to have a final look at the alternative sites and decide whether some other site should not be selected.

I was in the train that went around. There were Government officials, representatives of the various departments, and representatives of the superphosphate

works. We drove past several sites; and I thought, "Well, they are not looking very hard at these sites." Finally we got to the site over which there was all the argument. We stopped there and walked into it for half a mile to look at it, and it was then decided to shift the works back a few chains. Nobody seemed to be very happy about it except the Premier and the Minister for Industrial Development. They thought they had done a really good job.

Mr. Court: And the shire council.

Mr. MOIR: And the shire council. Well, the Premier and the Minister caught a plane out of Esperance that afternoon; they had to hurry back to Perth. But there was another plane in the air that day and another official arrived in Esperance. I happened to get into conversation with him. He was a stranger there. He said, "I have come here about the superphosphate works." I said, "Do you know where they are going?" He said, "Yes"; and he told me where they were going. He must have passed the Premier and the Minister for Industrial Development somewhere in the air, but he knew.

I do not know whether the Premier and Minister had some means of communication with the other plane and were able to tell this man that they had looked over the area and considered shifting the site, but had finally decided that the superphosphate works would be built there, and that they would go back to Perth and so recommend to Cabinet. In any case, this official came to do some work there, and he knew where the site was; there was no fear of its being altered.

Mr. Court: There is no mystery about that.

Mr. MOIR: I do not want to disclose his name because I do not want to get him into any bother.

Mr. Court: I suppose he got his information from the officers left behind—

Mr. MOIR: This chap had come from Perth.

Mr. Court: —who knew the Government decision; as did the shire council, and as did the member for the district.

Mr. MOIR: That is the position. I asked some questions here because I thought the position was rather strange. There was all this tremendous hurry to get the works established. They had to be established to provide super for the 1964 season; and that is why the farmers were so concerned about any delay that might take place. But although all that was prior to Easter, we still find that the agreement with the company has not been finally negotiated.

Mr. Court: You cannot say you helped us with it. You were instrumental in having it called to a halt at one stage.

Mr. MOIR: The objections were overruled by mid-March; yet here we are in mid-August, and the agreement is still not finalised. There was nothing else to do after mid-March because the site selected remained the site for the superphosphate works. I just cannot understand this at all.

Mr. Court: You said, mid-March. When did the Premier and I go down to make the inspection with the local authority and the local member?

Mr. MOIR: That was in March.

Mr. Court: No it wasn't; it was after the election.

Mr. MOIR: The Minister is forgetting there was another election—a Legislative Council election.

Mr. Court: That is something else; we are talking about the general election.

Mr. MOIR: I was not worrying about the general election, and neither was the Minister in that particular neck of the woods.

Mr. Court: Now we are clear.

Mr. Hawke: Of course he was not. It was trying to save Mr. Cunningham.

Mr. MOIR: This is a peculiar position. In answer to a question the other day we found that these negotiations with the company were started last October, and now nine months have elapsed. The site has been selected, and everything should be in going order; but the agreement has not yet been concluded.

Mr. Bovell: If you had your way, you would not have a superphosphate works at all.

Mr. Court: Do you or don't you want a super works at Geraldton?

Mr. MOIR: The Premier and the Minister were conveying the impression that everybody should be deeply grateful to the Albany Superphosphate Co. for agreeing to go to Esperance; that the Government had done a great stroke of work in encouraging the company to go there. I asked whether the Government had tried to interest anybody else, and I was told that everybody knew about it, and the opportunity was there if anyone wanted to avail himself of it.

Mr. Court: Your Government had committed itself to another company.

Mr. MOIR: That is news to me.

Mr. Court: You know the conditions of the Esperance agreement—the original Esperance agreement. We even had to get a waiver in respect of that agreement before we could negotiate.

Mr. MOIR: The land company was not very concerned about this, and in all probability it would most readily have agreed to waive its rights under the agreement to put up superphosphate works at Esperance. I do not see that that would be any obstacle.

I do not think the Minister tried very hard to get anyone else interested in constructing superphosphate works there.

Mr. Court: Can you suggest anyone better?

Mr. MOIR: As a matter of fact I have a letter in my pocket now from a man in Victoria who wants to put up works at Esperance.

Mr. Court: There is nothing to stop him.

Mr. MOIR: There is this agreement that you are negotiating.

Mr. Court: That does not stop him.

Mr. MOIR: He is most anxious about this; and when he was told the agreement was completed, he sent me a letter in which he says this—

We have available in the U.S.A. a modern sulphuric acid contact plant with a capacity of 42,000 tons of 92 per cent. Baum sulphuric acid per year. It could be dismantled, shipped and re-erected in Esperance immediately.

Then he goes on to say something about the setting up of the establishment, and that he would be prepared to work in with the superphosphate works and lease his plant to them. He is assuming, of course, that the agreement has been finalised with the superphosphate company at Albany and that he is not able to come in with regard to the building of a superphosphate works.

Mr. Court: Don't you think you should refer him to the Government to see whether it is interested in negotiating with him?

Mr. MOIR: It is interesting that the Government has tried to do the best it can for Esperance, yet here is a man who runs a big concern in Victoria writing to me to see what I can do to assist him in putting up a superphosphate works at Esperance.

Mr. Court: You have not done much about it, have you?

Mr. MOIR: I have only had this letter in the last few days.

Mr. Hawke: It is a very recent letter.

Mr. MOIR: This letter was written on the 8th August, so I have not had much time. It just shows that there have been other people interested. This man started off by writing to a resident of Esperance and asking him questions, and the Esperance resident forwarded the initial correspondence to me. I wrote to this man and told him I might be able to give him some advice on the position. So we find there are other people concerned in building superphosphate works there.

Mr. Court: Does that chap suggest building a superphosphate works, or just a sulphuric acid plant?

Mr. MOIR: Both.

Mr. Court: Well, you will refer it to the Government, no doubt.

Mr. MOIR: If the Government did not handle this any better than it has handled other aspects of the matter in the past, it probably would not do very much good if I did refer it. The Government would probably charge me with having delayed it again.

Mr. Court: No.

Mr. MOIR: It is rather remarkable that although all the obstacles appeared to be cleared away by Easter Saturday, when the final ratepayers' meeting was held, on this date the agreement has not been finalised. But that is typical of this Government. It makes a lot of noise about things but does not do very much.

We have the position at Esperance with regard to the railway line, as surveyed, to service the new wharf that is to be built there. We are a bit doubtful about that at the moment because the Minister for Agriculture went to Esperance and told the people the wharf facilities would not be provided before 1967, and then the Premier told them—no doubt with his eye on the election—that, if necessary, it would be completed much earlier.

We find that the location of this projected railway line has been published and is there for the people who live in that area to see. They know that their homes will be affected; and although this information has been available for months, the Minister for Industrial Development informed me, as late as last week, that the Government still had not finally decided where the line is to be located.

I am getting a little tired of the people at Esperance—people who are in real trouble over this matter—writing to me and wanting to know what is to be done. I have a letter here from a would-be resident of Esperance. He has a prefabricated house, and he has a block right on the location of this railway line, and he wants to do something about building a house on it. He has been in touch with the Minister for Lands to no avail, and has now written to me to ascertain whether I can discover when his land is to be resumed and what his ultimate fate will be. He can obtain no satisfaction from the Government, and neither can I as a member of Parliament. I have asked questions in the House about it, but I have been told that the location of the line has not yet been determined.

To me, it also seems amazing that although we have a source of supply for sulphuric acid within 186 miles of Esperance, the superphosphate works at that port is not to use the local product in the manufacture of superphosphate, but an imported one. This is rather strange in view of the statements that are repeatedly made

by the Government that it is anxious to support local industry in every possible way.

In answer to a question I asked the other day on this matter, the Minister for Industrial Development told me that the use of Norseman pyrites in the manufacture of superphosphate at the Esperance works would not be an economic proposition because when the Esperance superphosphate works were established they would not qualify for the Commonwealth sulphuric acid bounty.

That is an extraordinary statement when we know that the Government grants substantial assistance to the mine at Norseman to enable it to rail its concentrates to the metropolitan area for the manufacture of superphosphate. What I want to know is this: If the Government is prepared to grant substantial assistance in that direction, why is it not prepared to grant substantial financial assistance to the mining company at Norseman to enable its product to be railed to Esperance so that superphosphate can be manufactured there at an economic price?

Mr. Court: For one thing, the proposed Esperance superphosphate works cannot qualify for a Commonwealth bounty. No new plants can qualify for that bounty. That is the important point.

Mr. MOIR: What exactly does that answer mean? Can the Minister for Industrial Development tell me, in round figures, how much that would mean?

Mr. Court: If you care to put your question on the notice paper I will answer it for you, because the Commonwealth Government makes an extremely generous contribution.

Mr. MOIR: And the State Government makes a generous contribution to the mining company at Norseman to assist it in railing its concentrates to the metropolitan area. In fact, it has received assistance from two State Government departments; namely, from the Railways Department and the Department of Industrial Development. In 1960-61 the company received a grant of £59,000, and in 1961-62 it received assistance from both departments to the tune of £58,000.

Mr. Court: If we do not do that they will stop using the Norseman pyrites altogether.

Mr. MOIR: I am not complaining about it.

Mr. Court: I am glad you are not, because your Government was in some doubt about it.

Mr. MOIR: Do not let us become mixed up over this matter. What I previously asked was: Why not give assistance to the mine at Norseman so that it can rail its products to Esperance for use in the manufacture of superphosphate at the works which will be established there?

Mr. Court: For two reasons: One is the important factor—namely, that the Commonwealth bounty does not apply to new works; and the second one is that the superphosphate company will not use the pyrites because it is uneconomic; and if you are suggesting that the farmers should pay more for their super, it is not on!

Mr. Hawke: When were representations last made to the Commonwealth Government on the matter?

Mr. Court: We have had the matter under discussion almost continuously.

Mr. Hawke: That is no answer. How recently?

Mr. Court: I would not be sure, but within the last few months.

Mr. MOIR: The Minister can rest assured that I will be watching this position very closely in view of statements by responsible people, because the president of the Esperance Shire Council, who is also the manager of the mining company at Norseman, stated that Norseman pyrites would be used in the manufacture of superphosphate at the proposed Esperance works. He made that statement before witnesses, one of whom was no less a person than the Deputy Leader of the Opposition, in the shire council chambers at Norseman. In reply to a remark to the effect that it was a pity that Norseman pyrites were not to be used at the proposed Esperance superphosphate works, that gentleman stated he had advocated the use of the Norseman pyrites for years, and that he would be slipping if he did not advocate their use at Esperance. He told those present at the meeting that they could rest assured the pyrites would be used at Esperance. All I want to know is: Who knows what?

Mr. Court: He made strong representations to have Norseman pyrites used at Esperance, and it was explained to him that its use was uneconomical. The Government has never said that Norseman pyrites would be used at Esperance.

Mr. MOIR: Then for what reason would he state, at Norseman, in May of this year, that the Esperance superphosphate works were being designed so that they could use both?

Mr. Court: I do not know. He certainly did not make the statement on the Government's authority.

Mr. MOIR: Well, somebody is misleading somebody.

Mr. Court: The Government has always been very clear in regard to its position.

Mr. MOIR: We not only get a little tangled over the superphosphate works at Esperance, but also over other matters. I am sorry the member for Murchison is not in his seat because, in passing, I want to voice strong protest on the action of this

Government in increasing the charges for water supplied to Kalgoorlie and Boulder. At the time the increases were mooted, members on this side of the House raised vigorous opposition against them. On one occasion this opposition was voiced against the legislation that was introduced to bring about such increases, and eventually the Bill was defeated in another place.

However, the year before last the legislation was reintroduced in this Chamber and it ultimately became law. It was found that instead of the amendment to the legislation increasing the amount of water to the consumer to the extent to which he was allowed, it was increased only half way; and then, last year, the remaining half of the increased allowance was imposed. People on the goldfields have been very upset about it.

In case the Government is in any doubt over the reaction of the people on the goldfields to the increase in the water charges, I will read a letter from the Kalgoorlie Shire Council, written on the 25th July this year, and addressed to myself. It reads as follows:—

At the latest meeting of this Council held on 20th inst., concern was expressed over the recent increase in water rates.

Opinions expressed were that it was unjust and an iniquitous imposition on the people of the Goldfields and it was resolved to request that all Local Members register an emphatic protest on behalf of the Goldfields people, and that inquiries be made on cost structure of water sold on Goldfields.

Together with other members on this side of the Chamber I made an emphatic protest at the time about the imposition of this extra charge; and I again take the opportunity of expressing my strong opposition to the increased charges, which were entirely unwarranted.

Mr. Hawke: The member for Murchison supported the increase.

Mr. MOIR: In my reply to the Kalgoorlie Shire Council I will feel quite justified in requesting that the council refer its complaint to the member for Murchison, who supported the increase; and also to the ex-member for the South-East Province, who gave support to such a move in the Legislative Council. The Kalgoorlie Shire Council can then inquire of them as to why the increase was made.

During the recent election campaign I took strong exception to the statements made by Government representatives on the payment of compensation for industrial diseases, a matter which is most important to workers, and especially those on the goldfields. Members will recall that last session in this House, on behalf of the Opposition, I moved an amendment to the



Workers' Compensation Act Amendment Bill that compensation be granted to those workers suffering from industrial diseases.

If the amendment had passed it would have ensured that they were granted their just rights after having to leave the industry as a result of contracting an industrial disease. However, we know that the Chairman of Committees at that time gave his casting vote in favour of the amendment and it was agreed to at that sitting of the Committee. But the Government of the day recommitted the Bill; and, on the amendment being again put to the vote, the position was reversed.

During the election campaign, statements were made by those who look after the interests of the workers that, in their opinion, the men who were justly entitled to the payment of compensation for industrial diseases were having their applications refused by the State Government Insurance Office. Those workers who were notified by the Minister for Mines under the provisions of the Act to leave the mining industry in the interests of their health, because it had been discovered they had contracted early silicosis, were leaving the industry and applying for compensation, but being refused on the ground that they were capable of earning their living at some other occupation, irrespective of whether they could obtain work or not.

