

Legislative Assembly.

Wednesday, 13th September, 1944.

	PAGE
Questions: Manpower, as to release from Forces	555
Commonwealth Housing Scheme, as to relative costs in South Australia	555
Swine fever, as to use of swill	556
Hay, as to new season's price	556
Wheat and superphosphate, as to restrictions, etc.	556
Railway accident, Claremont, as to effect on permanent way	557
Leave of absence	557
Bills: Pawnbrokers Amendment, 1R.	557
Constitution Acts Amendment (No. 3), 1R.	557
Industries Assistance Act Continuance, 3R.	557
Financial Emergency Act Amendment, 3R.	557
Life Assurance Companies Act Amendment, 3R.	557
Plant Diseases (Registration Fees) Act Amendment, 3R.	557
Shearers' Accommodation Act Amendment, report	557
Motions: Licensed premises, as to closing on cessation of hostilities	557
Commonwealth currency, as to retention of control	558
Public utilities, as to facilitating efficiency	558
Harbours, as to formation of State Board	572
Meat supply, Select Committee appointed, point of order	573
Post-war activities, as to development of tourist traffic, passed (as amended)	581

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

QUESTIONS (6).

MANPOWER.

As to Releases from Forces.

Mr. HOLMAN asked the Minister for Agriculture:

(1) Is he acquainted with the published statement of the Minister for the Army (Mr. Forde) that 12,000 to 13,000 releases would be made from the Army by the end of this year, as a contribution to a plan to release 45,000 men from the Army and Air Forces by the 30th June, 1945, to supply priority industries with labour?

(2) Has he any information as to the requirements for releases from the Air Force?

(3) In view of the acknowledged shortage of essential labour in the dairying, potato and fruit growing industries in the South-West, which has had an adverse effect on those industries, has he taken any steps to see that Western Australia will have a fair share of such releases?

(4) If so, what steps have already been taken?

The MINISTER replied:

(1), (2), (3) and (4) No official advice has been received regarding the release of an

additional 45,000 men from the Army and Air Force by the 30th June, 1945. The Deputy Director General of Manpower is at present in the Eastern States discussing this question and has full information regarding the case for rural industries in Western Australia. The case for this State will be stressed further at a meeting of the Australian Agricultural Council early next month.

The procedure to obtain the release of a soldier from the Air Force is that the soldier must apply to the Commanding Officer of his unit for discharge. The employer who desires the discharge of the soldier for essential production, either industrial or rural, is required to apply stating full particulars to the Deputy Director General of Manpower. The case will then be investigated and should discharge be approved, the soldier will be so advised by his Commanding Officer.

COMMONWEALTH HOUSING SCHEME.

As to Relative Costs in South Australia.

Mr. WITHERS asked the Premier:

Is it a fact that under the Commonwealth Housing Scheme, similar types of houses are costing £250 more in Western Australia than in South Australia, and that the rent for such houses is 25s. in Western Australia, as against 15s. in South Australia?

The PREMIER replied:

No. Prior to the war, the South Australian Housing Trust was building a type of semi-detached brick house which cost less than the single type of house now being erected in this State under the Commonwealth War Housing Scheme. The rent of such a house was in the vicinity of 15s. per week. These houses are smaller than the houses being erected in Western Australia. The cost of building in South Australia has advanced substantially during the war. I understand that the South Australian Housing Trust proposes to build a larger type of house which will naturally cost more than the pre-war type even eliminating the higher cost of building caused by war conditions.

I have no information as to what the South Australian costs will be or what rents will be charged.

SWINE FEVER.*As to Use of Swill.*

Mr. KELLY asked the Minister for Agriculture:

(1) Under what regulation is the feeding of swill to pigs prohibited?

(2) In view of the article in "The West Australian" on Monday, does he consider the burial of swill a serious economic waste and a menace to health?

(3) Would he consider maintaining the prohibition against the use of swill for a sufficient length of time to warrant private enterprise or the Perth City Council erecting digestors for the drying of the material for stock feed concentrates?

(4) Also, does the process suggested ensure the destruction of the germ causing swine fever?

The MINISTER replied:

(1) Regulation 77A under the Stock Diseases Act.

(2) The loss of the swill is an economic waste but its burial is not a menace to health.

(3) Yes.

(4) Yes.

HAY.*As to New Season's Price.*

Mr. MANN asked the Minister for Agriculture:

(1) Has any price been determined for new season's hay?

(2) If so, what price per ton has been fixed for (a) wheaten hay, (b) oaten hay?

(3) If no price has been fixed, is he aware whether it is the intention of the Prices Commissioner to fix a price and will he make representations to ensure that a payable price is given?

(4) What is the ruling price per ton today for wheaten and oaten hay for the coming season?

The MINISTER replied:

(1) New price has been approved by the Commonwealth Prices Commissioner and an announcement will be made in the next few days regarding prices in this State.

(2) (a) (i) £4 10s. per ton in stack; (ii) £4 per ton in stook delivered to cutter. (b) Deduct 10s. per ton from each of above prices.

(3) Answered by No. (1).

(4) See answer to No. (2).

WHEAT AND SUPERPHOSPHATE.*As to Restrictions, etc.*

Mr. TELFER (without notice) asked the Minister for Lands:

Has he had any further word regarding the wheat acreage for the 1945-46 season and the superphosphate supplies necessary for cropping in that year? Further, has he made representations for the continuation of the acreage subsidy even though the area may be increased?

The MINISTER replied:

I have continued to make representations to the Minister for Commerce concerning the wheat acreage allocation for the 1945-46 season and the superphosphate supplies. It will be remembered that when Mr. Scully was in this State recently I pressed hard for an announcement to facilitate fallowing and the preparations for the 1945-46 crop. Mr. Scully advised that if the super available from phosphatic rock brought from long distance overseas were to the extent that was anticipated and for which shipping had been arranged, he expected Western Australia would receive, on the same proportion of super per acre, sufficient for an increase in acreage to 2,500,000 acres. During the intervening weeks I have persisted with my approaches to the Commonwealth Government, including the two Commonwealth Ministers immediately concerned, pressing for an immediate pronouncement. I realise that now is the time and not early in 1945 when farmers desire to know what the position will be, so that they can make their preparations for 1945-46 crop.

The Premier: To enable them to do the following.

The MINISTER FOR LANDS: Yes. During the last 24 hours I have expected an announcement by the Commonwealth Government. Although none has been made, I have been communicated with by the Government by phone. I think I can inform the House generally concerning what has transpired. Mr. Scully advised me during the last 24 hours that, in answer to my latest pressing telegram, the Commonwealth Government had found that the anticipated superphosphate supplies that it had been imagined would be received, might not be available

for Western Australia. Nevertheless it still looks hopeful that we will receive 193,000 tons. If I have understood Mr. Scully aright, that means we will have sufficient for approximately 2,400,000 acres on the basis of the present rate of application. Mr. Scully's statement to me was to the effect that although the Commonwealth Government could not agree to 2,500,000 acres and guarantee superphosphate for that acreage, it would agree to 15 or 16 per cent. reduction of the basic acreage, or approximately 2,100,000 acres. I pressed for acreage compensation in case the Commonwealth Government's anticipations could not be lived up to. The Commonwealth Government thought it was not at all possible to continue on the basis of 12s. per acre for the next season; but it has agreed provided that the reduction from the basic acreage is 15 per cent. to compensation being paid on a sixth of the area instead of a third, as has obtained for the last few years. The summary of that is that the reduction from the basic acreage will be on the basis of 15 or 16 per cent., and for the area thrown out of production compensation will be paid at a lesser rate than that obtaining during the past few years.

RAILWAY ACCIDENT, CLAREMONT.

As to Effect on Permanent Way.

Mr. NORTH (without notice) asked the Minister for Railways: Whether the permanent way over the bridge and subway has been so shaken by the accident at Claremont that it will be necessary to have it reconstructed?

The MINISTER replied: So far as I know, the permanent way has not been affected in any way.

BILLS (4)—THIRD READING.

- 1, Industries Assistance Act Continuance.
- 2, Financial Emergency Act Amendment.
- 3, Life Assurance Companies Act Amendment.
- 4, Plant Diseases (Registration Fees) Act Amendment.

Transmitted to the Council.

BILL—SHEARERS' ACCOMMODATION ACT AMENDMENT.

Report of Committee adopted.

BILLS (2)—FIRST READING.

- 1, Pawnbrokers Amendment.
- 2, Constitution Acts Amendment (No. 3).
Introduced by Mrs. Cardell-Oliver.

LEAVE OF ABSENCE.

On motions by Mr. Wilson, leave of absence for one month granted to Mr. Newton (Greenough) on the ground of service with the R.A.A.F. oversea, and to Mr. Styants (Kalgoorlie) and Mr. Raphael (Victoria Park) on the ground of military service.

MOTION—LICENSED PREMISES.

As to Closing on Cessation of Hostilities.

MRS. CARDELL-OLIVER (Subiaco) [4.46]: I move—

That this House considers the Government should take steps to ensure the closing of all premises licensed for the sale of alcoholic liquor for a period of twenty-four hours immediately there is news that an armistice or any other arrangement is made putting an end of hostilities with Germany or Japan, or when either of them surrenders.

I need not speak on the motion at any length, as it really speaks for itself. During the last war many disgraceful scenes occurred through excessive drinking. In some cases lives have been lost through bars being open at periods when emotions ran high. The bars should have been closed when troopships were passing through, or when there was an excess of soldiers in the streets of the metropolitan area. I do not believe there is a decent man or woman with relatives in the Forces who would object to the closing of bars on such occasions. Much of the ill-feeling between Allied soldiers, who were our guests, and much of the brawling that occurred during these times, would have been avoided had the bars not been open. It might be termed a degradation for some of the troops themselves that the bars should be closed. However, we have the experience of the last world war. The soldiers themselves realise that the closing of the bars would be in the interests of all.

It might be asked, why deprive a man of a glass of beer on such an occasion as an armistice after the greatest war of all time? It seems rather mean and paltry, but we must remember that at such a time we are not exactly normal people, after years of restraint, when restrained emotions break forth. Bars are the meeting places where only drink is sold, and many young people

who may not have been drinkers up to that time will take advantage of such places. There are others who cannot stand even a small quantity of alcohol. Again, there are some who may not be affected at normal times by a small quantity of alcohol, but after the self-imposed restraint of five years may perhaps act in such a way as they would never dream of in normal times. Knowing that we run this risk of over-exultation which may result in tragedy, I move the motion. I can definitely state that not only the public generally will approve of any action the Government may take in acting upon this motion, but that the licensees themselves will heartily approve of it. During a recent disgraceful brawl it was the licensees who took the initiative in closing their bars, but we are here to govern and we should govern. We have the power.

The Premier. We alone have not the responsibility of doing that. It is also the licensees' responsibility to close if brawls occur.

Mrs. CARDELL-OLIVER: The licensees themselves prefer that this motion should be passed through the House and that is why I am moving it. The public, too, would prefer it to be passed and that we should give a direction in this matter. In the statute-book certain power is given to a resident magistrate to close hotels in a time of riot, but we want to forestall that.

The Premier: The Commissioner of Police has that power, too.

Mrs. CARDELL-OLIVER: The licensees had to close the bars during the last brawl. I have been asked by many people to submit this motion, and I do so with the hope that the House will pass it and that the Government will act upon it. My last point is that, when the happy day of armistice comes and hostilities cease, the time should be one of thanksgiving. In my opinion the church bells should ring and the churches should be open for thanksgiving. On numerous occasions we have been called to prayer by our King. When our shores were threatened our churches were full to overflowing and fervent prayers went up to God from people many of whom, perhaps, had never before been in a church. We were prepared to seek aid when our lives were menaced and I believe that the decent thing when hostilities cease, would be to say to God, "We sought your help in time of need. You helped us

and now we can say 'thank you' and we will dedicate the first day of the peace to thanksgiving and the service of God." I trust the motion will be carried unanimously and that the Government will take action.