I will refer to one case in particular. This was a man of 63 years of age to whom a letter was sent advising him that he could not be paid compensation and that he should seek employment elsewhere; but, of course, it would be practically impossible for him to obtain a position elsewhere. He was notified by the Minister for Mines that he had early silicosis and that he should leave the industry. He accepted the advice, left the industry, and submitted a claim for compensation; and this is the letter he received—

I have been instructed to advise that as the medical evidence indicates you are quite capable of undertaking suitable work compatible with your condition and it is considered you can earn full wages at such employment you are not entitled to receive any payment under the Workers' Compensation Act.

That letter is signed by the branch manager of the State Government Insurance Office at Kalgoorlie.

As members can readily understand, this letter raised a great deal of indignation among workers on the goldfields. The union concerned called a meeting of its members to discuss the matter. That meeting was attended by 500 men who were extremely indignant over the treatment that had been meted out to this disabled worker. No doubt the Premier and his Ministers were soon advised of the situation, because the Minister for Mines had a remarkable statement published in

the *Kalgoorlie Miner* which said, in effect, that what the Kalgoorlie people were alleging was untrue. In the *Kalgoorlie Miner* of Friday, the 11th May, 1962, the following article appeared:—

#### PAMPHLETS ON COMPENSATION UNTRUE SAYS GRIFFITH

##### Circulating On Goldfields And Attacking Amendments to Act

Perth, May 10.—Pamphlets circulating on the goldfields attacking amendments made last year to the Workers' Compensation Act were untrue, the Minister for Mines, Mr. Griffith, declared to-day.

The Minister said that the pamphlets were allegedly authorised by A.W.U. mining division secretary, Mr. J. A. Havlin.

They claimed that it was almost impossible for miners to obtain industrial disease compensation before reaching an advanced stage of silicosis, because early silicotics were deemed capable of earning full wages outside the industry.

Mr. Griffith denied that this was the case.

The pamphlets referred to were notices of a meeting of A.W.U. members who had been called by their secretary to discuss this case.

The Press report continues—

He said that the amendment had first been interpreted to mean "disabled from earning full wages at any occupation" and in cases where a mine worker left the industry and obtained employment on full wages, compensation was not paid.

However on April 5, S.G.I.O. general manager, Mr. E. J. R. Hogg, had discussed the amendment with Crown Law Department officers and decided that the first interpretation was incorrect.

To qualify for workers' compensation it was necessary only for a mine worker to establish that he had been disabled from earning full wages at his mining occupation.

The Government's amendments to the Act had been designed to improve the lot of the miner and had removed the previous three-year claim limit.

No matter how much time had elapsed between a miner leaving the industry and making a claim, he was entitled to compensation if it was established that the complaint arose from his occupation as a miner.

The other day I asked the Minister for Labour, who is in charge of the State Government Insurance Office, a question:

but he had something entirely different to say in the answer he gave. I asked the Minister—

- (1) Is he aware that the Minister for Mines was reported in the *Kal-goorlie Miner* of 11th May last to have stated that "the State Insurance Office had been wrongly interpreting that section of the Workers' Compensation Act which defines the eligibility of workers affected by silicosis to benefits under the Act and that to qualify under the Act it was necessary only for a mine worker to establish that he had been disabled from earning full wages at his mining occupation"?
- (2) Is the State Insurance Office now adopting this policy in regard to claims for this disability?

The answer was given by Mr. Wild, as follows:—

- (1) Yes. However, the Minister's statement referred to miners whose disablement occurred after the coming into operation on 24th December, 1960, of the 1960 amendment to section 8 of the Workers' Compensation Act which amendment is not retrospective.
- (2) The 1960 amendment does not apply to miners whose disablement first occurred prior to the 24th December, 1960. It does apply to miners whose disability first occurs on or after that date and the State Government Insurance Office is accepting claims accordingly.

That answer is a direct contradiction of what the Minister for Mines said in the Press report; namely, that "To qualify for workers' compensation it was necessary only for a mine worker to establish that he had been disabled from earning full wages at his mining operation."

The Minister also said in the Press report that on the 5th April last the State Government Insurance Office had sought the opinion of the Crown Law Department, and had been informed that that office had been misinterpreting the facts; and that the office would have to adopt a different attitude. Yet at the union meeting the letter which refused the claim of a person on the ground that he was thought to be medically fit to undertake suitable work compatible with his condition was read out. I expect everyone is supposed to undertake work compatible with his condition, so long as he has some life left in him. So the answer given by the Minister is at complete variance with the facts as we know them.

We also find that the State Government Insurance Office is not carrying out the policy announced by either the Minister for Mines or the Minister for Labour,

because I have before me a copy of a medical certificate, and a copy of a reply sent by the State Government Insurance Office to another claimant. The medical certificate is as follows:—

Take notice that at your examination on the 4th July, 1962, you were found:—

To be suffering from early silicosis.  
Dated at Kalgoorlie, this 24th July, 1962.

The person concerned then claimed compensation. On the 9th August, 1962, he received the following letter from the branch manager of the State Government Insurance Office:—

I have been directed to advise that as the Mines Medical Officer reports that you are not incapacitated by industrial disease your claim for compensation is not approved.

That is a most extraordinary state of affairs, because we were informed that the State Government Insurance Office had discovered that the Act had been wrongly interpreted. In my opinion it had been interpreting the Act correctly. We pointed that out to the Government when it introduced the amending Bill last year, and it insisted on retaining the provisions as they were. We pointed out that an injustice would be done if they were altered. The Minister cannot tell the people concerned, or the members of this House, that what he is doing is in accordance with the facts.

The SPEAKER (Mr. Hearman): The honourable member has another five minutes.

Mr. MOIR: The Minister for Labour was careful in his reply to point out that the Minister for Mines did not mean what he was reported to have said in the Press and that payments were to be retrospective only to December, 1960; in so doing he was not very conversant with the affairs of the State Government Insurance Office, because I have before me a claim made on behalf of a person some considerable time ago who, in October last, had his claim rejected in the following terms:—

With reference to your claim for compensation I have been instructed to inform you that as you ceased work in the mining industry in 1953 not on account of inability to continue due to industrial disease which was not evident until many years later, and since leaving the industry you have been and still are, able to earn full wages at your chosen employment, my head office is not prepared to accept liability in your case.

When I realised that the Government Insurance Office had in effect reversed its policy on the advice of the Crown Law Department, I wrote a letter on the 17th May to the general manager, because on

the 5th April it found out that it had acted wrongly in this case. My letter was as follows:—

As reports in the Press indicate that you are now reviewing claims for industrial disease disability, which were previously rejected by your office, would you please advise me if the above case has been subject to the review; and if so, what has been the decision?

On the 24th May, 1962, I received the following letter from the State Government Insurance Office in reply to mine:—

In reply to your letter of the 17th inst. I have pleasure in advising you that the claim lodged by this man was one which has been reviewed recently, and I have now agreed to accept liability.

The papers have been forwarded to my Kalgoorlie Branch Manager so that compensation payments at £14 16s. per week may be commenced from the 29th June, 1961.

Those payments were retrospective to the date when the claim was made.

It should be noted that this claimant left work in the mines in 1953, yet the Minister for Labour in his reply in this House told me that the Minister for Mines had not meant what he said, and that no claims would be retrospective beyond December, 1960. He went on to impress on me that it was useless to claim in respect of any worker who had contracted this disease prior to 1960; yet in this case to which I am referring, the claimant was paid compensation and he had not worked in the mines since 1953.

I am not complaining about compensation being paid to him. What I am complaining about is the information given in the reply by the Minister for Labour, and the policy followed by his Government in treating the unfortunate workers who have contracted this dread disease, because the disease progresses year by year and greatly affects the health of a person.

This Government refused to put the matter beyond all doubt when it introduced the amending Bill last year. It could have accepted the amendment moved. A division on the amendment was called for and it was agreed to; but the Government went to the extent of recommitting the particular clause in the Bill and was successful in deleting the words which sought to give justice to the workers in the industry.

Now the Government has turned a somersault, and accused people who have been trying to enlighten the mine workers in Kalgoorlie. The statement of the Minister for Mines as reported in the Press was designed to discredit people who told the people in Kalgoorlie the truth.

**MR. ROWBERRY (Warren) [6.10 p.m.]**: In association with other members of the House, I would like to offer you, Mr. Speaker, my congratulations for once again having attained the high office which you hold. It is a very responsible office in that you are the custodian of the rights of members of this Chamber. I would say that in its long history of some 600 years, the Mother of Parliaments and its members, in some cases without exceptional ability, battled for freedom, and especially for freedom of speech. They sought that freedom with courage, energy, and commonsense, and without any personal axe to grind. Unlike some members who have asked you to be lenient to members on this side of the House, I merely ask you to uphold the rights of every individual in this Assembly. In doing that, I know I am not asking something of you in vain.

I also offer my congratulations to the newly appointed Chairman of Committees. I know he is a zealous and earnest member who will uphold the liberties and privileges of members of Parliament. I extend my congratulations to the new members who were elected to this House at the last election. I hope they will not have to face another election in the near future, and that they delivered their maiden speeches without too much strain or fear.

The opportunity afforded during the Address-in-Reply debate to put forward the requests and desires of their constituencies has been availed of by members of Parliament from time immemorial and I am not going to depart from that practice. Unfortunately, I represent an electorate that is not participating in the great and exciting leap forward in which the rest of the State has apparently participated according to the Premier. In my electorate the movement has been in the opposite direction, and for this the present Government is partly responsible. Firstly, I want to direct my remarks to the Minister for Education.

Mr. Brand: You certainly could not address them to the Opposition.

Mr. ROWBERRY: It has been said that to retain people in country districts we must provide their children with the means of a good education. I am not saying that the Minister has not done his best, or that his department has fallen down in this respect. In allocating priority for the provision of educational facilities, when a choice has to be made it should lean in favour of isolated country districts. In my electorate there is one such town, Northcliffe, which is situated way down in the south-west. The people are desirous of having the school upgraded to a junior high school at the earliest possible moment. Without fear of effective argument to the contrary, I say that to do so would not cost the Education Department very much more than it is costing at the present time.

*Sitting suspended from 6.15 to 7.30 p.m.*

Mr. ROWBERRY: Before the tea suspension I was endeavouring to impress upon the Minister for Education the necessity for upgrading the primary school at Northcliffe to junior high school status. I would mention that the present post-primary enrolment of students at that school is 226.

Mr. Lewis: How many?

Mr. ROWBERRY: Two hundred and twenty-six.

Mr. Lewis: Post-primary?

Mr. ROWBERRY: I mean primary pupils. The number is 226, of whom 37 are in the seventh grade. Should there be a possibility or a probability of the school being upgraded in the near future the majority of those 37 would remain for the post-primary part of their education.

We have just been listening, over the radio, to certain educationalists in the State deploring the fact that children do not remain at school with a view to continuing their education; and often the children have an intellectual capacity which would pre-eminently suit them for continued education.

Here we have an opportunity of putting these things into operation. Should the school at Northcliffe not be upgraded it would mean that these post-primary students would have to travel to Manjimup to the nearest junior high school, and continue their education there.

It might be argued that because transportation is free it would not be an added burden on the parents to keep their children at school; but for these children to remain at school in Manjimup means that board and lodging would have to be provided. This would, in a community such as Northcliffe—which is mostly a timber and dairying area—impose quite a burden on the parents. In fact, it has been reasonably and scientifically argued that wages in the dairying industry in this State—especially in the south-west, which depends on butterfat for its income—are very much below the basic wage; and to require these people to send their children another 40 miles to Manjimup would be the last straw which would probably break the camel's back.

We must look at the problem from the point of view of the children, of what they are missing because of the inability of their parents, through no fault of their own, to provide them with secondary education. I maintain there could be an over-all enrolment of 226, with the possibility of 37 of these pupils, who are in the seventh grade at present, remaining for a second or third year. It is expected that the figures this year will include 25 first-year students, 13 second-year students, and 7 third-year students.

Two years ago it was decided to upgrade the school at Northcliffe. Tenders were called to provide for an additional four classrooms to enable the school to become a

junior high school. Suddenly the plan was changed, and the number of classrooms was cut down to two only. I maintain that the present buildings will, after recent additions, be suitable to carry on as a junior high school; and, in any case, the number of primary students at the school will require additions to the school staff which could very well be made.

I leave these points with the Minister for Education. I strongly believe this to be a case for extra consideration because of Northcliffe's isolation and because of the low incomes of its people. There are special points to be taken into consideration. I think, in reviewing the situation at Northcliffe.

I leave this matter with the Minister. I know he has had pressure brought to bear on him not only from the parents and citizens of Northcliffe but from the majority of people there. Everyone, without exception, has expressed a desire to have this school upgraded to a junior high school.

I turn now to the remainder of my electorate which, as I mentioned before tea, has proceeded in the opposite direction to that of a great leap forward, contrary to the rest of the State. One has only to think of what happened in Pemberton, and what happened in the tobacco industry in Manjimup recently, to realise just how far we are going backwards.

It should not be necessary to draw the attention of the Government to these facts. The facts are co-related. If the timber industry at Pemberton had been allowed to remain in the position it was in when the Government took over, it would have been able to absorb some of the surplus manpower which came on to the market through the failure of the tobacco industry. We now have the people leaving the country districts. We have skilled tobacco growers going to the Eastern States—to Queensland and Victoria—to try their skills there, to the detriment of Manjimup. A continuous stream of people has been leaving Pemberton for the past three or four years.

A good deal has been said about the sale of the State Building Supplies to the Hawker Siddeley Group; but unfortunately the whole story has not been told. I propose, for a few minutes, to put the story on record as far as my ability will allow me.

The member for South Perth recently accused the members on this side of the House of exaggerating the figure for which the State Building Supplies were sold. He said we had tried to convey to the public the idea that the State Building Supplies were sold at a loss of £4,000,000. For the sake of the record, let us have a look at the exact figure. I refer members to the Auditor-General's seventy-first report since responsible Government.

Mr. Oldfield: Irresponsible Government at the moment.

Mr. ROWBERRY: I refer members to the heading "State Building Supplies." Under the agreement, which is for a term of 21 years, commencing the 1st July 1961, the purchaser agrees—

- (1) to purchase all assets except trading stocks, works in progress, sundry debtors and cash balances for £A1,000,000;
- (2) to purchase brick stocks and works in progress at the 30th June, 1961, valuations;
- (3) to purchase general store trading stocks at a mutually agreed or independently determined valuation.

We have the figure of £1,000,000. All we have to do is to discover what the Government was paid for the brick stocks, works in progress, and the general store trading stocks. We then have the full answer.

I refer members to *Hansard* of Tuesday, the 31st July, 1962. The Minister for Industrial Development was asked what valuations had been agreed upon between the Government and Hawker Siddeley respecting brick stocks, works in progress and general store trading stocks at the 30th June, 1961. The Minister replied that brick stocks had a valuation of £33,141; work in progress, £58,172; and general store trading stocks, £18,250, making a total of £109,563. This figure added to the £1,000,000 to which I have already referred makes a total of £1,109,563.

It has been said that the reason for the disposal of the State Building Supplies was that they were operating at a loss; that they were costing the people of this State too much to keep them going. The value of the State Building Supplies—as ascertained by me from replies to questions asked of the Minister for Industrial Development on Tuesday, the 16th August, 1960—as at the 30th June, 1960, with loan funds, overdraft, and other liabilities to the Treasury, was £3,063,061. That is not the value put upon this trading concern by an outside valuer, as has been argued; that was the total investment by the people of the State in the State Building Supplies. This means that on the deal the State lost the sum of £1,953,498, simply for the sake of saving the people's money! Unfortunately, this story has not been told before. We have heard figures from £1,000,000, £2,000,000, and so many other millions of pounds; but not until the answer was given by the Minister for Industrial Development to the three questions I asked did the whole story unfold. For that alone this Government stands condemned.

Mr. Graham: Hear, hear!

Mr. ROWBERRY: We could still have had this £1,000,000, or nearly £2,000,000, and also all of the people in Pemberton

employed if the concern had not been sold. Despite the fact that allegations have been made that the State Building Supplies were making losses, this concern paid into the Treasury £153,000 annually in interest. Where did the money come from if it did not come from the profits of the State Building Supplies? It must have come from the trading account, and so that is another loss that has to be accounted for. I am wondering just what method the Treasurer will adopt to fund this debt to the State—this debt of £1,953,498.

Mr. Grayden: It was £4,000,000 during the election campaign, according to Labor leaders.

Mr. ROWBERRY: The voice from South Perth!

Mr. Hawke: And what a voice!

Mr. ROWBERRY: The member for South Perth has missed the boat. I have just been citing the figures for the honourable member's special benefit, and also for the sake of the record, and so that the people of Western Australia will know just how much they lost when they lost the State Building Supplies. They lost not only the money which was an investment by the people of this State, but there was also a considerable loss in manpower, and security for the people in the district. Just how much that was worth is one of those imponderables which I would not dare try to assess.

Mr. Court: The original work force would never have been maintained in Pemberton, whoever owned it.

Mr. Graham: Why not?

Mr. Court: You know the whole place was due for reconstruction, under your Government, which would have meant less men.

Mr. Oldfield: When it was rebuilt just after a fire!

Mr. Court: These other people kept them on at our request.

The SPEAKER (Mr. Hearman): Order!

Mr. ROWBERRY: Has the Minister finished?

Mr. Court: Yes.

Mr. ROWBERRY: The Minister for Industrial Development said that the work force would not have been retained no matter who owned the mill. It is a strange thing that despite all the vicissitudes of timber trading in the last three or four years, the Hawker Siddeley company is the only one which has to any great extent put men off. All the companies are trading on the same market and drawing their supplies from the same forests, and they are all using the same methods.

Mr. Crommelin: Are they all running two shifts?

Mr. Court: The others were able to do it beforehand, whereas these people had to do it during a difficult period.

Mr. Oldfield: It is always a difficult period according to you.

Mr. ROWBERRY: I have been trying to impress upon the Minister that he made a gift of a valuable trading concern to the Hawker Siddeley company. With it he also gave valuable industrial institutions and, in addition, he gave away, £1,953,498 of the State's money.

Mr. Court: That is only according to your warped calculations of what you are trying to assume was given away, or allegedly given away.

Mr. Graham: Yes. You gave it away.

Mr. Court: Nonsense!

The SPEAKER (Mr. Hearman): Order!

Mr. Graham: Of course it was given away!

Mr. Court: Events since have proved that we can—

The SPEAKER (Mr. Hearman): Order! Order!

Mr. Graham: We want a Royal Commission into the Minister.

Mr. Oldfield: And on the 4th September we will move for it, too.

Mr. Graham: I am not going to give my State away.

Mr. Ross Hutchinson: All good dirty fun!

Mr. ROWBERRY: If we want to clean the State up according to the terms of the Minister for Industrial Development, all we have to do is to go around the countryside and give people the sack. But I always understood that the State existed for the people, and not the people for the State; and that the investments in the State, and the natural wealth of the State, are not there primarily to make profits but to give security of employment to the people of the State—an opportunity to lift their standard of living. That is the first and necessary consideration.

According to a certain institution, which has been quoted by the Premier during the last few days, all commercial enterprises should be there for the glory of God and for the services of the people. But how we can reconcile that statement with the sacking of 100 men, and the throwing of them, their wives, and their families onto the scrapheap, is difficult for me to understand. Had these men been permitted to remain it would have been a valuable method of distributing purchasing power into the communities of Manjimup, Pemberton, and the districts round about, to balance the loss of income of nearly £750,000 in the tobacco industry. Instead of that the district has a double blow struck at it and we have insult added to injury when the Government screams from the house tops that the State is in the midst of a very exciting leap forward.

Mr. Grayden: Of course it is!

Mr. Graham: With 465 unemployed in Bunbury.

Mr. Grayden: There are less unemployed now than there were in 1959.

Mr. Graham: The greatest number there has ever been in Bunbury.

Mr. Court: We still cannot get labour to go on with projects.

Mr. Graham: You are living in the rarefied atmosphere of Dalkeith. You haven't a clue as to what is going on except in business circles.

The SPEAKER (Mr. Hearman): Order! Order!

Mr. ROWBERRY: The Minister talks about projects but forgets about the people who have been projected into space, and who have lost their jobs. If projects are not going to give people jobs, of what earthly use are they?

Mr. Graham: The Minister for Hot Air can try to answer that one.

Mr. ROWBERRY: This consideration is not only a humanitarian one. The first consideration of anyone governing the country is to try to provide jobs for the people; because that is the only way the wealth of the country can be distributed—by providing jobs. That is not only a humanitarian angle, but it is also a sound economic principle.

We are told—and the Minister for Industrial Development, in his talks to business people tells them—that we are endeavouring to build up our export market. He tells them that they must increase their exports and that they must find new markets. But what are markets in the final analysis? They are merely people with money in their pockets to spend; and if we are going to destroy the income which puts money into their pockets to spend, we are destroying the markets. There is no way out of that.

The only way to build up our economy is not to cut down costs; because costs merely mean wages and salaries and the greatest cost in industry today is wages and salaries. The one way to build up the economy is to provide people with jobs. It might be said, "We will go around the world and find markets." But if we find markets around the corner we soon discover that they are just the same type of markets as we have at home—merely people with money to spend, and if people do not have money to spend then we have no markets. So do not let us believe the Minister for Industrial Development with his killer instinct. He will kill all right if he goes on like that.

Mr. Grayden: We must have efficiency in industry, and that is what he is trying to achieve.

Mr. ROWBERRY: Let us have efficiency in industry by all means.

Mr. Court: We will not get it with your way of looking at things.

Mr. ROWBERRY: So long as we can find a method to distribute the income that is gained from the efficiency; and that is just what this system cannot do—I mean the policy of the present Government. The more efficient industry becomes the less purchasing power there is to distribute, so that it destroys itself.

Mr. Crommelin: What rubbish!

Mr. Court: Just how puerile can you be!

Mr. ROWBERRY: When we can find a method of distributing the wages of the machine then we will have found the best method of getting past the difficulties which are inherent under the present economic system.

Mr. Graham: The Minister is interested only in the dividends which are derived.

Mr. Court: We are interested in employment for everybody and with good career opportunities.

Mr. ROWBERRY: Recently I paid a visit to Darwin, and while I was there I was shown over the local brewery. I found the product very acceptable—I could do with one now, as a matter of fact. The young engineer in charge of the brewery, a product of the University of Western Australia, was showing me how he had cut down expenses by installing new machinery—automatic devices in the brewery. I said to him, "That would be all right, son, if machines drank beer. Then you would be on the right road to success. You put out of work those who drink your beer and yet you are trying to make more beer for the people who are not there to drink it." He replied, "Yes, I never thought of that."

Mr. Court: Is that the policy of your Government? Deliberate inefficiency in industry?

Mr. Hawke: No; you have to have kangaroos to get the hops.

Mr. ROWBERRY: Possibly the most inefficient person is the one who is trying to be super-efficient in industry, although probably the Minister has that one sewn up. Inefficiency has its advantages. The Minister talks about getting on with projects, and about the great advances this State has made, or is about to make, based upon the acumen and efficiency of the present Government led by the Minister for Industrial Development. I have stated in every speech I have made on the Address-in-Reply that this State will not or cannot go forward until it exploits its great mineral resources. I am satisfied that now an effort has been made to exploit our mineral resources we will go forward.

Mr. Crommelin: Coming from you that is something at any rate.

Mr. Graham: What is wrong with Dumb Dora over there!

Mr. Crommelin: Better to be a Dumb Dora than a soap box orator.

Mr. Graham: You had better stick to your winding snake in Stirling Highway.

Mr. ROWBERRY: We will only go forward, however, if this mineral wealth is distributed among the people of Western Australia, and not among the shareholders of the big companies. It has been said with some truth that the reason for the backwardness of Australia industrially is the fact that the mineral wealth is in the hands of one monopoly. It has also been said that the reason for our State's not going forward is not only that there has been an embargo on the export of iron ore, but that the exploitation of our iron ore reserves has been in the hands of one big company; namely, B.H.P.

I am pleased to be able to answer a question asked me by the member for Subiaco the last time I made a speech in this House on the export of iron ore. The honourable member asked me whether the iron ore from Koolyanobbing was going to be exported. I have taken that question to *avizandum*—who might be an uncle of the member for Subiaco; at any rate the honourable member would know what the term meant.

We know that B.H.P. is under contract to this Government, which proposes to set up a mill by 1968 for the processing of iron ore. But that will only meet the requirements of the first step in the processing of iron ore; that is, pig iron. The company is making arrangements for the production of something like 450,000 tons of pig iron by 1968. Pig iron has very brittle properties and is only used for castings, which do not require great tensile strength. If I am to be told that this State will require 450,000 tons of pig iron for castings, then I simply will not believe it. The fact is that a fully integrated iron and steel industry will not be in operation in this State until 1978.

Mr. Court: It will be much before that in actual practice, as I have explained to the House.

Mr. ROWBERRY: The plans drawn up by B.H.P. are for that date. By that time they will be processing their own iron or steel. Until we do make our own steel in Western Australia and use it I am afraid we will not get the greatest possible benefit from it. I would say that the reason for B.H.P. coming in on Koolyanobbing is that Koolyanobbing is the last great deposit of iron ore which is both chemically and physically stable.

I have as my authority for that remark Mr. A. Constantine, general manager of the works at Wundowie. That could be the reason. We have great deposits of iron ore at Yampi Sound and Cockatoo

Island but the ore is so unstable physically that it oxidises when in contact with the air. The action of the air is sufficient to break it down; it can be broken down by finger pressure. Although this has a high iron ore content it is not nearly so easy to work as the iron ore from Koolyanobbing, which is also physically strong.

The harder the ore is in the furnace the easier it is to extract the iron ore. So I think we can see there are circumstances other than the acumen of the Government which are responsible for any break-through which this State is likely to make. The fact is that had not B.H.P. got in when it did, it would have been left behind in the race. In my estimation that is the reason why B.H.P. was so anxious to set up a refinery at Kwinana to process its iron ore.

There is so great a demand in the world for iron ore that had B.H.P. not come in when it did it would have been left behind. Apart from this, there was also political pressure which was being brought to bear all the time by people who previously were in the Government, but who are now in the business of exporting iron ore.

One of the reasons advanced by the Federal Government—which at that time was aided by our present Government when it was in Opposition—was that there were insufficient iron ore deposits in Australia to meet the needs of Australia in her industrial expansion. I would like to read a letter which was written to a local paper in Manjimup in June, 1958, which dealt with this question. It is as follows:—

Dear Sir,

Mr. Freeth, in answer to the question "What are Australia's Iron Ore Reserves?", at a recent L.C.L. meeting in Manjimup, simply evades the questions and leads one to the strong suspicion that he either does not know, or if he knows, does not wish to make such figures public.

The facts are that very few States in the Commonwealth have carried out complete and exhaustive geological surveys to ascertain to the full, the extent of iron ore deposits, but enough has been done in certain States to show that at the present rate of production there is enough iron ore to last for 200 years.

By the end of 200 years I do not suppose we will be using iron or steel at all; we will probably have found some other substitute, if we live that long! To continue—

These figures show considerable fluctuation, for instance, South Australia has known deposits of over  $5\frac{1}{2}$  thousand million tons, Queensland 6 hundred million tons, New South Wales nearly 28 million tons, while Victoria shows only 5,711,000 tons. From these facts it is reasonable to infer that Victoria and New South

Wales have not completed a full geological survey and have vastly greater deposits than the present figures indicate, especially when we take into consideration the fact that Tasmania has known deposits of 208 million tons.