On motion by the Premier, debate adjourned.

MOTION—COMMONWEALTH CURRENCY.

As to Retention of Control.

MR. MARSHALL (Murchison) [4.54]: I move—

That this House is of opinion that any international agreement that involves the surrender of the Commonwealth's sovereignty over its currency, either partly or wholly, would be disastrous, involving, as it would, the complete domination of the social and economic standards, and freedom of the Australian people, by a foreign body. This House, therefore, enters a protest against any such agreement being signed without the consent of the people of Australia being first obtained, and is of opinion that other State Premiers should be invited to co-operate with the Premier of Western Australia in expressing this view to the Commonwealth Government.

I desire to ask members to bear with me while I make a few points in support of the motion. I appreciate that members have been particularly generous to me during my persistency in regard to matters of a financial character. I thank them for their past favours, and sincerely hope that what I have to say in support of the motion will not be burdensome to them. I will try to be as brief as possible. Members will understand, however, that the matter dealt with in the motion is very serious. It has in it substance which concerns the national welfare of the people of Australia. In consequence, I shall be obliged to put forward an argument suitable for the Premier of this State to submit when, with his colleagues, he makes representations to the Commonwealth Government. That is, of course, in the event of the motion being passed by the House. Since a certain measure was introduced into this Chamber, we have heard several definitions of the word "democracy." I readily admit that, when analysed, every one of them expresses, in essence, what democracy really means. I consider, however, that it would not be out of place for me to give my humble interpretation of the word.

I suggest that democracy—interpreting it from the angle from which I view it—implies a state wherein the body politic reposes

complete and supreme sovereignty with the people. In other words, putting it into clearer and more concise language, it is the belief inherent in the human race that its individual members in association will secure the results they desire. Members will readily appreciate that if that is the correct interpretation of democracy, the people of Australia at any rate have enjoyed but little of its essence. As a fact, only on very rare occasions have the people had the right to decide any important questions. Invariably, and at given periods, they have the right to choose representatives who take their place in the legislatures of the Commonwealth as the representatives, or the alleged representatives of the people. There are many who feel like myself and readily admit that we are sent here to represent not our own ideas but the ideas of the majority of the electors in our electorates. The position, therefore, has become particularly grave, for we find that instead of the electors getting the results they ask for when they are given an opportunity to decide, whichever political party has the glorious experience of victory at an election chooses an executive which is known as the Government.

This coterie of individuals develops into a political dictatorship and gives the people results they never asked for and never voted for. This does not apply only to the Commonwealth of Australia but is, in essence, actually in existence in all democracies, or alleged democracies. The outcome of this particular system of political dictatorship has permitted wars, then depressions and an intervening period with a semblance of prosperity, and then further depressions and another war. I venture to suggest that no body of Australian electors ever voted for any of these things, nor would they have voted for them had they been given the opportunity. Nor did they think that their political representatives would so desert and betray them as to conspire in order that these things could be imposed upon an innocent and trusting public. Australia and the other democracies, so far as the populations of these respective nations are concerned, were never closer to the threshold of universal disaster than at the moment.

Any individual who will give close consideration to the events that led up to this war and to the last depression, and that led up to the last war, will find no difficulty in

coming to the conclusion that there is an unseen government which dictates to the Governments elected by the people, and that this government predominates and rules supreme. If this particular agreement is signed by any representatives of Australia, it will be the first, although probably not the most important for I am not in the happy position of being able to state freely which of the two barrels of this particular gun is the more deadly. But if we surrender any rights over the currency of Australia, either partly or wholly, we will immediately surrender all rights to freedom and to economic security.

The Premier: Do you not think that we should have any international co-operation at all?

Mr. MARSHALL: I do, but that is not what this agreement provides. I agree with the Premier, and also with the Prime Minister of Australia, that we should collaborate with other Governments for the purpose of bringing about a better understanding and preserving as far as is humanly possible peace for all time and prosperity for all nations.

The Premier: And financial co-operation.

Mr. MARSHALL: Financial co-operation is quite different from signing away complete authority and sovereignty over our country's currency. The Premier ought to be the one member of this Chamber to have realised that long since, for while holding the very honourable position of Premier of this State, he has been reduced in status to that of a professional beggar. He goes constantly to the Eastern States in an endeavour to get sufficient money, not to carry on the affairs of the State in a proper and efficient way, but merely to struggle along just as the individuals had to do during the depression period.

The Premier: You have a wrong impression of that.

Mr. MARSHALL: Perhaps I have. My impressions are deduced from observations, and I challenge the Premier here and now to point to any of our public utilities or buildings that are of a modern character, or even in a state of decent repair. The rollingstock of our railways, long before the war broke out, was in a deplorable condition. So were our tramways. The building in which we house the offices of the Child Welfare Department is a positive disgrace

to us. I instance the Children's Court where we try innocent children and their mothers. Look where you like, Mr. Speaker, and with the exception of one or two institutions that have been constructed of recent date and have some semblance of modernisation and efficiency, our buildings are all bad. Take the Education Department, or any other! For these reasons the Premier ought not to speak as he does. He knows full well that a wealthy country such as this should not have this significant exhibition of poverty. It does not become the Premier, in his position, to say that everything is all right.

The Premier: I did not say that.

Mr. MARSHALL: Well, he implied it when I was pointing out that he has to beg for sufficient money, not to modernise or improve our present buildings, but merely to sustain the State at the lowest possible ebb.

The Premier: Why decry your own country like that?

Mr. MARSHALL: I am not decrying my own country, which is a sunny, glorious land, capable of producing much better results than the Premier has got from it! Why do we all try to perform the hypocritical act of pretending that if we stick our head in the sand no-one will see us? Why do we not face the truth? Who in this Chamber will admit that this State has had sufficient money to carry on its welfare in a proper and efficient manner?

The Premier: It has made a very creditable performance.

Mr. MARSHALL: Most creditable, under the circumstances.

The Premier: Then why decry it?

Mr. MARSHALL: Because it should be a thousand times better, and if the Premier does not adopt a different attitude when he goes abroad in search of money and finance it is little wonder that we do not make better progress.

The Premier: We get more than our share.

Mr. SPEAKER: Order!

Mr. MARSHALL: We do not get more than our share. We get a proportion of money, and by whom is it allocated?

The Premier: By ourselves.

Mr. MARSHALL: No. The allocation is influenced by the Commonwealth Bank Board. It is not made by any Government. All Governments are schooled in the propositions and proposals submitted by this

board. The idea, of course, is to perpetuate the idea that this Australian nation is poor and poverty-stricken.

The Premier: No, under-developed.

Mr. MARSHALL: And the Premier was a member of this Chamber when Western Australia produced 52,000,000 bushels of wheat in one year, and what is the quota now? That is the under-development! The Premier is putting the State back to its native condition because of the lack of proper and efficient control. He has reduced the production of wheat to almost half of what the State produced in 1929. He has men and women every Friday on the highways of this State begging alms for the comfort of the dependants of those who are sacrificing their lives upon the battlefield. Can that be believed? That is the principal motive that is prevalent throughout the world today. It is to cultivate the poverty mind; to make the people of the different nations believe that their country possesses but little wealth and that the respective Governments are doing their best to share that poverty. Just fancy that in a wealthy country like Australia people should, on a Friday, be on the city highways begging alms to help orphans!

The Premier: That is not so.

Mr. SPEAKER: Order!

Mr. MARSHALL: Yes, it is. Only a few days ago I was asked to contribute to the welfare of an orphanage. The important point is that this system is trying to impress on all and sundry that this is a poor country. What is the Soldiers' Dependants' Fund? Only recently we had a circular sent to us showing the benefits that it had bestowed upon the dependants of soldiers fighting on foreign battlefields. Is it not a positive disgrace that the Government of this country cannot look after the dependants of those who are sacrificing their lives on foreign battlefields? Must their comfort depend on the amount of money that an organisation can beg on the highways? That is the deplorable state of affairs against which I protest. Will the Premier deny that what I say is true?

The Premier: Yes.

Mr. MARSHALL: Then God help him! I suggest to the Premier that instead of his riding to and from his office in a luxurious car, he should walk on Friday, just one day in the week, and he will then ex-

perience what a person who has no car has to encounter.

The Premier: I very often buy those badges.

Mr. MARSHALL: The Premier knows that there is an organisation that takes money from citizens to provide comforts for our soldiers.

The Premier: No, what I know is that a lot of charitably disposed people are willing to give money.

Mr. SPEAKER: Order! The Premier must refrain from interjecting.

Mr. MARSHALL: Why should that be necessary in a wealthy country like Australia? It is the traditional mentality and we shall never be allowed to escape from it. People cannot realise that this is a wealthy country, and so they subscribe to these deplorable things in an age that can provide abundance. I know full well that what I am saying is a fact. This is a wealthy country, and there should be no begging on the highways of any of its cities to provide comforts for orphanages or for soldiers' dependants.

I suppose I shall be challenged again on the accuracy of this accusation that, during the 1914-18 war and during the currency of the present war, promises galore have been made. During the previous war all sorts of promises were made as to what would be the lot of the Allied Nations when peace returned. We were told that it was a war to end war, a war to make the world safe for democracy. Today we are getting similar promises. If we sign this agreement, shall we get all or more after this war than we got after the last war? Bad and all as the depression was, it led people fully to realise that it could have been averted or need not have been so protracted as it was. The people know full well that the depression was unnecessary, and I hope they will not tolerate another one.

What we have to do is to retain sovereignty over our own currency. Once we part with that, we shall have parted with all that is of any value to any country or any Government. No country can function once it parts with control of its currency. The Premier of this State cannot function without money. The fact that it is controlled from the Eastern States puts the Premier of Western Australia in the invidious position in which he finds himself. Remove control to a greater distance

and place it under a foreign body and then try to visualise the invidious position in which all Governments, including the Canberra Government, will find themselves! A few individuals will control the nation's currency without reference to the requirements or welfare of the people. At the whim of a few individuals who know not Australia and who care not for the Australian people, the standards in this country will be dictated.

While we retain control we can always the people being willing, force the Commonwealth Government to exercise its prerogative and take charge of the banking, the currency, and the credit issuing of money within the Commonwealth. If we fail to do that, we shall find after the war that Australia will be reduced practically to a state of serfdom. We shall have no say whatever in the standards that will prevail. We cannot have any say, because the wherewithal to adjust the standards, the power, authority and sovereignty to do so will, once the agreement is signed, be vested in some foreign body. This is no new scheme on the part of a coterie of individuals. The scheme was planned many years ago, and the war presented an excellent opportunity for imposing it upon the people while their passions could be played upon during the time they were anticipating victory and a glorious hereafter.

In the name of permanent peace, people will fall for any scheme without giving it thought. Some people would agree to anything if they thought it would prevent a recurrence of war. The coterie to which I have referred takes advantage of the bloodshed on foreign battlefields to impose its will on the people of the warring nations. I hope Australia will not fall for this. As I said before, this is the first shot. What is being attempted by international financiers is to get control of the destiny of the Allied Nations by controlling their currency or money supply. We need not have any doubts as to what the results will be if they secure that power. We have already felt the effects of their control of finance because they have controlled prices throughout the world during the last 25 years. What they seek now is the legal authority which so far they have lacked.

If the Commonwealth showed sufficient courage and exercised sovereignty over its monetary issue, this foreign oligarchy

could do us no harm. Through the medium of banking institutions it controls the volume of money to be circulated in any country. This control comes from Wall-street, America, through the Bank of England, where we have a subsidiary committee, to the Commonwealth Bank of Australia, and the nation's bank advises the Commonwealth Government as to its financial policy in Australia. All that is necessary is for the Commonwealth Government to do the right thing by the people. But if it signs this agreement, it will no longer have the legal right to act for the people as it should. We shall be abject slaves, serfs, vassals of an oligarchy set up in some foreign country, and the lash of the slave-driver will cross the Pacific Ocean with a stinging stultifying effect on the people of Australia. I desire to quote from a pamphlet. I know the quotation is correct because I have read most of Prof. Soddy's work entitled "Poverty, Old and New," and I know that this paragraph appears in it. He said—

Crimes have been committed by kings. The pages of history are foul. But for a cold-blooded, calculated crime against the economic freedom of a nation, a blow below the belt at those weakest and least able to withstand it, I commend you to our popular democratic government and its monetary policy during and since the war. During the war it promised on the platform an England fit for heroes, and then, the war being safely "won," it treasonably conspired with those who have usurped the supreme power to make her a happy hunting ground for the recruiting sergeants of war, degradation and vice.

Most members of this Chamber are as old as I am and can remember what was promised for the welfare of the people. Yet now we have another war. I warn members, as I have done frequently, that all is not well. Never was Australia in greater danger than it is at this moment. These gangsters have controlled the destiny and standards of the world for years. Members who have closely followed happenings will readily appreciate that when peace returns, Germany and Japan will be forced to submit to the proposals contained in this agreement. They will have no alternative. This agreement is a scheme to decoy the Allies in now.

Mr. North: Britain has not signed it yet.

Mr. MARSHALL: No nation has signed it yet; I hope that none ever does. Members will appreciate the trickery if they study the incidents recorded daily in the capitalistic Press. This is a snide and subtle effort

to decoy the Allies in and sign away the future freedom and liberty of the people comprising those nations. For years I have been endeavouring to awaken my colleagues to what has been happening, but I am sorry to say that my time has been mostly wasted and that my utterances have fallen on deaf ears.

Mr. Withers: On unresponsive ears.

Mr. MARSHALL: Unless there is a rude awakening it will probably be too late; disaster will befall all of us. To give members an opportunity to appreciate the vision of some of the citizens of the British Empire, I shall quote a statement made by the Lord Chief Justice of England in 1875. He had this to say—

The issue that has swept down the centuries and which will have to be fought sooner or later is the people *versus* the bankers.

In 1875 the Lord Chief Justice of England had that to say about banking institutions! Yet today it is difficult to get men to appreciate the tyranny that these banking people have been able to exercise over the people by coercing responsible governments of nations into doing their bidding. I quoted only recently what the present Prime Minister of England and an ex-Prime Minister of England, Mr. Lloyd George, had to say about the last peace negotiations. They appreciated how necessary it was to clip the wings of the bankers, but nothing was done and so we have had this war. This particular scheme or agreement, as members will know, was the occasion for great rejoicing in Wall-street, America. The financiers of America with their proposals defeated what was submitted by the economists of Britain. That should have awakened quite a number of thoughtful people.

The material difference between the two schemes was that under the British scheme gold was to be relegated to a very unimportant position in post-war reconstruction. Under this agreement it is to take an all-important part. That has caused great rejoicing in America. What is this proposal? Merely to introduce an international stabilization fund of the respective currencies of the participating nations. It looks all right and sounds lovely. There is nothing suspicious about it at all. What is the substance of it? It is an international exchange measure based on gold. It is called *bancor*. It would be interesting to know how that name was devised. Looking at it, I would respectfully suggest that it came from the

first three letters of two words "bankers" and "corruption." The agreement is a proposal to introduce an international exchange standard based on gold; in other words, it will express the exchange value of the respective nations participating in the agreement. The most remarkable thing about the proposal is that it is based on gold. Here is the occasion for all the rejoicing by America over the victory, because America holds 95 per cent. of the world's gold in vaults. Hence the jubilation! It is expected and intended that this stabilisation fund will use gold for clearing agreements between nations. How can a nation use gold for the purpose of clearing its debtor accounts with other nations when it has no gold?

Mr. McDonald: Is it proposed to give them gold subsequently?

Mr. MARSHALL: I am coming to that point now. The hon. member must not be premature. He will get the answer directly. It will be easy to give it. The hon. member must not be so considerate for his banking friends. Truly, as the member for West Perth interjected, the proposal is that gold credits will be advanced to any nation requiring gold for the purpose of clearing its indebtedness. But under what conditions? They will naturally get the gold they require on the condition that the credits so issued will be used in America. Does not the member for West Perth, therefore, readily see that this is a scheme to lend gold to debtor countries conditionally on their trading on that credit in America? Thus America will capture the world's markets.

Mr. Leslie: Do you not bear America any goodwill at all?

Mr. MARSHALL: I have not the slightest hostility whatever to the American people, nor have the American people devised this scheme. But the American banker—I mean the investing international banker—is not to be found in America alone. The scheme, however, is an American scheme and that is why I constantly use the name America. Seeing that the British proposal was turned down, I could not very well say that Britain is doing this, although the bankers are rejoicing there as well as the bankers in America over this scheme.

Mr. Leslie: But they are honest.

Mr. MARSHALL: I tell the hon. member that I do not discriminate between international Jews at all. They know no coun-

try; they respect no flag; they respect no standards but their own. Anything will do—Yankee Doodle, Jap, Jew or Gentile—all is honey that comes into their hives.

The Minister for Lands: You mean money.

Mr. MARSHALL: Well, call it money.

Mr. McDonald: But is not the idea to aid the small nations?

Mr. MARSHALL: Yes, of course! The simple-minded man! He swallows it all! He rushes into it. I will give the hon. member a case in point. Was not the Premier's Plan designed to bring about prosperity, and I ask him "Did it?"

Mr. McDonald: Is not Russia in this?

Mr. MARSHALL: Yes. Russia, as I stated a few days ago when speaking on the Address-in-reply, has the perfect form of politics desired by the capitalistic or banking class—work for all at the minimum standard for all time. There is no possible hope of utilising mechanisation to produce real wealth in Russia to be shared among the people. They are abject slaves and work all the time, men, women and children. The member for West Perth need not worry about Russia; she is well under the whip and always has been. Let us look at the scheme from another angle. We find that one nation, possessing 95 per cent. of the world's gold, is going to lend it out to those nations that have none. The member for West Perth will readily appreciate this point when I put it to him in this way, that America will not ship gold to another country without retaining control over it. It would be far too dangerous to do so. That will not be done. It will be gold credits shipped to other countries on conditions. For this right we are to sacrifice our sovereign power over our currency either partly or wholly, for the great privilege of being anchored once again to the international bankers' golden myth.

At present, the Australian £1 is valued at 12s. 9d. so far as its equation goes when compared with goods in America; in other words, our £1 note buys 12s. 9d. worth of credits in America. Under this agreement, all the agreeing nations are to have their currencies devalued in the terms of gold, and probably devalued much lower than 12s. 9d. Members will realise that should that take place it will mean that our raw materials, as well as the raw materials of other countries will be sent to America,

where it will be manufactured into finished goods. Thus will America be able successfully to compete against any nation, irrespective of that nation's standards. That is the position. This is an effort to bring Australia down to a nation of wood and water Joeys. We will produce raw materials which America will buy; no finished articles will be manufactured in Australia for export to America. America will not want them. In my humble judgment, should this agreement be signed, the factories which are now in existence here, and which are ready for the change-over from a war economy to a peace economy, will be useless. We will not want them. I therefore sincerely hope this motion will be carried.

I have given my views on the proposal as I see it. Like the Irishman, I can see the unseen hand. I have studied these moves and watched the workings of these international bankers corrupting governments, one after another, irrespective of their politics. First one and then the other. I warn members. There we have the basic principle of the scheme. I ask members which will be the victorious nation. I do not want to speak disrespectfully of America as a nation. Those people are good, clean-living, honest and honourable, and yet 31,000,000 of them starved amidst mechanisation and the real wealth of the American nation during the period I have referred to. Notwithstanding all the gold and the mechanisation they had, and the glorious climate, the steel of America, and other advantages, 31,000,000 of those people were on the dole.

Mr. Leslie: We were told that Governments caused that depression.

Mr. MARSHALL: No Government caused it. This is not a Government proposal. It has been engineered underground by the financiers and then put to Governments. The member for Brown Hill-Ivanhoe speaking only last night pointed out the power that the wealthy class had so far as propaganda is concerned, and he was right too. I commend him for his remarks. He spoke truthfully in regard to the capitalistic Press. It is owned and controlled by capitalism and interlocked with banking interests and institutions. Any member may say, on these proposals which I have been discussing, that if the agreement is signed Australia will have its representation on

this foreign board. It will have representation, but that will be hopelessly outvoted.

What chance would anyone have of being elected to this particular board or authority unless he was inclined to subscribe to the theories and the proposals submitted by the international financiers? The Press would be used, the cinema would be used and the wireless would be used against him. That would be the position unless high finance knew that those who were to be elected were prepared to give effect to their desires. The hon. member also truthfully said there was no such thing as a free Press, and there has not been one for years. The last free Press we saw in Australia was "The Bulletin," before it fell into the clutching hand of the present group. To give members some idea of the freedom of the Press I will quote from a statement made by a man named John Winton, ex-editor of "The New York Times." On his retirement he was banqueted, and it fell to his lot to reply to the toast of "The Independent Press." This is what Mr. Winton had to say at that function—

There is no such thing in America as an independent Press. You know it, as I know it. There is not one of you who would dare write his honest opinions, and if he did, you would know beforehand it would never appear in print.

I am paid 250 dollars per week to keep my honest opinions out of the paper I am connected with.

The business of the journalist is to destroy the truth, to lie outright, to prevent, to vilify, to fawn at the feet of Mammon, and to sell himself, and his country, and his race for his daily bread. You know this, and I know it, and what folly is this to be toasting an "Independent Press."

We are the tools and vassals of rich men behind the scenes. We are jumping jacks. They pull the strings, and we dance. Our talents, our possibilities, and our lives are the property of these men.

We are intellectual prostitutes.

Mr. North: In vino in veritas. Truth in wine.

Mr. MARSHALL: I have referred to the first barrel. In order to show the Chamber how these people work I now want to refer to the second barrel which is being fired. There can be no argument about this. I feel confident that Australian people at least will never tolerate another depression. The individuals I speak of are fully aware of that and realise that if this agreement is signed the standards of Australia will be in their hands. These people aspire to

power as well as profit—power is mostly what they look for—and they realise that if the people are allowed to be free, happy and prosperous, they will have no control over them. It is only by subjugating them and keeping them down low on the ladder of prosperity, coercing them and keeping them in debt, that they feel they will be able to handle them and rule supreme over their destinies. That would be their ambition in the event of the agreement being signed. They want to make sure that once we come in we shall not get out.

They have got another barrel ready for nations foolish enough to subscribe to the theory of a federal union. They propose to create another oligarchy which will be set up in a foreign country, and be armed with all the collective powers which the nations will have subscribed, air force, navy and army, to do its will. So that if we want to get out there will be no munitions either at the front door or at the back door. That is the idea. Once they get us in we will never get out. If we make any protest and attempt to fight our way out the oligarchy will let loose its forces upon us, or upon any other refractory nation which wishes to release itself from the dominations of this particular gang. I warn the people of Australia and members of this House, and the sooner they realise what is happening the better. We must take action. We cannot sit down when we know what is going on. I realise that there is no man better versed in these facts than is the Prime Minister of Australia. Mr. Curtin is one of the most able of men on these subjects, a brilliant writer and an eloquent speaker in condemnation of them. But he is only human, and he can make mistakes. All politicians will appreciate the fact that a man feels more confident, and develops more courage in doing what he knows to be right, when he has the bulk of the people behind him.

We should give that assurance to the Prime Minister of Australia. He will not require very much or anything in the way of coercion. I noticed a statement in the Press a few weeks ago, a short paragraph, which indicated clearly that Mr. Curtin could see what was going to happen. I ask this House to support the motion in order that Mr. Curtin may feel more confident and gain more encouragement, and be inspired to do what I know that he knows

is the right thing. We should not leave him high and dry because in these circumstances the temptation is particularly strong. There is a risk in the circumstances. Mr. Curtin has been for a trip abroad. I know that no effort on the part of these people will be spared to influence him with the necessity for legislation of this sort. I know that he understands them, thank God, and I also know that they can tell Mr. Curtin nothing in regard to these matters. I want this House to give him courage, to let him know that at least so far as we are concerned we will take the responsibility—we will do so when we pass this motion—of answering for the people of Western Australia, because there is no time to consult them by way of a referendum.