The known deposits of iron ore in Western Australia total 295,592,000 tons and it has been estimated that Yampi deposits at the present rate of consumption would last for 278 years. That is Yampi alone.

Mr. Court: How does he work that out? He says 295,000,000 tons; and they are taking 1,000,000 tons annually already. It will be up to 2,000,000 tons very soon.

Mr. ROWBERRY: The present rate of consumption from Yampi Sound is 1,000,000 tons annually.

Mr. Court: He said 295,000,000 tons for the whole of the State. That was the official figure when the Hawke Government went out of power.

Mr. ROWBERRY: These figures have been obtained from the Mines Departments of the States concerned. So much for Mr. Freeth's concern for posterity. I am inclined to think that his concern for posterity was not based on fact; it was just another method of throwing dust in the eyes of the people.

Until this State has a fully integrated iron and steel industry of its own this great break-through and great vision of employment of the people will not take place. Until it does the people of Western Australia will not benefit to the extent they should.

I now wish to touch on traffic on country roads. I have been interested to notice that both over the radio and on television the National Safety Council is conducting a safety school of the air at the moment. One of the features that was given prominence the other evening was, "Pay attention to your driving." The theme was that the fact that one is driving a car is enough to occupy one's mind; and one should not let anything else divert one's attention.

The advertisement laid particular stress on such things as looking sideways while driving; looking at things on the highway; looking at legs, and other interesting things one happens to see while driving along the streets. It was said that this was the primary cause of many accidents. The point I wish to make is that any member who goes to the pictures—I occasionally happen to go to the pictures—will often notice a scene where someone is shown driving a car while alongside him sits a beautiful young lady. If one watches carefully one will see that the driver of the car spends most of his time looking into the eyes of the beautiful young lady beside him, rather than watching the road. I am sure if members took notice of this they would be surprised at the number of times it happens. It certainly fills me with horror.



Mr. Oldfield: What does? The lady's eyes, or not watching the road?

Mr. ROWBERRY: The driver should be watching the road rather than the young lady's eyes. This is the sort of thing that is fed to our young people. They are made to believe that it is quite easy to drive a car straight while looking into the eyes of a beautiful young damsel who might be sitting beside them. I think it would be much better to stop the car and get on with the job. Most of our young people go to drive-ins and see this thing happen time and time again; and what the star on the screen can do they think they can do much better. That is how many of these accidents happen.

Mr. Graham: Given the opportunity.

Mr. ROWBERRY: Another matter I would like to bring to the notice of the Minister for Transport is that the Road Safety Council would be doing a good thing if it educated the public in regard to the marking of roads. I refer to the double lines, the full lines, and the broken lines. The reasons for these should be explained. Far too often regulations made under the Traffic Act are put into operation without the public being told what they mean.

Before the advent of the centre lines one would notice that five out of six drivers coming towards one would take the left-hand side of the bitumen as a guide. What do they do now? They take the centre line as a guide; and in addition to a wheel of the vehicle being within inches of the centre line, there is usually an elbow protruding some nine or 10 inches. It represents the Australian spirit of independence—this is my half of the road, and I am going to have it.

The regulation still states that one must keep as far as practicable to the left-hand edge of the road whether approaching a car or overtaking a car. However, I would draw the attention of the Minister to the fact that five out of six country drivers think the centre line is to divide the road. This is obvious from what one sees; and I am convinced it is the cause of many accidents on our country roads.

When an approaching driver sees this happening he probably feels he will do the same as the other fellow. He probably says to himself, "If you want to run down the centre line, I will too." Our young people could easily be persuaded to enter a game of "chicken". I bring this matter forward because there are quite a number of head-on collisions on our country roads. I am convinced that many of these accidents could be traced to the fact that instead of the centre lines making the roads safer for road users, they have made them more dangerous.

Another cause of these accidents is that the traffic outside towns in the country is imperfectly policed. It is no good shutting our eyes to this fact. Very few

country traffic inspectors go outside the confines of the towns. In fact, they have enough to do in some towns without looking after the highways which run between the various towns. I am convinced that the only answer to the problem is to place the control of traffic under one central authority.

Mr. Craig: What would your shire council think of that suggestion?

Mr. ROWBERRY: The shire council would be relieved of the responsibility of looking after traffic. The main problem so far as a shire council is concerned is the fact that it receives a large proportion of its income from motor-vehicle licenses—and this income is necessary for it to carry on its projects and road undertakings.

The SPEAKER (Mr. Hearman): The honourable member has another five minutes.

Mr. ROWBERRY: If there were a method whereby the income from vehicle licenses could be distributed to the various shire councils and they could be relieved of the necessity of providing traffic supervision I am sure it would be all to the good. I have heard the shire council of a large town arguing the point as to whether the traffic inspector should be employed on traffic or whether he should be employed on chasing unlicensed dogs.

The responsibility of a shire council should be to see that traffic is policed efficiently. However, in most cases under the present set-up it is impossible to provide an around-the-clock protection for motorists on the road. I know the suggestion I have made is a political hot potato, but that should not deter us when so many people are being killed on our roads. Every possible step should be taken to prevent these deaths.

Therefore, in my opinion, the supervision of traffic should be taken out of the hands of the shire councils as they are not trained or equipped to efficiently cope with the problem. If some means can be found to compensate local governing bodies for the income they now receive from motor-vehicle licenses half the problem will be solved.

MR. OLDFIELD (Maylands) [8.22 p.m.]: It is rather unfortunate that the Premier is not in his seat, because there are a few matters with which I wish to deal that I am sure he would be interested in. I was very interested to read in this morning's paper an account of a meeting held in the town of Bunbury last evening. The opening remarks of the Premier, as they appeared in the newspaper article, were to the effect that he made the statement, "If Labor has a victory in Bunbury there will be a general election"; and the theme of the article is to the effect that the

Government is very worried that the people of Bunbury may elect the Labor candidate and cause a general election.

To my mind that would be probably the most undemocratic attitude I have ever known to be adopted in any State in Australia; because, after all, the people of Bunbury are about to elect their member of Parliament—a representative of the district to represent them in this House—and he is to be a person of their choosing. I do not consider the people of Bunbury should be concerned one whit whether their choice brings about a State election or not.

Mr. O'Connor: The Premier was only refuting—

Mr. OLDFIELD: I know the theme of the campaign is, "You cannot elect the Labor man or there will be a general election." I know the Government is frightened of one—

Mr. I. W. Manning: No.

Mr. OLDFIELD: —especially following Broadmeadows. The Liberal Party is not even game enough to contest Batman. I think the attitude of the people of Bunbury will be a democratic one. They will elect a member who will give them true representation, whether as a result there is a general election or not; and circumstances will be somewhat different after the 1st September from what they are now—and despite all the utterances and prepared statements which certain people are forced to make we will get a Speaker if we need one.

Mr. Graham: I do not think the member for Darling Range appreciates talk of another general election

Mr. OLDFIELD: He has been rather unfortunate. He has had a conspicuous political career to date and has been put to a considerable amount of expense.

Mr. Graham: It has only a few weeks to run.

Mr. OLDFIELD: He was in and out of office faster than any member I know of.

Mr. O'Neil: You have been in more parties than he has.

Mr. Nimmo: He is still here.

Mr. OLDFIELD: As we move down the newspaper article we find that the Premier made this statement—

Over the last 3½ years Bunbury had leapt forward under Government plans.

I have here authentic figures which were obtained today from the Department of Labour regarding the employment situation in the Bunbury area.

Mr. Crommelin: The Bunbury area?

Mr. OLDFIELD: Yes. Bunbury includes Carey Park and Rathmines—there is a lot more than just Bunbury. On the 1st of May, 1959, shortly after the existing

Government assumed office, there were 73 persons in receipt of unemployment benefits from the Bunbury office. When I quoted these figures earlier today the Premier spoke of seasonal requirements and conditions, and said the quoting of the May figures was not altogether fair; but if he had listened carefully he would have noted that I went on to quote figures for the period ending on the 31st July of each of the years the Government has been in office, because they are the most recent figures obtainable, and they go right up to the 31st July last.

To give a fair comparison of the figures to the end of July in each year, I will repeat what I said earlier this afternoon. At the 31st July, 1959, there were 174 people receiving unemployment benefits in the town of Bunbury—101 additional within a period of two months. On the 29th July, 1960, there were 114 in receipt of this benefit. There had been some improvement on the previous year.

Mr. I. W. Manning: You—

Mr. OLDFIELD: I know what the member for Wellington intends saying, and I will answer him in due course. Then comes the real story: On the 28th July, 1961, the number of persons in receipt of unemployment benefits had gone back to 170; and then on the 30th July, 1962, the figure was 283. We all know full well that not every person registered for employment is in receipt of unemployment benefits. Therefore, I was interested to find out how many people were out of work in the Bunbury area—and the total number of persons out of work and registered for employment is 465.

There would be more than that because people do not register immediately; and when they do, they have to be registered seven days before they are entitled to receive unemployment relief from the Social Service Department. We can probably assume that there would be 100 people out of work in this area and registered for employment at the time of this Government taking office. However, today there are 465 registered for employment. Yet the Premier goes to Bunbury and tells the people that Government planning has caused a great leap forward.

Mr. I. W. Manning: Something has.

Mr. OLDFIELD: The member for Wellington should visit the part of his electorate which is in the Bunbury municipality. I refer to the suburb of Carey Park.

Mr. Heal: They haven't seen him there yet.

Mr. OLDFIELD: If people went to the member for Wellington, as they did to the late member for Bunbury, he would know how many are seeking employment. As a matter of fact, the member for Wellington would possibly be amazed at how

many are seeking accommodation in the metropolitan area, where they feel there is some hope of gaining employment. I refer to metal tradesmen, especially boilermakers and welders, who are finding it impossible to obtain gainful employment in Bunbury. These people are living, in some instances, in the electorate of the member for Wellington.

Mr. I. W. Manning: How did they come to lose the jobs they had?

Mr. OLDFIELD: Because the great leap forward has been a great leap backward, as explained by the member for Warren. That is why.

Mr. H. May: Why don't you go there and inquire?

Mr. I. W. Manning: I can see what is going on down there.

Mr. OLDFIELD: We have read in the paper what is going on down there, the same as we have read what is happening in the rest of the State! I would say that the Minister for Industrial Development is wasting his time in Parliament. He ought to have Bill Mitchell's job as publicity officer for the Government.

Mr. Hawke: He has!

Mr. OLDFIELD: He would be the greatest fiction writer of all time. He has made statements with such conviction, and the newspapers have printed his statements with such conviction, that a lot of unfortunate people in Western Australia believe them.

Mr. Bickerton: They will wake up.

Mr. I. W. Manning: You must have had your eyes shut.

Mr. OLDFIELD: I will now deal further with the Premier's speech. I would have liked to listen to this. It must have been one of his best ever. The article goes on—

Mr. Brand said he would not outbid Opposition Leader Hawke in promises about the Bunbury water supply.

I listened to the speech of the Leader of the Opposition and I did not hear any wonderful promises about spending any £300,000 or even transferring the £30,000 the Minister for Works has said he is going to spend in Forrestfield—or anything else like that. No Sir! The article goes on—

The solution to the town's problem of water quality might be a pipeline from the Wellington Dam, but this would cost £300,000 and could not be laid immediately.

Of course we could not expect this Government to have enough initiative or foresight to explore any other avenue. It cannot spend £300,000 to improve the water supply in Bunbury.

Mr. I. W. Manning: Did you tell them while you were down there?

Mr. OLDFIELD: And they are entitled to good water. If some of the Government members go down there—and of course they will just before the election—they will realise the condition of the water. The women have to get up very early in the morning in order to let the water run long enough to obtain sufficient clear water so that their daily or weekly wash will not be stained. It is not necessary to spend £300,000. All the local authority would need would be some financial assistance to install a filtration plant. The Premier last night said it would cost £300,000 and they did not have £300,000. That is what he said.

Mr. I. W. Manning: He did not say that.

Mr. OLDFIELD: He knows that the Minister for Works probably has a bit tucked away, but he is frightened where he might take it from. We have had the balloon go up once on an issue such as this. However, shortly we will at least have a Premier and Minister for Works with enough initiative not to think of schemes worth £300,000 but to devise something which is more realistic for the time being. The day will come when Bunbury will need to pipe water from Wellington Weir. There is no doubt about that.

Mr. Ross Hutchinson: Are you going back to Bunbury before the election?

Mr. OLDFIELD: I thought you were back in hospital; you have been so quiet.

Mr. Ross Hutchinson: Are you going back?

Mr. OLDFIELD: Never mind what we are doing. You worry about what you are going to do. You are going to spend £900,000 on a hospital, but it will not get you a vote. You are too late. As usual, the Minister for Health comes racing into the town of Bunbury with a project that it was promised two years ago. Now the Government is drawing up plans and is going to call tenders next year.

Mr. Jamieson: For the nurses' quarters!

Mr. Ross Hutchinson: We hope you do, you know.

Mr. OLDFIELD: You do?

Mr. Ross Hutchinson: Yes.

Mr. Hawke: What about that huge amount of Government assistance for tourism—£97 in three years?

Mr. I. W. Manning: You are off the mark there.

Mr. OLDFIELD: I understand that was to pay for the cement which was used to put in a boat-launching ramp—as a tourist attraction! A boat-launching ramp! There have not been any brochures yet saying, "Come to Bunbury to launch your boat."

Mr. Hawke: Coming from this Government it is sure to be some ramp!

Mr. OLDFIELD: The town council probably spent far more from its three per cent. account in filling the Government up with whisky to get the £97!

Mr. Hawke: The Minister for Works looks guilty!

Mr. Wild: I have not been lucky yet.

Mr. Bickerton: Probably Cockburn cement as well!

Mr. OLDFIELD: We have heard the Minister for Industrial Development, even tonight by way of interjection during the speech by the member for Warren—

Mr. W. Hegney: He never stops.