That is all that my motion asks for. In explanation, I will put the matter this way. Whilst I know that Mr. Curtin has his eyes wide open, and fully appreciates all that can happen, I feel that there are others in the Cabinet who may not possess the same knowledge. Dr. Evatt took two trips across to America and England. I suppose there were very urgent and most important matters for him to deal with. The most remarkable fact, and the strangest thing of all, was that Dr. Evatt was accompanied on both occasions and shadowed every inch of the way by Mr. Robinson of Broken Hill Proprietary fame, a man who held big interests in oil and steel in Australia, America and England.

Mr. Cross: Was he not a big subscriber to the "No" campaign?

Mr. MARSHALL: It is remarkable that this one man should accompany the same representative of the Commonwealth on both occasions. Is it any wonder that on their return from the last trip the Sydney "Morning Herald" should herald it with this statement: "Dr. Evatt has seen the right man." The right man for whom, the people of Australia, the working classes, the masses? I suppose 98 per cent. of the people of the Commonwealth are working people. Would he see the right persons to look after the welfare of our people in this company? Would the right people have been seen to do justice to our people, or would people have been seen who would endeavour to influence the signing of an agreement of this sort? Those are things which agitate my mind and cause me grave concern and worry. I know that Mr. Curtin will be awake to the situation, but we

should do our best to encourage him to give effect to the opinions which he would express upon this subject.

I suppose if I stood here for the rest of the evening and gave my own views they would not be accepted as being very authoritative upon the subject. I have tried on scores of occasions to point out that this scheme and this plan have been going on for years. It is not a condition of war, or the stress of war. It is an attempt on the part of gangsters snidely to impose their will upon the people by tickling their passions with promises while the war is on of a new world order and of the many good things that will come about after the war. So I desire, at the risk of labouring the point and irking my listeners, to read one or two quotations, trusting that members will bear with me. I have a pamphlet written by a man who is in the forefront of the monetary reform movement in Sydney, his name being Stanley F. Allen. I do not propose to present his opinions but, for convenience, I shall quote from his pamphlet extracts from certain articles that appeared in circulars published in the American Bankers' Association's magazine. The circulars are most astounding, and I particularly want Country Party members to take notice of what I shall read. They will see how hopeless it is for them to be constantly crying out to the State Government to reduce the capitalisation on farming propositions, for it cannot be done under the present monetary system. It certainly cannot be done by the Government under present day circumstances because, though the State may reduce the capitalisation, foreign investors can promptly reduce the price of commodities. Where does that get us?

The Government writes off capital and the foreign investor controls the price of the product. Thus the producers are still kept in a state of slavery. We cannot alter the position until the Commonwealth Government assumes the sovereignty that rightly belongs to it and denies the right to private institutions to create credit. What I shall quote represents vital facts, references to which appeared in the bankers' own magazine. It shows what control has been exercised over the nation's sovereignty in the field of currency—and what can be done in America can certainly be done here. Here is one extract which was

circulated in 1891 and is indicative of the cunningly gained control of the power to create money that was secured by the men who manipulate the national currency there—

We authorise our loan agents in the Western States to loan out funds on real estate, to fall due on September 1st, 1894, and at no time thereafter. On September 1st, 1894, we will not renew our loans, under any consideration. On September 1st we will demand our money. We will foreclose and become mortgagees in possession. We can take two-thirds of the farms west of the Mississippi and thousands of them east of the great Mississippi as well, at our own price. We may as well own three-fourths of the farms of the West and the money of the country. Then the farmers will become tenants, as in England. After September 1st, the interest we receive on coupons will be accumulated. We will not lend any of our funds after that date, as we can make more money by withholding our interest income.

That is one circular which will be interesting to those who really believe that the State Government can do something for the agriculturist although the power rests in the hands of these people who have no respect for farmers or for the people generally, but have regard only to the profits and the power that they themselves desire. Here is another circular, bearing date the 11th March, 1893, under the authority of the American Bankers' Association—

Dear Sir,—The interests of national banks require immediate financial legislation by Congress. Silver, silver certificates and Treasury notes must be retired and national bank notes, upon a gold basis, be made the only money. This will require the authorisation of 500,000,000 to 1,000,000,000 dollars of new bonds as a basis of circulation. You will at once retire one-third of your circulation (your paper money) and call in one-half of your loans. Be careful to make a monetary stringency among your patrons, especially among influential business men. The future life of national (private) banks as fixed and safe investments depends upon immediate action, as there is an increasing sentiment in favour of Government legal-tender notes and silver coinage.

This circular appeared when America was setting out to take control of the issue of her own currency. The circular was spread around as an act of defiance in view of the possibilities of the situation. The banks even wanted Congress to pass legislation and an issue of 1,000,000,000 dollars of new bonds as a basis of circulation. I would remind the member for Brown Hill-Ivanhoe that there was no gold basis here.

Mr. McDonald: From what book are you taking those extracts?

Mr. MARSHALL: From a booklet entitled "Stop That Thief," by Stanley F. Allen, of Sydney. Then I come to a published statement in the United States Banks' Association's magazine, under date the 6th August, 1924, from which I quote the following:—

Capital must protect itself in every possible way, both by combination and legislation. Debts must be collected. Mortgages must be foreclosed as rapidly as possible. When, through a process of law, the common people lose their homes, they will become more docile and more easily governed through the strong arm of Government, applied by a central power of wealth under leading financiers. These truths are well known among our principal men, now engaged in forming an imperialism to govern the world. By dividing the voters through the political party system, we can get them to expend their energies in fighting for questions of no importance. It is thus by discreet action we can secure for ourselves that which has been so planned and so successfully accomplished.

There we have it! Does any member of this House want anything more profound than that? Here is the scheme revealed in all its particulars. This is the final shot.

The Minister for Lands: Were those circulars issued privately or were they available to the public?

Mr. MARSHALL: They were supposed to be issued secretly for circulation among the bankers, but some people had means of getting hold of them. Perhaps the banks here may be able to supply the Minister with copies.

Mr. McDonald: I would say they should find a place among our humorous literature.

Mr. MARSHALL: Is this what our soldiers are fighting and dying for? Is that why our lads left our farms to shed their blood on foreign battlefields? Will they approve of such schemes that will force them off the land and evict them from their homes? I doubt very much whether the soldiers will agree to such a practice. I feel confident that the Commonwealth Government of Australia will not be involved in any such procedure. Nevertheless, it is idle to deny the fact that these people, to whom I have been referring, exercise supreme power over all Governments and have exercised it successfully and with impunity over past years. They will continue to succeed unless our statesmen and the pub-

lic men of Australia generally immediately awoken to a realisation of the position and raise their voices in protest against the system. One of the greatest statesmen America has produced, apart from Abraham Lincoln, was Thomas Jefferson, and this is what he had to say—

I believe that banking institutions are more dangerous to our liberties than standing armies. Already they have raised up a money aristocracy that has set the Government at defiance. The issuing power (of money) should be taken from the banks, and restored to the Government and to the people to whom it belongs.

How wonderfully true was that statement, which was made years before the event, and not afterwards. Years ago, Jefferson was fully aware of the intrigues and the corruption that were practised.

Mr. McDonald: The power to issue money was restored.

Mr. MARSHALL: But the banks won the fight. It must be appreciated that when references are made to national banks in America, those are really private banks and are not national in the sense that implies public ownership. I thank members for the tolerant manner in which they have listened to me this evening. I know how irksome it is to listen to one who harps upon the same subject so often. It is necessary, however, to expose the activities of this particular organisation, so that the position may be fully understood. For that reason I have moved the motion to which I am addressing myself now, for I appreciate what lies ahead of Australia if we do not move in the matter now.

Mr. North: Have you a remedy?

Mr. MARSHALL: Of course! The remedy is to retain our own sovereignty in regard to monetary matters so that it may be used for the betterment of the nation. In conclusion, I wish to state that I have given members the benefit of the views of some other people, who are not socialists or Labour men, but who are orthodox in their economic and political views.

Mr. Smith: Does Russia control her own banks?

Mr. MARSHALL: I think she does to the same degree that Australia controls the Commonwealth Bank—neither more nor less.

Mr. Smith: Are there no private banks there?

Mr. MARSHALL: I do not think there are, but that does not say that the position is not controlled there as it is in America and Australia. The financial position is controlled in the same manner throughout the world. The gold dollar controls the lot. Here is what the American author and banking authority, L. Denney, wrote—

All nations must tremble before our federal reserve board. High money rates imposed by it in 1929 brought suffering to millions of foreign workers. That blow hit Britain hardest of all.

Then Sir Josiah Stamp, formerly a director of the Bank of England, who some little time ago was killed in a bomb explosion, had this to say—

Never in the history of the world has so much power been vested in a small body of men as the federal reserve board of the U.S.A. These men have the welfare of the world in their hands.

That is the position. I hope my motion will meet with a favourable reception because of its democratic characteristics. I conclude my remarks by quoting a few lines from the poet Whittier, which outline the position exactly as I see it today—

Now, when our land to ruin's brink is verging,

In God's name, let us speak while there is time!

Now, when the padlocks for our lips are forging,

Silence is crime.

On motion by the Minister for Lands, debate adjourned.

Sitting suspended from 6.15 to 7.30 p.m.

MOTION—PUBLIC UTILITIES.

As to Facilitating Efficiency.

MR. NORTH (Claremont) [7.32]: I move—

Since public utilities are here to stay everything possible should be done to facilitate their efficiency, in particular the public should be able to put their money into such concerns as the Railways, Electricity and Tramway and Trolley systems.

Recently Mr. Churchill, speaking from London, made the following remarks:—

There is a broadening field for State ownership and enterprise, especially in relation to all kinds of monopolies; but all the more vital is the earliest possible revival of widespread, healthy and vigorous private enterprise.

We have many motions moved in this Chamber, and have listened to many speeches

dealing with the control and improvement of private enterprise. At present there are all sorts of control for curbing of price and governing in many ways the activities of private enterprise. Much of the work of this Chamber and of various public bodies is directed towards that end. But, as I have just quoted Mr. Churchill himself, from his point of view as the leader of the British Empire, there is a big future for public enterprise, especially as regards monopolies. The quotation I read just now was on the back of a National Party pamphlet. Thus the National Party is in favour of Mr. Churchill's views. As we have had so much activity over private enterprise for a number of years, I submit the time has come when this Chamber, through its members and through the Government, should give much more attention to our public enterprises. Here we use the term "public utilities," which comprises the most important of them.

It seems to me that we might well give attention to the question of how those utilities could be improved in regard to the condition of their employees and in regard to the quality of the plant used, and thirdly, and perhaps most important of all from our point of view, as to their financing. On the first item I would suggest—and I think we are all agreed on this question—that the greatest possible personal interest of employees in the work of these utilities should be fostered. The employees should feel that they have some of the very best plant to operate, and they should be encouraged to take pride in their work, and not to feel, as they often do, that they are using shoddy and old equipment to carry out their duties. That of course will mean a complete overhauling in the first place of our method of replacing old plant. Everybody knows that in private concerns, if they are to carry on at all, there must be modernising of equipment. A bus company, for instance, though of course not during the war, replaces its vehicles as soon as there is any need to do so, and then the latest models are obtained. And so it is in all industries run by private enterprise. That must be so if they are to succeed. We in our Government utilities have not that kind of book-keeping. So far as I know, the control of replacement of equipment is not so much dependent upon when it is desirable, as upon the time when it is practically forced upon those in authority.

That is the first direction in which we should have a change in the method of our replacement of obsolete equipment in all our public utilities. The change would enable the railways, for instance, or the Electricity Supply Department or the State Tramways, to have a method of accounting which would enable them to give us later and better vehicles and plant as time goes on. The second point, which I regard as of as much importance as the first, is to create a greater interest on the part of the people in the public utilities. As I see the position today, a public utility is looked upon as something which is, I will not say despised, but treated with lack of interest on the part of the public—the public looking upon those utilities as things they should take down when they can. There appears to be a public feeling that they should get something out of public utilities by way of a reaction to severe taxation. We talk about public utilities being owned by the people, but that attitude is not shown at all. In order to make a really drastic change in the outlook, we have to go to the third suggestion which I am putting before the House, the question of the financial side of the utilities.

I was not going to deal in any way at all with the main question of financial reform, which is often brought forward here. I was looking at public utilities just as an objective on their own, in the same way as I might, in trying to improve a motor-car, start with the differential without any concern whatever for the other parts of the vehicle which make it a useful servant. What can we do with the public utilities in particular? It seems to me there is a striking fact known to us all which bears on this question, and that is that whereas we have to pay in Australia for our loans four per cent. on the savings of those who financed the railways which we claim to own, our own Savings Bank deposits in Australia show approximately an interest rate of two per cent. And really the deposits in those savings banks amount to a far greater sum of money than is involved in the whole of the Australian railways. The savings bank deposits total between £300,000,000 and £400,000,000. Adding all the back losses and a great deal of money taken away from the charges against their railways by the Eastern States, in order to make the figures look better, I have made my estimate

from the latest figures available, those relating to 1941.

Australian savings banks today are carrying, in hundreds of millions of pounds, a greater sum than that invested in the whole of the Australian railways. It means that we who own these railways, or claim to own them, have obtained accommodation from saving people in other parts of the world at the rate of four per cent., representing in round figures £16,000,000 annually for service of the debt. Yet our own Australian savings, actual money that we own, is put away in other institutions paying interest at the rate of two per cent. per annum. If we could imagine £8,000,000 per annum in the hands of the Railway Department, what an enormous difference it would make to the running of our railways and opportunities for improving the services, and the possibility of giving such facilities here as are available in other parts of the world! During the time I have had the pleasure of being a member of this Chamber, if one adds together the amounts involved, the total comes to the sum of £160,000,000 on the rough calculation I have put forward. That £160,000,000 would have been sufficient not only to convert all the gauges in Australia to the standard which is the dream of statesmen and politicians today, but also to do all modernising and improvements, and even perhaps to reduce fares and give better services than we can dream of today.

Then the question arises as to the savings bank deposits. Could we take those sums to meet our needs? Under present conditions, of course, that is not possible; but if it is true under the new policy which has come about during the war of greatly extending employment—now, of course, on destructive objectives—why cannot some of our savings bank deposits be applied to these loans as they are now in other directions necessitated by the war? But if we are going to have this improved employment percentage, there will be many hundreds of millions of pounds' increased national income, from which we could surely obtain funds for the purpose of financing our own public utilities. Does it not seem strange to consider that our own public enterprises are actually penalised far more heavily than the private companies which they were set up to replace? The British railways, for instance, some of the finest railways in the world, show usually a profit

of from 3 to $3\frac{1}{2}$ per cent. That is their profit, and they are very proud of it, and they give some of the finest services in the world. We are compelled, with 4 per cent. as the approximate basis of interest, before we can make a return, to obtain revenue over and above that 4 per cent. Therefore we have to do a great deal better than the British railways, with all their enormous populations and short distances to work on, before we can attempt to balance our ledger so far as our railways are concerned.

So if we could visualise a slight alteration in our savings bank plans on the lines that there should be a reduced rate of interest determinable to those investors who wish to proceed as they do now, putting their money in and taking it out, and if we perhaps suggested a rate of $2\frac{1}{2}$ per cent., or $\frac{1}{2}$ per cent. more than is paid to those who are prepared to put their money into another channel than that of the savings bank, we would enable that money to be allocated to the reduction gradually of our railway overdrafts or loans. This would meet the position, and enable us to adhere to what is still called sound finance, leaving out of consideration monetary reform in this particular situation. Then in the course of comparatively a few years we should be able to wipe off these enormous debts and really possess our own utilities. We would also be able to do many things which today are not available to us because we borrow our own people's savings at one rate and other people's savings at higher rates.

I do not know whether that proposition appeals to members, but I do know that after the last war interest on savings was reduced a good deal in certain countries. If something of that sort could be considered the public would have two choices in regard to savings deposits. One would be the ordinary avenue for savings as at present, perhaps with a slightly lower rate of interest, and the other would be to encourage people by a slightly higher rate of interest to put their money, in blocks, into a scheme which would enable our railways and other utilities to be financed at much lower rates, as a result of which the people would own those services. In that way people would be inclined to give a great deal more attention to the protection of public assets. On many trains today one can see beautiful leather seats and the backs of

seats slashed through, apparently with knives. Similar vandalism has taken place in many of our public utilities. Only yesterday reference was made in the Press to vandalism at Cottesloe. But there is no real association between those who smash things at Cottesloe and the ratepayers of the municipality. Unfortunately there is not sufficient pride of ownership.

If, however, a lot of our savings bank money were involved in those utilities, not only would greater improvements be effected, such as the introduction of more modern carriages, the regrading of lines, etc., but people would be aware that those improvements were being made from their own savings and would value them. I cannot see why that matter should not be given attention with a view to inducing the necessary authorities to take action. So far as this State is concerned the authority would be the Commonwealth Government, but in the other States there are, of course, State Savings Banks. In the event of such a course being adopted, the management of public utilities such as our railways could be more businesslike. The concern would be made more profitable because those in charge would see an opportunity of securing extra money and would be inclined to make conditions more attractive. In that connection we might perhaps suggest, in order to lower fares and freights, that Federal subsidies should be paid. If my plan were adopted and the railways were put on a better financial basis the service rendered to farmers and others would be improved and that would be an encouragement for Federal subsidies for the scheme. Whatever was done with the railways, they would still have to be in the nature of a servant and not a profiteer.

Imagine what could be done if it were realised that the railways were becoming solvent and there was money to spend! In that event something could be done about the Central Railway Station. It could be pulled down and a first-class building substituted. Revenue could be obtained from shops and arcades associated with the building, and a start would be made towards attracting people to use the railways to a greater extent once more. Such a plan, of course, would be entirely dependent upon whether or not we shall have after the war a complete change in our city railway route. That is not for me to say, but

whatever was done there would be an incentive from first to last to make the railways a paying concern, if the rates of interest could be reduced from 4 per cent. to 2½ per cent. Some members may see better ways of achieving my object which is that if the people are going to own an enterprise they should own the mortgages on it, and should not be at the beck and call of other people in the world who are in effect the beneficiary owners of the concern. There is no suggestion of defeating our creditors. The idea would be that money would be funded and paid off as loans fell due until the people themselves owned the railways.

MR. CROSS (Canning): The member for Claremont is to be commended for bringing this motion forward because it contains food for considerable discussion and thought. I do not know whether the Minister has noticed that the earnings of the metropolitan tramway and trolleybus services increased from £304,000 in 1940 to £515,000 for the financial year ended on the 30th June last. That is a record, and has been achieved with very little rollingstock. As a matter of fact, there are now on the dead end of the tramways a number of vehicles which cannot be used because it has not been possible during the war to obtain new motors. I do not know what preparations the Government is making to deal with the situation immediately new equipment is available from Great Britain. The running strain on the equipment has been phenomenal during the war period. The strain on some of the trams and trolleybuses that have been running six and seven days a week from six in the morning till midnight has been tremendous.

With the member for Claremont, I am of the opinion that in order to ensure the greatest efficiency and to give the greatest amount of service to the public in the post-war days consideration should be given to this matter now. We should copy the action which was taken in London and many other large cities of the world a long time ago. There should be a greater metropolitan transport board. The whole of the passenger vehicle traffic in the greater metropolitan area should be placed under one control in order to ensure efficiency and proper co-ordination. At present a considerable proportion of passenger traffic is carried by private enterprise and in all cases the vehicles are

run with fuel that has to be imported from overseas. On the other hand, the whole of the Government vehicular traffic, or the greater proportion of it, is run on electric current. The trams and trolleybuses are run on power generated from coal produced in this State. It goes without saying that the present obsolete system should be scrapped.

The Premier: Oh, no!

MR. CROSS: Preparations should be well in hand to get new equipment immediately it is available from Great Britain. No one will dispute that the Perth tramway system, which has existed for 30 years, has served a useful purpose, but it has outlived its usefulness.

The Premier: Oh, no!

MR. DONEY: I find it useful for going home at night.

MR. CROSS: A lot of people are not like the member for Williams-Narrogin.

MR. SEWARD: Your Premier agrees with him.

MR. CROSS: It might suit the member for Williams-Narrogin to get on a tram or train which takes three-quarters of an hour to carry him to where up-to-date transport would convey him in 15 minutes. I am satisfied that the public of Western Australia, and particularly in the greater metropolitan area, will be satisfied only with the best.

The Premier: The tramway system is all right for a couple of miles from the centre of the city.

MR. CROSS: The position is that it has been demonstrated that trolleybuses can be run more cheaply and faster than trams.

The Premier: There is a rotten petrol bus service in Melbourne, which is the most up-to-date city in Australia.

MR. CROSS: The fact that they are out of date in Melbourne is no reason why we should be out of date here.

MR. J. HEGNEY: Hear, hear!

MR. SPEAKER: Order!

MR. CROSS: I know that no one in the greater metropolitan area of London would be satisfied to go back to the obsolete tramway system that was scrapped a long time ago.

The Premier: They have buses doing four miles an hour on the average.

MR. CROSS: The density of traffic there is very different from what it is here. The

Premier does not want to imagine that there is no room for change here. I think there is.

Mr. SPEAKER: I think it would be a change if the Premier paid attention to the Chair and had his say after the member for Canning sat down.

Mr. CROSS: People south of the river were promised years ago that they would be provided with trolleybuses and those buses should be on order. There is something else which is not to the credit of anyone. One can go to the Tramway Department and on any wet day or night find half of the vehicles exposed to the weather. It is high time that vehicles worth tens of thousands of pounds were stabled and not exposed to the heat of the sun or to inclement weather when they are not in use. Plans should be well in hand for the provision of a new bridge to cater for the south of the river. That is absolutely essential. The Causeway outlived its usefulness years ago. It was widened 20 years ago. I visualise that after the war there will be three or four times the ordinary volume of road traffic, perhaps more. In view of that fact, plans to cope with the situation should be well in hand. The motion gives plenty of food for thought and steps should be taken to prepare for changes that are absolutely necessary. I do not know, but I think the time has arrived when consideration should be given to the complete electrification of the metropolitan railway system between Midland Junction and Fremantle.

The bottleneck of all the country railway trade that goes to Fremantle should not go through the centre of the city. I do not know of any other city—at any rate any European city—the size of Perth where it would be tolerated. The railways should be constructed to go around the city and the metropolitan railway system should be electrified and used for passenger traffic, thus providing a better and quicker service. Whether the Government thinks along these lines or not, public opinion will demand a change because we live in a time of change and people want the best and quickest transport facilities. If we are to keep our place on the map, the various points that I have raised this evening must be given serious consideration. I will be interested if the Premier, in his reply, will tell us how far the Government has gone in the preparation of catering for the post-

war vehicular traffic in the greater metropolitan area.

On motion by Mr. Watts, debate adjourned.

MOTION—HARBOURS.

As to Formation of State Board.

Debate resumed from the 30th August on the following motion by Mr. Hill:—

That in the opinion of this House a State harbours board should be formed for the purpose of providing the State with a co-ordinated and efficient policy of harbour and port development, administration and control.

THE MINISTER FOR THE NORTH-WEST [8.1]: I do not propose to offer any very serious objection to this motion. This proposal to inaugurate a State harbours board is of very great magnitude. It can be truthfully said that the member for Albany has given much more consideration to this subject than has any other member present. I can remember for quite a long time now that the hon. member when speaking on the Estimates or on the Address-in-reply has advocated one harbours board for the State of Western Australia. The evidence and reports that he quoted to the House have very little bearing on this particular State. The reports contained evidence submitted by one or another authority, but it was evidence gathered mostly in another State or country and, because of our geographical position, it is not, in my opinion, applicable to Western Australia. As a lay person I would agree with the hon. member that a State harbours board would or should be more economical and probably more efficient in the working of the various ports of the State. But that is merely my opinion; I have no evidence to support that argument.