Mr. OLDFIELD: —talking about projects. He says, "Why worry about unemployment? We are worrying about projects." That is what he said. He is not concerned about unemployment. Of course, in his Fascist mind this is a policy of "full steam ahead; a great leap forward."

This Minister for Industrial Development, as I said earlier, is a most astute publicist. He ought to be a public relations officer because he would make a fortune. He ought to be in America because he is wasting his time in Parliament here. In America he would be paid £100,000 for his imagination and the ability to write his thoughts up.

He is talking about all these wonderful things just around the corner; prosperity just around the corner; this company is coming here; this one is opening up there; this one is having discussions; that one is negotiating; someone has gone to Japan; and someone else has gone somewhere else. In fact, the Government, in order to get one overseas firm to come here, sold State assets worth £5,000,000 for an amount of £1,500,000, on a deposit of £200,000; and the firm to which they were sold made a profit of £29,000,000 last year.

That is all the Government succeeded in doing; and, what is more, the £200,000 initial payment could have been met out of the £600,000 worth of marketable timber on hand at the time of the takeover.

Mr. Dunn interjected.

Mr. OLDFIELD: Would you speak up please? You are a new member, and I am not used to your voice. What was your interjection?

The SPEAKER (Mr. Hearman): Order!

Mr. OLDFIELD: I could not hear what the honourable member said, Sir. He is a new member, and I am not used to his voice. However, all I want to know—and I have asked the Minister for Industrial Development—is what he has started in the way of industrial development since he has been in office. Where are the great industries we have been promised? Where are

the industries which *The West Australian* talked about in a full-page advertisement? Where are they?

Mr. Hawke: He told us that the largest footwear factory is progressing towards a complete close-down!

Mr. OLDFIELD: It is about time, if the Government has money to throw away—and I do not disagree with the policy of using Government funds to expand industry, because it creates employment and expands prosperity; I have no quarrel with that—it should give it to those local people who are trying to make a success of their businesses. I have a quarrel with the Government concerning who the money is paid to and the reasons why it is paid.

In answer to a series of questions I asked, I was informed that since this Government resumed office, out of a total of £1,657,533 spent on industry only £55,500 has been used to assist existing locally financed industries. I say that when we have industries operating in Western Australia against competition from imported goods, those are the industries which should be given assistance if they are hamstrung for capital to expand and advertise to meet this competition.

They have to be able to compete with dumping from the Eastern States, and, if necessary, Government agencies should be established; and with the funds available these industries should be encouraged and assisted to export their products to the near Asian countries, such as Malaysia and Indonesia. Out of a total of £1,657,533, only £55,500 has been spent on local industry. I have not had time to work out the percentage, but I would doubt if it would even equal the administration costs of the department.

We have spent something like £400,000 on imported fibre-glass boats each year. How much of that money goes to America, I do not know. Yet we have one local manufacturer attempting to gain the market, and he is selling quite a good fibre-glass boat £100 cheaper than the imported product; but he is short of finance. He cannot get the amount necessary to build the moulds which are required. All that would be needed would be £10,000 or £20,000 to set up the moulds and we would have the industry, and it would not be necessary to import these boats as at present.

The Minister for Industrial Development would be better employed finding ways and means of encouraging people who are prepared to pioneer off their own bats in the State of Western Australia—that is, Western Australians—instead of worrying about overseas corporations. One thing we must remember is that when all the finance invested in a company is local finance, the profits stay within the State instead of going outside.

As I stated earlier, when speaking on the Supply Bill, it seems to be the belief of the Government and the Minister for Industrial Development that all industries have to be run by those from overseas, or the Eastern States, to say the least. All these wonderful promises, of which we have seen no proof! Not one bit of evidence! It is getting to the stage where I feel it is just a pack of untruths.

Mr. Grayden: What about the oil refinery which is under way? And what about the alumina refinery?

Mr. OLDFIELD: With regard to the alumina refinery, prior to the election of this Government, £40,000,000 was to be expended here; but now only £10,000,000 is to be spent. Victoria is to get the rest—Show-pony Bolte gets it! It is just another pack of untruths. And here is another one: The Minister for Industrial Development is making a lot of noise about some Japanese steel manufacturers being interested in Western Australian iron ore; the amount they are going to spend to exploit these deposits; and what they are wanting to do.

It is a funny thing that I have it on good authority—from a leading mining man from Western Australia, who has just returned from Japan and who discussed this very point with every leading steel manufacturer in Japan, including the firm the name of which has been freely banded in the Press—that Japan is not interested in the Western Australian iron ore. Those concerned are interested in the huge deposit in the Northern Territory. That deposit is near Darwin, where facilities exist to handle the largest iron ore carrier in the world.

So once again this is something else which the Minister with his charm, and through the Press, has said is going to occur; but I have it on good authority that this Japanese firm has no intention of doing anything with our iron ore deposits.

Of course I know what is going to happen when Labor takes office after the 1st September. It will be getting the blame for chasing away industries which were never going to be established here in the first place! However, we are having it recorded because we know what is happening, and documentary proof will be made available.

A member: Rubbish!

Mr. OLDFIELD: Oh! Who said that? Look at the members opposite! They have to slump down in the corner of their seats, and it is impossible to know who is making the interjections. I am afraid—in fact I am sure—that this iron ore deposit will not be utilised by the Japanese; and this sort of thing has already happened. Look at the Key West project and the Chevron-Hilton project! A wonderful monument to the great leap forward—that Chevron-Hilton project! There it is in the Terrace.

Mr. Jamieson: Put a plaque on it!

Mr. OLDFIELD: I wonder what His Excellency thinks every morning when he takes a stroll and looks over the fence at it.

Mr. May: It could be used as a curio when the Games are on.

Mr. OLDFIELD: It could be used as a bomb shelter in the case of a nuclear attack; and I think that is about all it could be used for!

I would like to conclude on the subject of the present problem of traffic control and speed, and on the question of the number of people who are losing their licenses for speeding offences. I feel that prevention is better than cure. It is, for a start, an economic loss to the country to have so many people without licenses. It is costly and inconvenient to them, and it must be costly to industry when people who are required to have a license in order to earn their livelihood are without it for three months.

The answer to the problem is to have patrolmen where they can be seen on the road. With patrolmen travelling at 30 to 35 miles an hour on their motorcycles on the road, I say that nobody would dare overtake them; and anybody passing from the opposite direction would, immediately they saw a patrolman on his cycle, ease back. If we had sufficient patrolmen so that they could be seen on the roads, I think our speed problem would be solved; rather than this business of patrolmen hanging around alleyways and street corners waiting for somebody to speed past and get what they call "a pinch." I know they are instructed to get a certain number of offenders per day.

Mr. Craig: That is not true.

Mr. OLDFIELD: And they do. The Minister knows very well that if they do not bring in the full quota, they get chastised by the officer in charge.

Mr. Craig: Someone else interjected "Rubbish," and I repeat it.

Mr. OLDFIELD: They are told how many per day to get. I feel that if there were patrolmen on the road in full view of the public, the problem would be solved.

Mr. Brand: Would you agree with greater penalties? That is what the member for Balcatta said was the cure.

Mr. OLDFIELD: Let the people see the policemen on the road.

Mr. Brand: The member for Balcatta said that greater penalties were the cure.

Mr. OLDFIELD: I did not hear what the member for Balcatta said.

Mr. Brand: It was in the paper; and I thought you followed him very closely.

Mr. OLDFIELD: I do not read, or take for gospel, everything the honourable member says. What he says is mostly right, but not when he disagrees with me.

A "Stop" sign was placed at the intersection of Lord Street and Bulwer Street some six months ago. I understand it was put there because that is the main outlet from the city for people who use Beaufort Street or Stirling Street and want to go to the eastern suburbs through the Mt. Lawley subway. When the boom first operated at the Lord Street crossing, there was no "Stop" sign for some reason, notwithstanding the fact that everybody making a left-hand turn from Bulwer Street into Lord Street must give way to the man on the right in accordance with the regulations. But what did we see?

Every day for the first week after the "Stop" sign was erected there was a policeman 100 yards down the road catching everybody who had been using the corner for years and who did not know the "Stop" sign was there. Instead of publicising the fact that a "Stop" sign had been put there—because some people had been using that corner every day for 20 years—

Mr. Craig: Are you sure he was not just warning the people?

Mr. OLDFIELD: Yes; I stood off and watched him.

Mr. Ross Hutchinson: How could it have been publicised?

Mr. OLDFIELD: If you people had not been so busy talking in the Press about what you were going to do and what you had done, the people would have read about it!

Mr. Ross Hutchinson: With the thing stuck up there?

Mr. OLDFIELD: The Minister for Health knows very well that if he goes over the same intersection or makes the same turn every day for 10 years or 15 years, and a "Stop" sign suddenly goes up, it will probably be two or three days before he notices it.

Mr. Ross Hutchinson: You know that not all motorists would take notice of an advertisement in the paper.

Mr. OLDFIELD: When a person makes a left-hand turn at an intersection like that, he looks to his right and the "Stop" sign is on his left. Therefore he would miss the sign. The Minister is going to complain—and I know the Police Department complains—that the department is short of patrolmen.

At 4.30 one afternoon, opposite the Trades Hall in Beaufort Street, where there are notices saying that parking ceases there at 4.30 p.m., two patrolmen on motorcycles came along and started putting tickets on the vehicles parked there at two minutes after 4.30 p.m. Those patrolmen would have been far better employed out on the highways where motorists could see them, and where the patrolmen could apprehend offenders.

A member: Did you get a ticket?

Mr. OLDFIELD: No. A cadet from the police school could have walked around and done this job. Those cars were only 100 yards from the police barracks, and 150 yards from the Traffic Office. One of the officers who had been writing out drivers' licenses could have put those tickets on the cars, because the Traffic Office closes at 4 o'clock. But no! Two patrolmen with their expensive motorcycles issued the parking tickets. That was a pure waste of manpower, and the Minister cannot deny it.

Mr. Craig: I do not know the instance.

Mr. OLDFIELD: It was inefficiency.

Mr. Craig: If you can give me the actual instance, I will follow it up.

Mr. OLDFIELD: I will be able to give the Minister the instance. I can check with the Housing Commission to get the date, because I had just come from the Housing Commission and it will be marked on the file.

Mr. Craig: What is the difference between carrying out their function 100 yards from the department or 10 miles from it?

Mr. OLDFIELD: I am not the Minister for Police. The constables were doing what they were told to do; and they were told to go down and give a ticket to every car parked in that area after 4.30 p.m. A boy could have walked around doing it, or a constable writing out traffic licenses could have done it; and the patrolmen could have been out on the road. Therefore I speak to this motion, but I do not actually support it.

Mr. Lewis: What Bill?

MR. H. MAY (Collie) [8.52 p.m.]: I have no desire or intention of being the exception to the rule of congratulating you, Sir, on being re-elected to the high office which you hold. I know that in the past you have been very fair in your decisions; and I know that until something happens to relieve you of the position, you will carry on in the same way.

I also want to congratulate the new members, and the Chairman of Committees, who was my opposite number during the last session of Parliament; and I congratulate my present opposite number: the Government Whip. In addition, I want to say that I have already offered my sympathies to the family of the late George Roberts. He and I clashed many times across the Chamber, but we were the best of friends outside, wherever we met, and I regret his passing. My sympathies are all with his widow and the children who have been left behind.

The Governor's Speech at the opening of Parliament offers members an opportunity of learning from those who speak on the Address-in-Reply what

is going on in other electorates besides their own. I am sorry to say, however, that most of the speeches we have heard in connection with the Governor's Speech have been very parochial and in no way illuminating to other members in respect of what is going on in the electorates of those who have spoken.

I want to say to the new member for Avon—and he made a very good speech—that I am right behind him when he speaks of decentralisation. I am afraid that the member for Avon will become very disappointed before his parliamentary experience extends very far to find that very little effort is made by the Government to decentralise the population of the State. Almost everybody who becomes unemployed in the country immediately looks to the metropolitan area for some other means of employment. While that sort of thing continues decentralisation of the population of this State is purely a myth.

I hope the honourable member will continue his agitation for decentralisation, and I am behind him 100 per cent.; because the people of this State who are prepared to go into the country districts are the ones who should get every consideration. But the position is directly the opposite at present. Because of the overcrowded conditions in the metropolitan area the Government is forced to give consideration to the amenities required by the people, when every consideration should be given to enticing them out to country districts.

If a small population in the country wants a water supply, and the people there are willing to help pay for it, they are the ones who should be given first consideration because everything possible must be done to keep the people out of the metropolitan area. I am afraid that despite the very good speech made by the member for Avon, and although I agree with the sentiments he expressed, he will be very disappointed at the results that will be achieved.

Among items mentioned in the Governor's Speech was a reference to the visit to this State of Her Majesty the Queen and the Duke of Edinburgh early next year. This is great news, and I am sure every Western Australian will do his or her utmost to see that our Royal visitors have a wonderful stay in this State, and that the people will fulfil their expressions of loyalty. The Commonwealth Games will commence shortly, and in spite of everything that has been said, and whether it is right or wrong, I wish those responsible for the Games every success. I hope the Games will be the means of bringing Western Australia more under the notice of people throughout the world as a result of their being held in this State.

In the Governor's Speech, mention was also made of unemployment. Much has been said in this Chamber on both sides

in regard to the subject, but the Government seems to have the idea that because this State has one of the lowest percentages in the Commonwealth great satisfaction can be derived from the achievement. But the 4,000, 5,000 or 6,000 unemployed in this State, whoever they are and wherever they may be, will take little satisfaction from the Government's statement that Western Australia has the smallest number of unemployed in the Commonwealth.

Mr. W. Hegney: That is so; they suffer just as much.