I can visualise that with one harbours board consisting of a body of persons who would give every consideration to the subject and lay down definite principles, and co-ordinate all the maritime Acts and harbour Acts, etc., the development of the ports of Western Australia might be improved. Because of that it might be an advantage to have one harbour authority in Western Australia. But members will agree that we need more evidence and information on the subject than has been submitted to the House. The Government has caused certain investigations and inquiries to be made for that purpose. No Parliament

would attempt to create such an authority without further information. I see nothing wrong with the motion. We would probably be much better off with one administration. It would probably do away with the inter-port jealousies that exist. Some ports are controlled by a harbour board and some by the Harbour and Lights Department, and these authorities have various ideas as to what ought or ought not to be done. The idea of the hon. member, by which we would have a general policy in connection with the management and development of our ports, is good. But we have no evidence on the matter and a considerable amount of investigation will have to be made before Parliament can be committed to making any statement one way or another.

Mr. Watts: Will it be investigated?

The MINISTER FOR THE NORTH-WEST: It is being investigated at present. The Government, together with its other plans for post-war reconstruction, has already issued instructions to a committee to gather all the necessary information which will, in due course, be placed before the Government for its consideration. I have nothing further to add. I have no serious objection to the motion. The idea is something that would probably benefit Western Australia, but it has still to be proved.

MR. McDONALD (West Perth): I am glad the Minister is prepared to entertain, on behalf of the Government, a motion of this description because I feel that it is one of great value. It is not many years ago since a series of articles appeared in the morning Press dealing with our harbours. The writer, who gave figures and whose statements appeared to be in every way well vouched for, was able to show some extraordinary anomalies and discrepancies between the administration and charges at the various harbours in the State for the same services. I have heard that from the point of view of shipping and the masters of ships it is bewildering, and also beyond their comprehension when, at the different ports they may call at in the course of their journey down the coast of the State, they find so many varying practices and charges, all of which add to the difficulty of those who visit our ports. These things are difficult to explain to those who are responsible for the general conduct of the shipping services. This is a motion very much in the right direction.

If we are to extend our trade and make it attractive, as we desire, in the post-war period one very helpful step towards that end is some co-ordination and uniformity of administration of the various ports of our State.

On motion by Mr. Fox, debate adjourned.

MOTION—MEAT SUPPLY.

To Inquire by Select Committee.

Debate resumed from the 30th August on the following motion by Mr. Seward—

That a Select Committee be appointed to inquire into the supply of meat to the people in the metropolitan area, and its disposal, with particular reference to frozen meat; and to make such recommendations as the committee thinks fit.

THE MINISTER FOR AGRICULTURE

[8.10]: I regret that I was not present when the member for Pingelly moved the motion, and when it was partially dealt with by the Assembly. I have carefully read and given the motion a lot of consideration. I intend principally to deal with three or four points which the hon. member made during the course of his remarks, and wish, mainly, to draw the attention of the House to some of the difficulties involved in the attempts raised by the hon. member to solve the problems. I agree with many of his remarks in regard to the difficulties, both of the producer and the consumer, associated with the marketing of meat and the provision, for the consumer, of a wholesome article. The three points to which I would particularly draw attention concern, firstly, the committee of inquiry appointed by me, which is now operating and pursuing its inquiries along certain specified lines; secondly, the de-hydration quality and frozen meat generally that has been made available to the public, and thirdly, the prospect of the adoption of the principle of selling meat by weight and grade.

The committee to which I refer was appointed a month or two ago, and I would like to advise the House of its personnel to show how truly representative and competent it is to inquire into this subject. I realise that the member for Pingelly, who moved the motion and the member for Beverley who supported it, would not like to take any action either of themselves or as a Select Committee which would have a prejudicial effect upon the marketing of all

types of meat, whether for export or local consumption. I take it that they would not like in any way to depress the market, so far as the producers are concerned, nor would they support any proposal tending towards exorbitant prices for the consumer. The committee of inquiry which is at present under the direction of the Under Secretary for Agriculture consists of Mr. R. B. Williamson, who is well known as the West Australian representative on the Australian Meat Board; Mr. P. S. Chandler, representing the livestock trade; Mr. J. J. Farrell, general manager of the Wyndham Meat Works, who is also the Commonwealth representative in this State in connection with meat control and meat rationing; Mr. Dunbar, Controller of the abattoirs; Mr. Cullity, Superintendent of Dairying; Mr. McKenzie Clarke, Chief Inspector of Stock, and Mr. Shier, export lamb adviser, who is chairman of the committee. This committee initially set out to inquire into the prospects of initiating into the meat industry of this State the practice of selling on a weight and grade basis.

Mr. Mann: Is that the original committee?

The MINISTER FOR AGRICULTURE: Yes. I point out that although circumstances obtain in other States which afford a better opportunity to introduce in those States such a system, there are many difficulties in this State which must be regarded from all angles before we could instal such a system. The committee is not merely inquiring into the difficulties associated with the proposition in this State, but is also getting information interstate and from abroad regarding the practice where it does operate. So far the committee has had great co-operation and is seeking information by co-operation and collaboration rather than by taking evidence on oath. I am hoping that the committee will not only be in a position to advise the Government, but will have authoritative information in connection with this matter and also many other things associated with the meat trade. The members of the committee are not circumscribed in their inquiry and I am hoping from them much of importance because they represent all sections of the trade from the producer to the consumer, and should be in a position to render excellent service. The committee intends to weigh the advantages and dis-

advantages of the present system. It is admitted that there are many disadvantages but there are also many advantages.

The committee will also keenly inquire into the prospect of adopting sales on the hook, on a weight and grade basis, at our principal abattoirs. There are many difficulties associated with that practice, and although the member for Pingelly raised the point that the practice is in vogue at present at Albany, I point out that the system is operating at the Albany Freezing Works only for the export trade and only for stock of quality suitable for export. That is to say, only specified quality and types are received to be assessed on that basis. The meat is inspected by Commonwealth inspectors on arrival but, because of the quality being specified before purchase, there is not the difficulty that would be associated with such a proposition if all sheep considered by owners to be suitable for export or suitable for the metropolitan market were forwarded to the abattoirs for sale. At times during the year thousands of sheep would be unsuitable for export and thousands, too, would be of a quality suitable only for fertiliser. If we are to institute a system of that sort, there must be a trend towards the marketing only of stock that is fit either for the local trade or for export, not store stock. At the present stage I think it would prejudice the sales of certain types of sheep off shears that ultimately do get into local consumption and, in spite of their being unsuitable for export, are quite fit and of excellent quality for human consumption.

There is another aspect with regard to sales on the hook or selling on the weight and grade basis. At Albany, for example, there is no prospect of the prices received piercing the price ceiling fixed by the Commonwealth. Only that ceiling price can be reached, and I submit that one of the advantages our farmers have had in the competitive system that has operated during the shortages of certain types is the fact that there has been no prohibition on prices going above the ceiling specified. I submit that many thousands of pounds have been received by the producers because sales have not been on a weight and grade basis.

Members will find that if a Select Committee were agreed to, there are many difficulties associated with the storage, the chambers and the equipment necessary for

the display so that butchers might be able to see the type of product available, and all sorts of structural alterations are involved. If the House agrees to the appointment of a Select Committee, the position at Albany can very quickly be investigated. As I have mentioned, however, since the weight and grade basis is confined to export grade of known quality at known prices, the situation is very simple and quite distinct from the whole ramifications of the problem that would affect dealing in hundreds of thousands of carcasses at the central abattoirs.

The member for Pingelly, in support of his remarks, had much to say regarding meat that was released and was specified as of dehydration quality. There seems to be considerable misconception about the quality of mutton which is intended for the dehydrated product. The hon. member, in the course of his remarks, said that the best grade of meat is not suitable for dehydration because the fat, when boiled down, will disappear, and he went on to say he was advised that only the poorest quality of meat was suitable for dehydration. That is quite fallacious.

Mr. Smith: What?

The MINISTER FOR AGRICULTURE: Fallacious! I heard a member in another place recently state that he was only responsible for what he said, not for what an hon. member could understand. The quality required for dehydration is not less than second or third quality for export. The member for Beverley who, I understand, culls his ewes severely, sent a large number to the Robb's Jetty works last year. I have here one of them in tabloid form, which will show to members, with the fat streaks through it, just what sort of sheep are used for dehydration. I will send it over to the member for Pingelly. Members will find, as can be proved by the prices paid and the grades passed through the dehydrators, that it is an excellent type of mutton and not less than second or third quality export that is used for the dehydrated product. The difference is that because of certain restrictions for oversea trade and because of the competition, certain parts of carcasses and certain types of carcasses have to be discarded. Members know, for example, that in the case of beef and of pork parts of carcasses are sometimes condemned. If half or part of a carcass is

condemned, the other part, unless it conforms to the requisite type of cut required for export, may have to go into the dehydrator. Consequently, parts of carcasses intended for oversea go into the dehydrator, or they become frozen carcasses to be rationed on to the market during the year. I would like to disabuse the minds of members that any sort of sheep is suitable for dehydrated mutton.

I admit that during the period when the Meat Controller found it necessary to put on the market a certain quantity of dehydration quality meat, some unscrupulous butchers in this city did unload on to the public certain meats that they had had stored for a considerable period. Some of it, I understand, was almost black.

Mr. Leslie: It was.

The MINISTER FOR AGRICULTURE: In their endeavour to break down the use of frozen meat in their shops and to command, as they have endeavoured to do, the use of fresh meats, they did what they could to prejudice the dehydration quality and the frozen meat supplied to the market. The Master Butchers' Association took action against some of its members and prohibited the display of notices in their shops reading, "No frozen meat for sale here." I repeat that very much of the prejudice in the public mind has been fostered by people who have been anxious to prejudice certain types of frozen meat.

Mr. Thorn: Who was responsible for the butchers selling frozen meat?

The MINISTER FOR AGRICULTURE: The Controller of Meat Supplies. That officer has a very great responsibility to ensure that the requisite quantities are maintained to the wholesalers and retailers. He is not only responsible within this State but has also had to accept the task of making good from this State at certain times of the year—notably May and June—large numbers of carcasses to Eastern States cities. I noticed that, when the member for Pingelly was speaking, the Leader of the Opposition interjected that Mr. Tonkin, the Controller of Meat in Australia, should have been made to eat some of it. He did eat some of it.

Mr. Seward: Not the bit I had.

The MINISTER FOR AGRICULTURE: The hon. member probably had some that was stored by butchers; it had been bought for sausage meat and other purposes, and when they saw an opportunity to realise on

it at a better price, they supplied it as frozen meat released by the Controller.

Mr. Mann: What did they pay for it?

The MINISTER FOR AGRICULTURE: Some of them paid about 2½d. per lb.

Mr. Mann: I mean, what was the maximum?

The MINISTER FOR AGRICULTURE: I should say that mutton did not come from the flock of the hon. member. Possibly it was bought in the saleyard for 2d. or 3d. per lb. I propose to quote a statement from the Eastern States Press made at a dinner. Had I thought of it sooner—I thought of it only a day or two ago—I would have had two or three carcasses of dehydrated mutton made available to the Controller of Parliament House so that members could be fed on it for a week or two before disclosing the quality. I am sure, firstly, that they would not have been able to cavil at the quality and, secondly, that they could not have told it from the normal fresh article bought in a butcher's shop. Members would be rendering this country a great disservice if they cavilled at or did anything to prejudice the quality of frozen meat for which Australia is famed.

Mr. Perkins: As distinct from dehydration quality?

The MINISTER FOR AGRICULTURE: Thousands of tons of meat of dehydration quality, subject to the adjustments I have mentioned as being necessary in parts of carcasses, are consumed by the oversea public every year.