Mr. H. MAY: In the Governor's Speech mention was also made of the war service land settlement scheme. I have not had experience of it, but I have heard from many people that great dissatisfaction exists in regard to the matter. As a matter of fact, I have been told that the whole set-up is seething with dissatisfaction, and that the people who have been settled under the scheme are most discontented. I say to the Minister, and to the Government, that the best thing to do is to have a public inquiry, and to ascertain whether there is any truth in what is being said on the highways and byways. I would not know; but I am very concerned about the fact that I have to listen to what people are telling me about the difficulties they say they are experiencing.

Mr. Nalder: If you want to find out anything about the war service land settlement scheme I invite you to come to my office and ask any questions you like.

Mr. H. MAY: I agree with the Minister that there are two sides to any question. That is why I am asking for a public inquiry to be held into the matter. People come to me and tell me stories about what is happening. I will go to the Minister and he will tell me another story. Let us have an open inquiry to see what the trouble is, and who is responsible for it, and whether it can be rectified; because if people are wrong they should be told, and they should be informed where they are wrong. The Government should not sit back quietly and do nothing about it; and I am telling the Minister there is great dissatisfaction on the part of the people concerned. Let the general public know if there is some reason for this dissatisfaction.

Then we have the tragedy of the tobacco industry, which was also mentioned in the Governor's Speech. It is a tragedy, and I do not know what the department has done about it. I understand the men down there were told to close up. If there is something wrong with their method of growing tobacco, or with their treatment of the leaf after it is gathered, why do we not find out what is wrong? Let us have an inquiry into that matter. Most questions that need some inquiry are dealt with in that way; but if we just sit back and let things drift along we will get

nowhere. The tobacco-growing industry could have had a great future before it; but the Government has just sat back and let it go out of existence.

Mr. Nalder: You might have sat back, but this Government has made a determined effort to do something.

Mr. H. MAY: When the Minister gets up to speak, let him tell us all about what methods have been adopted. What has the Government done about this industry?

Mr. W. Hegney: How many are there in the tobacco-growing industry now?

Mr. Ross Hutchinson: That is through no fault of the Government.

Mr. W. Hegney: I didn't ask you.

Mr. Nalder: There are not any growing tobacco at the moment.

Mr. W. Hegney: That's the answer.

Mr. H. MAY: There is a reason for it, and I think the public should know what that reason is. The public should also be told what the department is doing about it, and not just let the industry slide out of existence. Surely that is not going "full steam ahead!"

Some indication has been given that the Minister for Industrial Development is to visit Asian countries seeking markets for the produce of this State. I think that is a very good idea and I am all for it. I hope that when he does go he will meet with some success for the sake of the State. I do not know whether it has been officially announced or not, but if the Minister does go I hope his efforts will be successful.

I now want to make some reference to the railways, and I am sorry that the Minister is not in his seat to hear what I have to say. During my maiden speech in this House, which is recorded in Vol. 1 of *Hansard* of the 12th August, 1947, I made this comment regarding the Collie railway station—

I do not know when the Collie railway station was built, but it seems to me it must have been many years ago; it is more like a rabbit warren than a railway station.

This is my sixteenth year in this House, but the Collie railway station is still in the same condition.

Mr. Lewis: Did you do anything about this with your own Minister for Railways.

Mr. H. MAY: This is "full steam ahead!"

Mr. Lewis: What about your own Minister for Railways?

Mr. Nalder: He never heard of Collie.

Mr. H. MAY: "Full steam ahead!" Yet the Collie railway station is still a rabbit warren. Due to the increase of traffic into the station, it was necessary to have

more men there. But the department did not build extra rooms; it partitioned the same rooms that have been there for 60 years. That is what the Government calls progress! Men are working in the railway station at Collie under conditions which, if they were inspected by an officer of the Public Health Department, would be condemned immediately. I intend to take fine care that some health officer visits the place to see for himself the conditions under which the men are working. I do not care what Government was responsible for it. Successive Governments have done nothing about it during the 16 years that I have been bringing this matter forward in the House. Yet nothing has been done about it. For six years after I entered this Parliament the McLarty-Watts Government was in office, and nothing was done. This shows that when a private member speaks to the Address-in-Reply debate no notice whatsoever is taken by the Ministers opposite.

Mr. Nalder: Not even the Ministers in your Government.

Mr. H. MAY: I am talking about the Ministers in the McLarty-Watts Government now. I might deal with the Ministers of our Government later. In the meantime, I want to say that I was disgusted with the attitude adopted by the Ministers of the McLarty-Watts Government when I raised the matter of improvement to the Collie railway station.

Mr. Lewis: What about the years between 1953 and 1959? What happened then?

Mr. H. MAY: The goods shed at Collie was built at the same time as the Collie railway station and this is falling down through want of repairs. However, the department merely says, "We have not got the money to effect any repairs." The men there are working under adverse conditions, but the railway authorities expect the utmost efficiency from them.

I now want to say a few words about the Brunswick railway station. I thought this might make the member for Wellington sit up and take notice! Some time ago I wrote to the Minister for Railways asking that consideration be given to the installation of a cold water fountain at the Brunswick railway station, but the request was refused, the explanation being that no funds were available. I now want to read a letter that has since been sent to me. It is dated the 3rd August, 1962 and reads as follows:—

Dear Sir,

Re previous correspondence on the supply of a cold water fountain at Brunswick Jct., the Department claim that these machines were supplied for employees only, not for passengers. Doesn't show much consideration for those who patronise our railways.



However, I would also like to point out that a great number of employees need this cold drink at Brunswick, there are a number of trains from Collie to Brunswick whose crews would appreciate it also crews from Perth, Fremantle and Bunbury as well as the staff at Brunswick which includes three shifts of shunters, signalmen, and engine crews, station officers and porters, so it is urgent that good water be available for drinking at Brunswick. The department's promise that it would be considered when funds are available with other claims was noted, and I have been instructed to write this letter also pointing out that the department must now have the funds, as at Pinjarra where it is not needed a large refrigerator has been installed in the railway barracks. While we realise that a frig is needed in the Barracks and do not wish to interfere with this decision the size of the frig supplied is far beyond the requirements of the Barracks as only four or five men are in these Barracks at one time, so we consider if the department has funds for a very large refrigerator there they should have the funds for a cold water fountain at Brunswick which is needed by a great number of employees even if the travelling public are not to be considered, and summer with its hot dusty winds is fast approaching. Trusting you will again help us in this.

Mr. I. W. Manning: You should have sought the assistance of the local member. Our combined efforts may have achieved something.

Mr. H. MAY: By the time I have looked after my own electorate I have no time to chase after the member for Wellington; and if he cannot find out that there is, in his electorate, a real necessity for the installation of a cold water fountain at the Brunswick railway station, he cannot expect me to advise him.

Mr. I. W. Manning: I found good water in the water bag there.

Mr. H. MAY: And I suppose that would supply the needs of all the passengers and the employees as well.

Mr. I. W. Manning: Yes; and leave enough for me, too.

Mr. H. MAY: I can just imagine the honourable member going around 40 or 50 men at the railway station saying, "Here is a cold drink out of the water bag." There is no doubt that the honourable member has some wonderful brains. I wonder how he holds his job.

On the 2nd August, 1962, the *Farmers' Weekly* printed the following:—

"Government Has Failed Its Promises On Transport"

This has nothing to do with the Labor Party. This is an extract from the *Farmers' Weekly* newspaper which supports the Government on most things. Continuing—

The present State Government had not honoured its election promises of co-ordinated transport—

Is the *Farmers' Weekly* right?

Mr. Lewis: You are telling the story.

Mr. H. MAY: The Minister is a member of the Government and is supposed to have the answer to my question.

Mr. Lewis: Put it on the notice paper.

Mr. H. MAY: Yes; and I know the answer I would receive. This article continues—

—it had merely followed a policy of expediency, expediency for the Railways Department, the Farmers' Union General Executive was told at its recent meeting.

The speaker, Dairy Section president (Mr. J. Thomson) said that the Government had asked for patience and they would sort it out.

He goes on—

That was more than three years ago and still nothing had been done.

This is not a figment of my imagination. This is an article which was published in the *Farmers' Weekly*, and which continues—

Mr. Thomson said that when the Government came into power it said it would co-ordinate the transport system.

No wonder the Minister for Transport and the Minister for Railways are missing from their seats. Continuing—

When the railways were closed the present system had caused considerable resentment.

Not because the railways were closed but because of the transport policy put into effect since.

"It is not co-ordination at all, it is simply expediency, expediency so far as the running of the railways is concerned," Mr. Thomson said.

His district was not looking for special privileges but for common sense.

Evidently he was looking in the wrong direction for common sense. Continuing with the article—

"The Government has been in for three years and they have told us to be patient and they will sort this out," he said.

"The late Mr. Perkins asked me for a list of farming requirements which could be backloaded.

"Unfortunately he has died and nothing has been done since.

As far as we are concerned there has been no modification of the transport policy since we were first told about it.

To me, the Government has something to hide.

He does not know how true that statement is. The Government has plenty to hide. Continuing—

"We are being subordinated to the financial needs of the railways without any thoughts to us."

Mr. Thomson said that stock were being carried to market by trucks because the railways were not now carrying stock.

What the farmers wanted was to see those trucks back loaded with farming requirements.

"When you run a ship you try to load it both ways," he concluded. That is what the *Farmers' Weekly* thinks of the Government's present policy on transport.

It could never be imagined that I could make a speech on the Address-in-Reply without mentioning coal. This mineral is still an important commodity, but unfortunately the poor old industry in this State has been sadly battered and bruised by the action of the present Government. During the regime of the Hawke Government the cost-plus system was discarded. This tragic cost-plus system, as I have said before in this Chamber, was the brain-child of the McLarty-Watts Government. Under this system the coal-mining companies were permitted to purchase any equipment they desired, and employ any number of men they needed or did not need. Consequently, the industry became over-capitalised and over-manned. It was not until the Hawke Government took office that the cost-plus system was eliminated.

It was this Government that also called for new tenders. As a result of those tenders, and over the three years it operated, £1,500,000 was saved to the State by its coalmining industry. An amount of £500,000 each year was saved to the State by the coalmining industry, with very little disruption in the work force of that industry. But in 1960, when the Brand-Watts Government came into office, it wanted still more from the coal industry. The present Premier said that he wanted coal at £1 a ton, because somebody had told him it could be supplied at £1 a ton.

Mr. Brand: That was a fair statement.

Mr. H. MAY: I told the Premier at the various conferences at which we met—as did many other people—that he would never get coal supplied to the railways and the S.E.C. at £1 a ton. The figures available today prove that cannot be done. Why should one particular industry of this State, which over three years has saved the State £1,500,000—£500,000 each year—

have to pay such a penalty? Why should the poor old coalmining industry be the one to suffer? With this idea of economy in the back of the Government's mind 600 men were completely washed out of the industry in one fell swoop. No compunction was shown by the present Government at all as to what was going to happen to these people.

It is interesting to note that when this Government took office there were 34 Commonwealth-State rental homes vacant in Collie at the time. There were three State Housing Commission purchase homes vacant; and there were no war service homes vacant. I am told that at the present time there are 73 Commonwealth-State rental homes vacant in Collie; there are 41 State Housing Commission homes vacant, plus three war service homes—together with a few private houses over which the Government has no control, but for whose non-occupancy the Government is responsible. So it will be seen that 41 State housing purchase homes have become vacant in Collie.

As members will appreciate, a number of the people in those 41 homes have paid large deposits for their homes, together with instalments. Because of the Government's policy they had to leave those homes and forfeit the attendant benefits. In the knowledge that they were receiving wages from the coalmining industry they had undertaken certain financial commitments which they could not continue.

The Government quite blithely said, "We are not going to displace you; we are going to provide you with employment in the Forests Department and in the Public Works Department." That might all sound very well; but these people who were receiving a living wage from the coalmining industry were purchasing homes, and other amenities, such as washing machines, motorcars and so on; and they now found themselves, as a result of the Government's policy, in receipt of barely the basic wage. That is what has happened at Collie. It is a tragedy.

All the anxiety and misery that was suffered by these people was the direct result of the Government's desire to save another 10s. per ton on the price of coal. The men employed in the Forests Department cost £100,000 for their wages alone. To this must be added £3 a week at least for the houses which remain empty at Collie. That all mounts up. Quite apart from this there is the fact that there has been a considerable lowering in the value of property in Collie.

For instance, I have a property there which, before this Government came into office, was worth £4,000. Today I would be lucky to get £1,000 by instalments. I would certainly be lucky to get a deposit of £500. All this is the result of this Government's action in demanding a reduction of 10s. per ton in the price of coal.

I would guarantee that if the whole of the cost which resulted from these people being displaced from Collie was added together and worked out on a per ton basis, it would be far in excess of 10s. per ton. That is what we have to put up with.

No consideration at all was shown by the Government as to what effect its action would have on the people of Collie. The Government wanted a saving of 10s. a ton, and that was the end of it—regardless of all the misery and anxiety and disruption it would cause, particularly to the women-folk of Collie. The empty houses I have mentioned are a disgrace and an eyesore. As can be imagined, they are fast deteriorating and the grass is growing right up to the windows. I honestly believe the State Housing Commission would be glad if some of those houses caught fire, because of the insurance that could be collected.

That is the sort of thing which goes on in a State in which, we are told by the Government, we are moving at full speed ahead. That is the sort of thing we have to put up with. Had the Cabinet subcommittee been prepared to listen to suggestions in this matter it would have known that we could have obtained a reduction in the price of coal; and this could have been done with far less trouble, tragedy, and misery than the people of Collie have had to suffer. I would suggest to members—and particularly to new members—that they pay a visit to Collie as early as possible to observe just what goes on there. They would then be able to see for themselves the number of empty houses and broken windows; they would see the grass growing up to these windows and witness the deterioration of the houses that are lying empty.

Mr. W. Hegney: There are about 120 houses in all that are empty.

Mr. H. MAY: And that is a very conservative figure. The important thing is that they are all deteriorating as a result of being unoccupied. If I had been told that this Government, or any other Government, would wish to save 10s. a ton on the price of coal at the cost of so much human misery, hardship and suffering, I would have found it hard to understand.