Mr. Perkins: As frozen meat?

The MINISTER FOR AGRICULTURE: Yes. I put this point of view to the member for York. There will be and must be during the period December of this year to May of next year hundreds of thousands of carcasses of frozen meat consumed in this city, for very obvious reasons.

Mr. Perkins: I agree with you there.

The MINISTER FOR AGRICULTURE: Members must be very careful in expressing any point of view that would prejudice that article, which must be consumed in this State. In addition, they will do this State a very great disservice if it is suggested that frozen meat exported from this State is not a good product. There is very much to be said on this subject and one should only express an opinion if one knows all the facts and all the reasons.

Mr. Mann: Some culls were imported into this State from South Australia.

The MINISTER FOR AGRICULTURE: I remember that question being raised in this House. To meet circumstances obtaining in this State a shipment had to come in from our neighbouring State of South Australia. Some of that shipment was not of good quality, but that is not the subject of this discussion.

Mr. Mann: Our quality of frozen mutton is definitely superior to that.

The MINISTER FOR AGRICULTURE: The member for Beverley does not, in his home, because of his circumstances, consume the type of meat which the average citizen of Perth must consume if he buys meat from any retail butcher throughout the year. It is unavoidable that frozen meat and mutton must be served to the community of this State. There is nothing wrong with it. If butchers cavil at selling frozen meat or mutton and if it is difficult to handle, that may be due to the fact that the butchers might be absolutely prejudiced and desire to gain some other advantage for themselves. Those butchers should not be in the butchering trade.

Mr. Fox: There are butchers who do everything they can to supply good quality meat.

The MINISTER FOR AGRICULTURE: Yes. There is a section in the butchering trade which is anxious to monopolise, if it possibly can, a greater proportion of fresh meat than is permitted to them under the rationing system.

Several members interjected.

Mr. SPEAKER: Order!

The MINISTER FOR AGRICULTURE: I have several documents which have been handed to me by the State Controller of Meat Supplies. He is very concerned at alarmist statements that have been made and because a misunderstanding might enter into the public mind of this State, and the public thus become prejudiced against the wholesome products of this State, and further because such prejudice might have a bad effect on our oversea trade. The Controller of Meat Supplies, as I previously said, has a great responsibility to see that the public is supplied with the quantities necessary to cover all the trade requirements of the State. Not only has he had to do that, but certain shipments have had to be

made to the Eastern States. I think the prospective seasonal supplies on this occasion will not be half our normal lamb supplies. It may perhaps be 30 per cent., but not 30 per cent. of an average good year. That will have a twofold effect. It will force more mutton into local consumption; but if the season persists in some parts of the State, we shall have hundreds of thousands of cull ewes and other types of sheep that cannot be held forced on to the market between now and next year.

Mr. Leslie: We are likely to have good ewes on account of the low price of wool.

THE MINISTER FOR AGRICULTURE: That, too, may be a natural sequence of events, with the result that large quantities of frozen mutton will be in store in this State, in view of the normal lamb supplies oversea, for local consumption. I therefore ask members not to indulge in extravagant remarks which tend to condemn what is a wholesome food and the only kind of food in the meat line that oversea countries receive from us. In the course of his statements to me, the Controller of Meat Supplies mentioned the quantity of dehydrated mutton that was rationed on to the local market. He released 218 tons of dehydration quality, equal to approximately 2 lbs. per head of the population, and 347 tons of export mutton, equal to 3½ lbs. per head of the population. I mention those figures to show how unfortunate it is that we have some types of business people who are anxious to dispose of a quality product much inferior to dehydration quality and frozen mutton.

I should be pleased to make arrangements later on in the lamb season for two or three parties of members of this House to inspect what actually happens at the State Meat Works at Robb's Jetty. I am sure the member for South Fremantle will be anxious to have them in his district and will extend to them every courtesy. I have mentioned that very large shipments of meat, identical with the quality that was placed on the local market, were sent to the Eastern States. That meat was, as I say, of identical quality with the meat which seemed to cause so many complaints in this city. Some splendid comments were made on it. Reports from oversea of shipments highly commended the meat sent from this State. I shall read a comment

from a report from London dated the 5th June of this year. It is as follows:—

The two remaining consignments of lambs which made up the balance were from Western Australia and shipped by West Australian Exports and Anchorage Butchers, Ltd. They were likewise very excellent lots, satisfactory in all respects. These two West Australian shippers were responsible for practically all the mutton on the ship, which although mostly ewes were a very good run of useful carcasses. They were very favourably commented upon for their general good standard of quality, which again appeared to have been enhanced by the absence of those very low third quality carcasses that used to be included.

Some of the ewes that were marketed in London had to be slaughtered last summer; they were the ewes in respect of which the Government saw that the producers got better prices than they would have got had they been marketed at the Midland Junction saleyards. Members will readily acknowledge that. Reports from the Eastern States disclose that there was a similar anxiety in the meat trade in Sydney to prevent the sale of frozen meat, if that could be done. A comment from the Controller of Meat Supplies in New South Wales says—

Complaints from consumers are in many cases justified because of the lack of co-operation amongst a section of the trades. What this section wanted was to endeavour to corner the fresh supplies, irrespective of the price they paid, and leave those who could not afford to do this to handle frozen mutton only. They consequently did their utmost to discredit the frozen article. Some even put a sign on their windows—"No frozen mutton sold here." The Retail Association made their members withdraw this sign. In conclusion, I want to mention that during the late autumn and early winter months thousands of carcasses of frozen mutton placed in cold store by private concerns are sold in the metropolitan area each year and this year is no exception.

Those remarks apply with equal force to the trade in this State. As I mentioned at the outset, there is every prospect that at least 75 per cent. of the mutton and a great proportion of the beef to be consumed in the summer months of next year will be of frozen quality. If it is properly handled by the butchers and by the housewives, there need be no cause for complaint. It would be very difficult for them to determine whether they have always eaten the frozen article.

Mrs. Cardell-Oliver: Will it be cheaper?

THE MINISTER FOR AGRICULTURE: It cannot be any cheaper. It will be of a

quality comparable with fresh quality, but it will be paid for at rates that apply to export parity. I would prefer that the member for Pingelly agree to an alteration in the wording of his motion, not specifying, as he does, that the proposed Select Committee should inquire into the supply of meat and its disposal, with particular reference to frozen meat, but that it should inquire into the handling and treatment of meat for the people of the metropolitan area, with particular reference to the slaughter and sale on a weight and grade basis, into methods used in providing markets for surplus mutton, and also inquire as to whether prices for export and for local consumption are fair alike to producers and consumers.

I would have no objection at all to an inquiry along these lines, because I think there are instances—in spite of price-fixing—of certain practices which permit of activities forcing the consumers to pay a price that is not commensurate with the price received by the producer.

Mr. Watts: Will the Minister move an amendment?

THE MINISTER FOR AGRICULTURE: Yes. I move an amendment—

That all the words after the word "into" in line two be struck out with a view to inserting the following words in lieu:—"and report upon the handling and treatment of meat for the people of the metropolitan area with particular reference to:

- (a) slaughter and sale on a weight and grade basis;
- (b) methods used in providing markets for surplus mutton;
- (c) whether prices for export and for local consumption are equitable for producers and enable meat to be available to consumers at reasonable prices."

MR. PERKINS (York—on amendment): I think the Minister has given a fair exposition of the general position in the meat industry of this State. I quite agree with him, too, that it would be an absolute calamity if either our fresh meat or our frozen meat got a bad name because of anything said or done with respect to the recent use of frozen meat in this State. But I think that the Minister perhaps laid undue stress on the quality of the frozen meat which was recently supplied to the consumers in this State. Whatever the Minister may say, that meat, which was of dehydration quality, was not up to the standard of the frozen meat we export oversea. I do not think that we

would do any service to the producer by maintaining that the meat was of anything like similar quality. The meat we normally send oversea in a frozen condition is either lamb or young wether mutton, with a small proportion of older sheep shipped in a frozen condition. As a farmer who has been accustomed to sending lambs and young wethers as well as old ewes to the metropolitan market, I know that meat from the older sheep could not possibly be of the same quality as that of the young stock. In the circumstances, we certainly do no service to the producers by trying to maintain that the meat that was recently disposed of to the people in the metropolitan area was the normal export quality of meat, such as we send oversea. I wish to make that point emphatically because if the consumers judge our export meat by what they have eaten in recent months, they will form an entirely wrong opinion regarding the meat despatched to Britain for consumption there.

Mr. Watts: That is just the trouble.

Mr. PERKINS: If we have to consume frozen meat, as I expect we shall during the course of the next six months because of the abnormal seasonal conditions, steps should be taken to see that the metropolitan market is provided with normal export quality meat, and not meat of dehydration quality which has been distributed in recent times.

The Minister for Agriculture: There are reasons why that meat could not be exported apart from that of quality.

Mr. PERKINS: That is quite so, but we do the producers no service by contending that the dehydration quality meat was of export quality. The meat that has built up the reputation of Australian lambs and frozen meat generally, is very different in quality from that with which people in the metropolitan area have been supplied in recent months. The amendment moved by the Minister will fully cover the position and will afford an opportunity for producers and others interested in the meat trade to express their views publicly and so enable a report to be made to this House. The departmental committee which the Minister has set up to inquire into the handling of meat in Western Australia is an extremely strong one, and it would be difficult to find a more expert body of men than that chosen by the Minister. The primary producers' representative, Mr. Williamson, is a man in

whom the growers have the greatest confidence. He probably knows more about the meat trade locally and possibly throughout Australia than any other man whose services could be secured in Western Australia. I commend the Minister on his choice of members of the committee, and I have no doubt that a very valuable report will be presented to us in consequence of its work.

There are two features that I wish to touch upon, and I have no doubt that with respect to each evidence will be produced before the Select Committee. There are two distinct weaknesses in the local meat trade. Members probably know that the great majority of the retail butchers shops in this State are tied, either directly or indirectly, to the wholesalers. In those circumstances, it would be difficult for the retailers to buy independently at Midland Junction on their own account. That is a very serious weakness, and is responsible at times for the producers receiving very much less than fair value for their product at the Midland Junction market and has been responsible for the consumers paying more than was justified for meat purchased in the shops. That situation is in marked contrast with the position in Melbourne. I have attended the Newmarket sales on several occasions and I was struck by the number of small buyers operating there. Some of them had only one or two shops. The market is close to Melbourne, enabling retailers to buy stock on the hoof at the Newmarket yards. The animals can be treated on their account at the Government abattoirs and the carcasses delivered to their shops. That is why the undertaking has been retained at Newmarket notwithstanding that it is located in a closely built-up area. There has always been opposition to the removal of the yards to a point more distant from the city.

The producers in Victoria have maintained that they have obtained a better deal because the small retailers have been able to buy direct equally with the wholesalers. In consequence, the wholesalers have never been able to get the grip on the meat trade in that State that the wholesalers in Perth have been able to secure here. I believe it is of benefit to both the consumer and the producer if there is as much competition as possible between buyers so as to ensure fair prices. No doubt that point will be dealt with in evidence before the Select Com-

mittee. The other matter has reference to the system of selling on hooks. The Minister appears to have a very sound knowledge of the difficulties associated with the building up of such a system. I have spoken to a number of the producers in the York electorate from which probably more stock is sent to market than from any other electorate. If we are to build up a system of selling on the hooks on the grade and weight basis, we must maintain side by side the system of selling on the hoof by auction. If there is an alternative system the effect will be to keep both methods operating in a satisfactory manner. If we do not maintain the dual system there is a grave danger of inefficiency and waste creeping into whichever system is adopted.

We have had experience with selling on the hoof at the Midland market, and I would not like similar weaknesses to creep into any system of selling on the hooks. I hope that phase will also be dealt with by the Select Committee. It is a fact that many producers are dissatisfied with the position that obtains at the Midland Junction market and are asking for remedial measures to be undertaken. I am glad that the Minister has set up the departmental committee, and I believe that the amendment he has indicated in connection with the motion under discussion, will be acceptable to a majority of the producers and will afford an opportunity for producers and consumers, or anyone else interested in the meat trade, to submit their opinions for consideration by the proposed Select Committee.