Quite naturally the men objected to the Government's tender terms. They knew what would happen; and they were quite right. All our entreaties were of no avail. The members of the Cabinet subcommittee sat dumb and said, "We want a reduction of 10s. a ton in the price of coal." That committee was not prepared to listen to any suggestions.

I have never attended a conference under those conditions before. When two sides have met to discuss a matter, I have usually found that they do just that. On this occasion, however, we did anything but that. We tried our best to impart some commonsense to the discussions, but the subcommittee would pay no heed to our

entreaties. All it wanted was 10s. per ton reduction in the price of coal, irrespective of what happened.

I would now like to say something about the production of coal. I ask the Minister for Railways and the Minister for Electricity whether they know that coal from the Muja open cut is being put over the weighbridge, mixed with coal from the Hebe mine. The coal from the Hebe mine is sold on a different cost basis to the coal from the Muja open cut. We all know what is happening, and I have no doubt that the Mines Department is also aware of it; but it takes no action when it is aware that coal from the Muja open cut and coal from the Hebe mine are being mixed and charged to the Government as deep-mine coal. I challenge the Government to hold an inquiry to ascertain whether that is right.

Mr. Court: I would be amazed if anyone could put anything over the manager of the State Electricity Commission. He is a pretty smart person.

Mr. H. MAY: Many things are being put over him, but nobody takes any action. It is well known in the town what is going on. The two types of coal are mixed together but the mixture is not sold at the price of open-cut coal, but at the price of deep-mine coal. Can the Minister for Railways tell me how many tons of coal have been received by the Government at £1 per ton since 1961?

Mr. Court: I do not keep those records.

Mr. H. MAY: The Minister is a good mathematician, but he cannot work that out. I say he has not received a single ton of coal at £1 a ton, and he never will. What has happened in the Muja open cut is that the company has reached the lower seams in the open cut, and it has had to find another seam nearer the surface. The policy in coalmining is to go for the seam nearest the top, and for the cheapest mined coal, irrespective of what might happen eventually.

Why does not the company continue to take the coal from the open cut? It is because the company cannot supply the coal at the tender price. As a consequence it has to fossick and find a seam nearer the surface where there is not so much overburden to take off. Presently there will be such a composite of overburden dumps that it would not be possible to get near the open cut.

I do not know why the inspector, or an officer of the Mines Department, does not take some action in this regard. What is the Mines Department for, if it is not to look after the interests of the people of this State in regard to coal production? I am sorry to say the department is not doing that, but it is not my business. It is the business of the Government, if it is prepared to stand for that sort of thing.

Mr. Brand: How long has that been going on?

Mr. H. MAY: I am not saying how long it has been going on. Let the Premier ask for a report from the inspector. The Government did have the State Coal Mining Engineer travelling between Perth and Collie before the engineer died. That was all he did, and his salary was £3,000 per year plus travelling expenses. He did not and could not do much when he was in Collie. He was only a figurehead, but he cost the State £3,000 a year plus travelling expenses. No one worried about that, and the practice went on for years. It is the job of the Mines Department, or any other Government department, to ensure that the Government gets 20s. in the pound paid for services to the State. I leave the matter at that.

I reiterate the tragedy of the coalmining industry in Collie. The trouble experienced in Pemberton was small in comparison with it, and the Pemberton trouble was tragic enough. The tragedy of Collie will always be a monument to the Brand-Watts Government, because it was during the office of that Government that the tragedy took place. If the present Deputy Leader of the Government has a desire to make a name for himself, and if he wants any ammunition, he can approach me and I will give him plenty.

What the people of Collie went through is nobody's business. It was a shocking state of affairs. I would rather be out of Parliament than sit behind a Government which was the cause of that sordid tragedy. It makes my blood boil when I think what the people of Collie went through. There was no necessity to do what the Government did. Because the Government had the whip-hand at the time, our voices cried in the wilderness during the conferences which were held before the tenders were decided upon. The Government did not listen one bit. When the Minister for Railways was asked if he was satisfied, he said that he agreed.

Mr. Heal: With what?

Mr. H. MAY: With the tragedy of Collie and its people; that was what he agreed to. It makes my blood boil when I think that what the Government did was unnecessary and could have been avoided.

I agree some of the mines were overmanned, but that did not demand the severe attention the mines received from the Brand-Watts Government. The action of that Government will be an everlasting monument to its cruelty and heartlessness and for what transpired in Collie.

I have something to say in regard to the promise made by the Minister for Industrial Development concerning the establishment of industry in Collie. He said, "Even if we upset the coalmining industry I shall see that you get some industry established in Collie."

Mr. Court: We did not say that. You are usually fair. We said we would do our best to get industry established there; and we are trying.

Mr. H. MAY: You said you would endeavour to get industry established in Collie.

Mr. Court: That is right.

Mr. H. MAY: This Government is pledged to private enterprise. Am I right?

Mr. Court: Yes.

Mr. H. MAY: Although this Government is pledged to private enterprise it cannot even get hold of one private industry by the scruff of the neck, so to speak, and demand that it be established in Collie. So long as the Government is pledged to private enterprise there will not be an industry established in Collie by private enterprise.

Having regard to its geographical position, we are all aware that no private party will establish an industry in Collie. No company would be prepared to transport the raw material from Bunbury or Fremantle to Collie; process the raw material into finished articles; and transport the articles back to Fremantle or Bunbury—especially when land is so cheap and so readily available at the seaboard. Yet the Minister tries to kid the people that the Government is getting industry established in Collie.

Mr. Court: You know we are trying.

Mr. H. MAY: Why not be honest about it?

Mr. Court: We are honest.

Mr. H. MAY: The Hawke Government tried to obtain from the Commonwealth Government a license to export iron ore. It was prepared to sell the ore and use the proceeds to establish a steelworks somewhere between Bunbury and Collie. It made that pledge—as a matter of fact, a site had been marked out—but the Menzies Government refused to issue an export license.

Mr. Court: Was this the steelworks which the Government was going to build for £1,000,000, and about which we read?

Mr. H. MAY: The proceeds from the sale of the iron ore were to pay for the cost of establishing the steelworks, and they would have been completed today had the Menzies Government issued an export license for the iron ore. The Commonwealth Government would not give that license. The Hawke Government went out of power and the Brand-Watts Government immediately made application for a license to export iron ore, and it was granted. Am I right?

Mr. Brand: No; you are not right.

Mr. H. MAY: The Premier is not game to answer me.

Mr. Brand: I said, "No; you are not right."

Mr. H. MAY: I want to say again that if the Menzies Government had agreed to give an export license for iron ore to the Hawke Government there would at the present time be established a going concern somewhere between Collie and Bunbury. Everything was ready for it. That is the reason why I say that private enterprise will never establish an industry at Collie. Why are not the people at Collie told the cold truth? Because that is the truth. I guarantee that at this very moment the Minister for Industrial Development could not suggest to me what business establishment could be erected at Collie.

Mr. Heal: They erected a T.A.B. shop.

Mr. H. MAY: About two years ago great play was made on the establishment of a char industry; and it is of interest to read the reports made at the time in regard to that matter. The Minister said he was awaiting a reply from Mr. Fernie in regard to certain points in connection with it. That was over two years ago.

Mr. Court: We had replies; don't you worry!

Mr. H. MAY: Fancy waiting two years for a reply!

Mr. Court: You must admit that certain people in Collie did not help themselves or their town.

Mr. H. MAY: Do not put the blame on them!

Mr. Hawke: Rubbish!

Mr. H. MAY: According to Mr. Fernie, he had everything set for a char industry, but he wanted help from the Government. The Minister said he was awaiting a reply; and we passed certain questions on to Mr. Fernie. That was over two years ago; but there is no mention of char today. That is one of the likely industries that could have been established at Collie.

Mr. Court: I wish it could have been.

Mr. H. MAY: I want to say this: Until some State enterprise comes to the rescue of the south-west, be it at Collie, Bunbury, or Manjimup, there will be no industry, because it is not possible to get private enterprise to go down there. We were going to have a paper pulping industry. I think the industry has already been pulped, as we do not hear anything about it.

Mr. Court: There will be a pulping industry in the south-west.

Mr. Heal: Another full-steam job!

Mr. H. MAY: The Government agreed to wonderful conditions for this industry; and there was to be established at Manjimup a paper pulp industry.

Mr. Court: There will be a pulping industry in Western Australia.

Mr. H. MAY: In the sweet bye and bye.

Mr. Court: No; it will be well ahead of the normal economic time.

Mr. H. MAY: Does not the Minister think the people down there have to live?

Mr. Hawke: The Government will get pulped in the south-west in a few weeks.

Mr. Court: Are you suggesting you are going to establish a State paper pulp industry? Heaven forbid!

Mr. H. MAY: I realise it is useless to suggest anything after the Cabinet subcommittee on coal. I will never forget that for as long as I live. The Minister may do all sorts of things to appease me, but that will stick in my neck.

Mr. Brand: There is no good in doing it then.

Mr. H. MAY: Had the people of Collie and the public of this State seen the members of that subcommittee on TV when the conference was held there would have been no Brand-Nalder Government.

Mr. Court: The people were behind us in that one.

Mr. Brand: It got us more votes than anything else.

Mr. H. MAY: The Government does not realise what it did to the people at Collie. There were 350 who did not get placed, and they went all over the State looking for employment.

Mr. Hawke: They even left Mr. Coote for dead a few months ago.

Mr. H. MAY: The only reason for it was an attempt to smash the Collie Miners' Union because it was efficient in safeguarding the welfare of the workers who belonged to that union. The Public Works day-labour force and employees of the State Building Supplies have been scattered all over the State; and what chance did men over the 50 mark have of getting employment with a private employer? No chance at all; and the Minister knows it. I have challenged the Minister before and I challenge him again to go down to the wharf to have a go at the W.W.F.

Mr. Heal: He is not game to go there.

Mr. H. MAY: I have challenged the Minister before, but he did not take it up.

Mr. Court: I went to the Seamen's Union and it was quite an experience.

Mr. H. MAY: The Minister will learn a lot if he has a go at the W.W.F. I do not want to keep agitating the Minister for Industrial Development.

Mr. Toms: That is impossible.

Mr. H. MAY: I know what he thinks; he knows what I think; and we will agree to disagree. As I said before, I think every

member of this House should take advantage of the Address-in-Reply to tell other members in this Chamber what is going on in his particular electorate. We have had quite a lot of speeches from the new members in the House, and members on this side appreciated what they said. It is not very often that we get the chance to visit other portions of the State and it is interesting to hear from members what their troubles are; what they need; and what attention they are getting from the existing Government.

Much has been said about the Ord River project and various other things that are happening in the north-west. However, not once has the Government suggested to members of this Chamber or of another place that perhaps they might like to see what is going on so that they would know what to tell the people of the State.

Mr. Rowberry: I was given a chance.

Mr. H. MAY: I will say this: When the McLarty-Watts Government was in office at the time of the war service land settlement projects the then Minister for Lands said to members in this Chamber, "I am arranging for a train to go down to the Great Southern. This train will stop at various stations and we will take you to see what progress is being made in regard to soldier settlement." We were also taken to Exmouth Gulf to see what was going on with respect to oil. However, although this Government is doing wonderful things in the north-west, according to its own report, it has not invited any member of this House to pay a visit to that area.

Mr. Nalder: The member for Warren says he has been there.

Mr. Rowberry: He had to make his own arrangements to get to Ord River.

Mr. H. MAY: The older members of this House are interested in what is going on, and we should be able to see things for ourselves. I would be one of the first to say to the Government that it was doing a swell job—that is, if it were doing a swell job.

Mr. Court: Why did you qualify it?

Mr. H. MAY: The Government does not want us to see things.

Mr. Brand: We had Mr. Calwell up there.

Mr. H. MAY: If it did, arrangements would have been made for us.

Mr. Ross Hutchinson: You would not believe it if you saw it.

Mr. H. MAY: Wouldn't we? Who woke you up anyway? You have been asleep for the last half-hour. That's right! Go back to sleep!

I challenge the Government to offer to take members up to the north-west in order that we might see for ourselves—irrespective of party politics. I guarantee

I would be one of the first to give my approval to the Government if I felt that it was doing what it says it is doing.

Mr. Brand: Too many "ifs" in this.

Mr. H. MAY: I know there are a lot of "ifs"; and they are required, too! Do not make any mistake about that! I have seen some of the actions of this Government.

The SPEAKER (Mr. Hearman): The honourable member has another five minutes.

Mr. Brand: Too long!

Mr. H. MAY: This is my parting shot: Let the Government of this State issue to the members of this House and another place an invitation to go up there. This is the only Government that has not issued such an invitation in regard to new projects. Never for one moment has it been suggested. Not one word has been said by the Government to suggest that it would arrange to take members up there. I will finish up on this note.

Mr. Brand: I do not remember the honourable member's government inviting visitors when it was in office.

Mr. H. MAY: If the Government will issue an invitation to members to go up there, by arrangement with it, to see this project, I give it my word that if things are as it says and advertises, it will have my approval.

MR. RHATIGAN (Kimberley) [9.48 p.m.]: I join with the previous speakers, Sir, in offering my congratulations on your election once again to the Speakership. I know you have been impartial in the past and feel sure you will be so in the future. I offer my congratulations to the new members and also congratulate them on their maiden speeches. To the widow of the late George Roberts I offer my sympathy. We knew George as a hardworking and likeable person, and he is missed by us all.

There is also another member whom I miss from this House; and that is Sir Ross McLarty. I came to know Ross particularly well, probably because of his interest in pastoral stations in my area; and to me he was indeed one of nature's gentlemen.

Unlike the previous speaker, I congratulate the Government. I congratulate it for carrying out the policies and schemes originated and started in the Kimberley area by the Hawke Government. It has not fallen down on the job but has carried on with those schemes, and I give it full marks for doing so. The only scheme it initiated off its own bat was the fabulous club at Kununurra.

Members have heard me speak previously on this subject so there is no need for me to reiterate what I said last year. The same conditions apply. The staff of

the Government and the staff of the contractors, and their wives are the only people at Kununurra permitted to be members of the club. The committee is even chasing members in Wyndham to join the club in order to build up its membership. The ordinary worker at Kununurra is still, I am sorry to say, excluded. Therefore class distinction still exists in the Kimberleys, and that is a thing I never dreamed would occur.

I must congratulate and pay tribute to *The West Australian* newspaper. In its articles on the north it has been thoroughly unbiassed and has not taken party politics into consideration at all. It has castigated the Government where necessary; and I intend to quote briefly from some of its articles. The first is a leading article which appeared on the 18th June, 1962, and portions of it read as follows:

The national importance of developing and populating the North and the necessity to increase exports and, where possible, to replace imports are at stake. Though the Menzies Government has done nothing for North Australia comparable with the Snowy Mountains scheme, it is under increasing political and economic pressure to make a much bigger effort.

I do not agree with that entirely because the Commonwealth Government has advanced many more millions of pounds towards the Northern Territory than to Western Australia. To continue—

Outside the Ord scheme there is need for a sharper definition of the State Government's intentions. Expenditure on beef roads already promises to produce dramatic results but a decision on Kimberley port improvements continues to be deferred.

Though it is possible that a pastoral blueprint cannot be completed until leasehold policy has been determined, the Government's aim should be to inspire a revolutionary change in the Kimberley cattle industry leading, among other things, to abolition of the shipment of beef on the hoof to Fremantle.

I agree with that in its entirety. From statistics, I understand that the first shipment of cattle from Wyndham to Fremantle was made in 1894 on a ship called the *Eddystone* chartered by Connor, Doherty, and Durack. I understand that a shipment was sent from Derby a few years prior to that. It is about time we departed from that outmoded method, which has been in existence for just on 70 years. The Government should assist private enterprise, if private enterprise is prepared to establish meatworks in the Kimberley area for the purpose of slaughtering and shipping chilled meat. If

private enterprise will not tackle the project, there is nothing wrong with the Government—although it dislikes socialism as it calls it, despite the fact that it is still running the Wyndham Meat Works and the State Shipping Service—establishing a meat works itself. We should definitely not continue to ship beef on the hoof. As a matter of fact, it amazes me that the R.S.P.C.A. has not stepped in before this. We know that there have been occasions when over 100 cattle have died in shipment and been dumped overboard.

I was very sorry to receive an unsatisfactory answer from the Premier in regard to a jetty in deep water at Broome. We made a promise in this regard three years ago, and repeated it at the last election. Our reason for doing so was that from information we had received we understood it would cost over £250,000 to maintain the Broome jetty over the next five years, and that jetty is still not satisfactory, because State ships are held up there for up to five days and that costs something in the vicinity of £350 to £400 per day. Therefore, because of the tide, ships have to by-pass Broome, and so on.

We do not want an elaborate jetty, with pot-plants on it, and so on, as envisaged in the Maunsell Report, but a jetty in deep water, which could be provided for about the £1,000,000 mark. Is it not better for the Government to expend £750,000 out of loan funds rather than maintain this jetty, which serves no useful purpose, at a cost of £250,000 over the next five years?

Somehow or other the Government will not give a decision on this matter. It says it is spending money at Busselton, Bunbury, Esperance, or somewhere else. Surely Broome is worthy of a jetty in deep water!

I refer members to an interesting article, which was written by Chris Griffith and which appeared in *The West Australian* on the 29th June, 1962. I will not read the whole article. The parts I will read are as follows:—

More than 5,000,000 tons of soil is carried down to the sea by the Ord River each year.

This estimate was given by the resident engineer in charge of the Ord project, Mr. Roy Hamilton, as we talked in his Kununurra office.

I looked across the room to the engineer's model of the Bandicoot Bar diversion dam and then at the diagram of the main Ord dam, yet to be built, hanging impressively on the wall.

Both dams, parts of the £20,000,000 Ord project, could be jeopardised by this soil.

That is very, very true. Continuing—

It would be deposited as silt when the dams slowed the turbulent water's run to the sea.

In an effort to reduce the danger of silting, which is caused by erosion high in the huge 17,800-square mile Ord catchment, about £250,000 will be spent in the next five years.

This is Mr. Griffith speaking. The article continues—

I asked if Mr. Hamilton could interpret 5,000,000 tons of silt as acres of soil lost. His pencil provided a frightening answer. The silt represents an inch of soil a year from 36,000 acres of grazing country.

Photographer Barry Hall and I travelled upstream 250 miles from Wyndham to see for ourselves progress against this threat.

Here, in lonely station country 200 miles from the nearest town, a team of Agriculture Department scientists has been working for two years, battling the dangerous erosion.

I know one of those chaps very well, and I pay tribute to him. His name is Kevin Fitzgerald. He has done a remarkable job in the Kimberleys. The article goes on—

Vesteys Pty. Ltd., which owns Turner and Ord River stations—part of a chain of cattle runs straddling the W.A.-N.T. border—agreed with the State Government in March this year to pay one-third of the costs.

One-third of the cost! These people own another five stations in the Kimberley area, of a million acres each, similar to the two stations mentioned. The article continues—

The W.A. Government pays the rest. These ridges are scarred by bare, scalded areas as naked as clay tennis courts. Here and there, dead trees, stark against the sky, showed how they had starved and thirsted to death, for their shrivelled roots stood exposed above the surface like mangrove roots. Violent summer rains swept away the soil.

Mr. Payne—

who is Mr. Fitzgerald's offsider—

describes the reclamation technique. "We clear the area of stock. Then we fence—at £250 a mile—and seed down to buffel and birdwood grasses, and kapok bush. All introduced plants must be perennials.

"All stock will be kept off for at least five years, perhaps ten years. After that, with grazing carefully controlled, the new pasture should last for ever. The land should carry a beef animal to 20 acres. Previously it carried about one to 40 acres."

We can see the difference here if these properties are handed back to the people who plundered them in the first instance.

Mr. Bovell: That is not correct. They did not plunder them.

Mr. RHATIGAN: I worked on the stations, and I know them backwards. I know what I am talking about. I was a stockman there when I was 18 years of age.

Mr. Bovell: I don't care what you were. The West Kimberley people didn't plunder them. I had information from people who had been in the area 40 and 50 years before you were born. They told me—

Mr. RHATIGAN: Who told you?

Mr. Bovell: People who had lived there for many years.

Mr. RHATIGAN: Had any of them worked there at the age of 18? If so, name them!

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

Mr. RHATIGAN: I saw the area. There were beautiful acres of grass plains.

Mr. Bovell: I spoke to people who knew and who had spent more years in the area than you have.

Mr. RHATIGAN: Name the persons! The Minister did not stay there long enough to do that. He shot through like a Bondi tram! He spent one and a half hours in Wyndham.

Mr. Bovell: I've heard that before. I spent three weeks in the Kimberleys going from station to station—longer than any other Minister for Lands, including your Minister for Lands. He shot through to Darwin. I spent more time there than any other Minister for Lands for many, many years.

Mr. RHATIGAN: The Minister will not take any notice of somebody who is trying to tell him something.

The ACTING SPEAKER (Mr. Heal): Order! I think the honourable member had better disregard the Minister and continue.

Mr. RHATIGAN: I also think so, Sir. The article continues—

I came away from this inspection with two impressions: If the project thrives, the whole of the Kimberleys will sit up and take notice, for there is much more to this than meets the eye at first glance. The reasoning behind the second point is this: The country carried one beef animal to 40 acres before. It should carry one to 20 acres afterwards. That is an extra animal on every 40 acres by the time work is completed. If the scheme costs £250,000 to reclaim 750,000 acres, that is about 7s. an acre.

This is another scheme which was started by the Government. My point is this: The Government is putting the country back into its natural state, then Vesteys Pty. Ltd. take it over. Do not give it back to them under the same conditions for them to plunder once again! They are meeting only one-third of the cost. If the land is given back to them, they should be compelled to pay a lot more than that. I think that is only fair and just.



An article which appeared in *The West Australian* on Tuesday, the 8th May, 1962, has the following heading:—

### Major Breakthrough In The North-West.

The article reads as follows:—

The calling of applications for the first five farms in the Ord River project has brought the promise of the North-West one step closer to reality. I trust that whichever committee allocates these farms will take into consideration the person who has experience, despite the fact that he may not have the capital required by the Government.

I believe an applicant is required to have £35,000. Why should we bar a person who has £4,000 or £5,000 or less, but who has the practical experience and who we know will make a success of it, but let the inexperienced chap, with £50,000 or £60,000 of capital take up the land and make a mess of it? It is important—and, in fact, absolutely essential—to allot the land to the person with the necessary knowledge, and one who can do the job, even if the Government has to back him, rather than allow a monopoly to come in and make a mess of things, which would upset the scheme from the start and would put us back for many years.

There is only one other item I wish to discuss tonight, and that is the niggardly attitude of the Government in refusing an all-the-year-round air freight subsidy on perishables for the people of the north. It is not as though the Minister for the North-West has not had representations made to him; because every shire council in my electorate, and parents and citizens' associations, have made representations and he has also received letters from private residents in regard to the matter.

People will not utilise air freight, which is very costly, if it is possible to grow salads themselves. But I would like the Minister to tell me how it is possible to produce a tomato, or a lettuce, in Wyndham before the end of June? I suggest to the Minister, in all sincerity, that if he wishes to set up a committee to investigate this matter, he should appoint to it technical officers from the Department of Agriculture branch at Kununurra, or the Kimberley Research Station, rather than fellows from the metropolitan area who have not the faintest idea of what goes on in the north.

In Broome and Wyndham there are water restrictions; and how in the name of goodness can anybody grow salads when there are water restrictions? I defy the Minister for the North-West, the Premier, or anybody else in the House to produce a tomato in Wyndham before the end of June; and yet the Minister cuts the subsidy out as from the 31st May!

The people in the north are not lazy; they will not air-freight perishables if they can grow the salads themselves.

Goodness gracious me; they are not people like that! If it is possible for them to grow vegetables in their backyards they will do so; but even without water restrictions, as I said, I defy anyone to produce a tomato in Wyndham before the end of June, and they could not produce them even now because there are water restrictions.

The same applies to Broome. There are water restrictions there, and I understand that the Minister intends to terminate the all-the-year-round subsidy to Halls Creek and Fitzroy Crossing. There again the Minister is doing something that is unwise. The water supply in Halls Creek is very poor; there is not sufficient water for human consumption let alone to use for growing vegetables. Therefore, why does not the Minister set up a committee in the north, comprised of chaps from the research station or the agricultural advisers from Kununurra—chaps like Kevin Fitzgerald, who know the place and know what is required. Those who fly up in the plane one day and go back the next have no idea of what goes on.

Let me give an example. I have brought only two dockets with me tonight for some perishables that I sent north to Broome. One carton of fruit and salads, which cost 19s., cost me 13s. in air freight. No one sends these goods to the north unless it is absolutely necessary. The other carton of fruit and salads, which also cost 19s., cost 14s. 1d. in air freight. So members can see that even with the subsidy the air freight costs are almost as great as the cost of the whole article.

I do not know why the Minister is so niggardly in regard to this matter. Even with the additional period the costs would be only £3,000 per annum, and the Government wants to populate the north and to make the people there happy. I cannot see the Government's reasoning in this matter; it is too stupid for words.

To give members some idea of the heat in these places, I should like to quote from the Questions and Answers column of *The West Australian* dated the 26th August, 1960. The question was—

What is the hottest place in (a) Australia, (b) the world?

And the answer was—

(a) Over the year, it is Wyndham with an average of 84.4° (Fahrenheit). Cloncurry, in Queensland, has registered the highest temperature (127.5°), but its yearly average is only 77.9°.

(b) At Azizia, in North West Libya, 25 miles south of Tripoli, a shade temperature of 136.4° has been registered. The Red Sea port of Massawa, in Eritrea, has the highest annual average (days and nights) with 86° F.

So members can see which is the hottest place in Western Australia. The *Official Year Book of Western Australia* has this to say—

The most consistently hot place in the State is Wyndham, where the mean maximum throughout the year is 93.1° F. and the mean minimum for the coldest month is 66.2° F. At Marble Bar the yearly mean maximum of 96.2° F. is higher, but mean minimum temperatures are consistently lower, falling to 52.2° F. in the coldest month. The mean maximum at this centre is the highest in Australia, exceeding 100° F. in the six months from October to March inclusive.

From those details members can see that Wyndham is the hottest place in Western Australia.

Instead of its making a hasty decision to terminate the air freight subsidy on perishables for the north, I ask the Government to appoint a committee of agricultural experts who are stationed in the north to make the decision, rather than to allow those who are stationed in Perth, and who fly up there only occasionally, and then usually only in what we term the tourist season, to make it. The tourist season in the north is during the winter months, when the climate is ideal.

In conclusion, I support the view of the previous speaker, the member for Collie, that members should be given an opportunity to visit what I term the glamour electorate of Western Australia—that is, the Kimberley. This should be done not the easy way, but as the shearers do it—by truck. These trucks can be made quite comfortable; and members should not go up there in the tourist season, but when the House rises, which this year so I am led to believe, will be before the Commonwealth Games—the 11 days' wonder!

Members could visit the Kimberleys at the end of November, or some time like that. If they started off early in December they would miss the wet season, and they would be able to see the Kimberleys and the north as they really are, and as they should be seen—from the road and not from the air—because no-one has a chance of seeing anything from the windows of the Fokker Friendship or the DC3.

It would be an enjoyable trip; and although it would be done in the hot weather, it would allow members to appreciate what the people up there have to put up with during those trying months of the year. If they did that I am sure they would support me in advocating an all-the-year-round air freight subsidy on perishables for the electors of the Kimberleys.

Debate adjourned, on motion by Mr. Davies.

*House adjourned at 10.12 p.m.*

# Legislative Council

Wednesday, the 15th August, 1962

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