The Minister for Agriculture: You must not forget that the important point is to rectify the disturbed state of mind of consumers.

MR. PERKINS: The more publicity that is given to the true position, the more will we rectify the consumers' state of mind. If any suggestion can be advanced by the consumers for the improvement of the quality of meat, and for reducing the price paid for meat, without doing harm to the producers, they would be doing a service to the State generally. The appointment of a Select Committee should be a means by which people will be able to tender evidence dealing with these phases.

MR. SEWARD (Pingelly—on amendment): I have no objection to the amendment, which I welcome as probably putting

the position more concisely than I achieved in my motion. With regard to the Minister's remarks concerning the necessity of removing doubts from the minds of the public in respect to the quality of frozen meat, I assure the House that that suggestion was never in my mind when I moved the motion.

The Premier: The harm was done long before you moved the motion.

Mr. SEWARD: I think it arose in consequence of the issuing of a circular reflecting upon the quality of the meat. I do not know how it all arose, but certainly that was not what we were entitled to expect. If the people can be assured that the mutton was not of the quality sent oversea and that future supplies will show an improvement, I do not think they will be other than satisfied.

The Minister for Agriculture: I have a suspicion that some horse flesh has been eaten.

Mr. SEWARD: That is quite possible. At any rate, I would welcome the appointment of the Select Committee and am agreeable to the amendment moved by the Minister.

Amendment (to strike out words) put and passed.

THE PREMIER: I move an amendment—

That the words proposed to be inserted be inserted.

Amendment (to insert words) put and passed.

MR. THORN (Toodyay): From the Minister's remarks it appears that we on this side of the Chamber entertain some doubt as to the value of frozen mutton. I am sure that that thought never entered the mind of any member on this side. I have had quite a lot of experience with frozen meat, having eaten it in a good many parts of the world; and there is no doubt that properly cared for and properly handled and marketed frozen meats are quite an excellent food.

The Premier: One gets it in the first-class on the railways.

Mr. THORN: Quite so. The point that exercises my mind is how that very low grade mutton got on the market.

Mr. Cross: It may have been horse flesh.

Mr. THORN: I do not suggest that mutton is horse flesh, and I am talking about mutton. The meat was definitely branded

"Mutton." The Minister this evening stated that some wholesale butchers must have had that meat in stock previously. What I want to know is how the meat found its way into a butcher's shop and was allowed to be sold to the public. Surely we have our health inspectors, and that aspect should have been considered and watched. The meat should have been condemned. I saw quite a lot of that particular meat, and inspected it, and to me it looked like dressed kangaroo dog. There was not the slightest appearance of quality about it. Another point exercising my mind is that for such low quality meat the public were charged the same price as for high quality. That is utterly unfair. I wish to say to this Chamber and to the public that there is nothing whatever wrong with frozen meat, and that if people are not prepared to eat frozen meat they deserve to starve. Oversea, people are suffering great hardships, and they are pleased to receive this meat. They eat it, and they find nothing wrong with it. People who complain of the fact that it is necessary for them to include a little frozen meat in their diet in order to assist the State to get through, deserve to suffer.

Mr. J. Hegney: Some of the meat is a bit tough.

Mr. THORN: The meat was definitely bought for another purpose than that of human consumption. When in Melbourne recently I had the opportunity to inspect dehydrated meat, quite a lot of which was in granulated form. I do not know whether the Minister inspected that meat. It was a most wholesome article.

Mr. SPEAKER: Does that come under the motion?

Mr. THORN: The motion includes meat. I am just mentioning the fact that I have had the opportunity of inspecting quite a lot of dehydrated meat and also meat in granulated form. It is a great pity that the meat here in question ever found its way on to the market. With proper inspection that could not have happened.

Question put and passed; the motion, as amended, agreed to.

Select Committee Appointed.

Ballot taken and a Select Committee appointed consisting of Messrs. J. Hegney, Perkins, Willmott, Withers and the mover,

with power to call for persons and papers, and to sit on days over which the House stands adjourned; to report on this day three weeks.

Point of Order.

Mr. Rodoreda: On a point of order! I noticed that the ballot paper which was given to members set out that the mover of the motion would be ex-officio a member of this Select Committee. Looking at the motion as it appears on the notice paper, I observe there only a few words of it that we have carried. The only words left are "That a Select Committee be appointed to inquire into." One may say that all the meat has been taken out of the motion of the member for Pingelly. I would like a ruling, Mr. Speaker, as to who really is now the mover of the motion—whether the Minister for Agriculture, whose words we have adopted, or the member for Pingelly.

Mr. Speaker: I do not think there is any doubt about who moved the motion, because the notice of motion of the member for Pingelly starts off with the words "That a Select Committee be appointed to inquire into" certain things. The Select Committee has been appointed. Although some meat, as the member for Roebourne phrased it, has been cut out of the motion and other matter inserted, there is no doubt that the member for Pingelly is mover of the motion and therefore entitled to sit as chairman of the Select Committee.

Debate resumed.

MOTION—POST-WAR ACTIVITIES.

As to Development of Tourist Traffic.

Debate resumed from the 30th August on the following motion by Mr. North:—

That in spite of recent somewhat gloomy prophecies as to the State's future, this House suggests to the Government that it should include as part of its post-war activities a concerted plan to make Western Australia a tourists' paradise, and Perth the Paris of the Southern Seas.

MR. KELLY (Yilgarn-Coolgardie) [9.14]: I desire to make a short reference to the motion. I especially wish to associate myself with that portion of it which mentions a plan to make Western Australia a tourists' paradise. Regarding the last part of the motion referring to making Perth the Paris of the Southern Seas, I do not think

I would be competent to go into that matter in any great detail. There is no doubt that the tourist trade has been greatly neglected in Western Australia, not only in recent years during the war but as far back as one cares to look. Yet it is undoubtedly to the tourist trade that we must look for our best advertisement of this State. We have often heard Fremantle referred to as the gateway to Australia. Many people who come to the Commonwealth come first to Fremantle and then proceed around the coast, frequently not even bothering to come ashore at our port because of the little publicity given to and the scant knowledge of Western Australia oversea. One of the first essentials is that we should have an up-to-date, well-equipped and attractive tourist bureau.

Even with our present facilities, tourists might profitably employ several days in this State, but we have lacked publicity for our attractions, such as exist in the other States, and that is diametrically opposed to the future tourist trade of this State. No matter to what State one travels from Western Australia, one finds there a tourist bureau well-equipped with up-to-date literature of beautiful scenic attractions and also splendid photographs showing the many points of interest that may be visited. Furthermore, in almost every hotel in the Eastern States there is a well-equipped set of pigeon-holes containing material depicting the many beauty spots of the various States except Western Australia. For instance, at almost any hotel in Adelaide it is possible to see pamphlets describing scenic beauty spots and points of interest in different States and almost every form of propaganda in favour of those States, with the exception of Western Australia. The first essential to popularising this State would be the formation of tourist bureau branches in every other State.

We should also appoint a competent staff to photograph known beauty spots and others the existence of which is unknown to the majority of people, even in our own State. We have not far to look for one of the reasons why many of our beauty spots are so little known. There is a lack of transport to the majority of the portions of our State where scenic beauty abounds. In all the other capital cities of the Commonwealth, the first thing that strikes one is that the people there are very keen immediately to transport visitors to any of

the beauty spots known to them and, in order that access might be had to those places, road services and railway systems are provided. As a result of making these spots accessible in this way, much valuable arable land has been opened up.

In Western Australia, at no very great distance from here, there are some wonderful spots, to which a roadway system could be taken which would wind in and out of the Darling Ranges, exposing to tourists and to people of this State many wonderful views down gorgeous valleys, and the Government would be wise to devote considerable attention to the possibilities of increasing the tourist trade along these lines, taking into consideration the necessary construction of roadways to the places I have mentioned. There are some marvellous scenic views almost unvisited in various parts of our seaside. There are some wonderful rugged views which, if they existed in Sydney, would be connected by good roads and an excellent tramway service conducted at a low charge. We have here places equal to the New South Wales coastline, and it would only be a matter of arranging for adequate transport to bring such places within the reach of tourists. We have, too, some excellent caves. I have not anywhere been taken to finer caves than exist at Yanchep and Yallingup; yet very little publicity is given to them, and there is very little in the way of pamphlets or photographs that could be sent to any tourist bureau in the Commonwealth.

The Premier: Where have you been living for the last five or six years? You have been in the bush. You have not seen what we have been doing.

Mr. KELLY: I have been in the bush quite a lot, it is true, but I have not been in the bush so long as not to have seen all that is available here. Before rising to speak on this motion I made it my business to find out what we had, and I was disappointed. I think the Premier is side-stepping the issue in trying to make out that we have anything of an adequate character where propaganda for this State is concerned.

The Premier: There is no tourist traffic going on anywhere in Australia at the moment. We are concentrating on the war.

Mr. KELLY: At the beginning of my remarks I said that little had been possible in the last four or five years but that at

no time had this State done anything in the way of attracting tourist traffic.

The Premier: You do not know what you are talking about!

Mr. KELLY: I think I know perfectly well what I am talking about. I have travelled through the Eastern States and other places, and there very little, if anything, is available regarding Western Australia. The Premier knows very well that it is possible to go to any hotel in the Eastern States, even at the present time when the war has been going on for five years, and to find plenty of propaganda concerning every State except Western Australia. The motion lends itself to some reference to the possibility of post-war air traffic. This will undoubtedly be very great. Not only shall we have to pay attention to the establishment of adequate aerodromes within the metropolitan area, but we shall also have to consider the erection of such aerodromes in other parts of the State. Air travel would be an excellent means of enabling tourists to see the splendid views we have to show them. Reference was made recently to the possibility of the Swan River being used as a seaplane base.

Whilst I have a great love for the Swan River and an appreciation of the very many happy days it has afforded thousands of people in this State, I think there is need for consideration of the possibility of some portion of the river being used as a seaplane base without infringing on the wonderful boating and other summer attractions that the river has provided for Western Australians in the past. If we do not take the opportunity to establish a base adjacent to the city, we shall find that in the post-war period, when overseas trade is coming to Australia, this State will be side-stepped as it has been on so many previous occasions. We must capture the tourist trade and set ourselves out to make it possible to receive the people that come to this country through the gateway to Australia which we have known for so long, and which for all time has had squeaky hinges so far as the tourist trade is concerned. Consideration should be given to providing for the needs of the people of this State. The State's amenities should be made available to the people by keeping the cost of transport down to a minimum. I agree with the motion in its entirety and have pleasure in supporting it.

MR. HILL (Albany): I endorse quite a lot of the remarks of the member for Yilgarn-Coolgardie, but not the last one concerning his agreement with the motion in its entirety. I move an amendment—

That all words after "paradise" in the last line be struck out.

I do not intend to argue about Perth or any other part of the State.

Mr. Withers: Why not Albany as the Naples of W.A.?

Mr. HILL: I could easily add that, too, if I wished to do so, but we should look on the tourist trade as a State-wide asset which has been neglected. I will give the Premier credit for this: Since he has held office and been Minister in charge of the Tourist Bureau, the grant for the Tourist Bureau has been increased. In fact, the very first question I asked, when I became a member of this House, was in connection with the amount of money spent on tourist advertising. The first Minister I had the pleasure of entertaining, after I became a member, was the Minister for Works. With him on that occasion was the then Director of Works and Commissioner of Main Roads, the late Mr. Tindale. During our conversation these gentlemen said, "We are not going to spend money on tourist roads." I said, "You must cut out that idea and look at the matter as a commercial proposition." A year or two later when they were in my electorate they admitted that they were going to spend money on roads for tourist purposes. The town of Katoomba in New South Wales has a population of 10,000 and its only industry is the tourist industry.

Mr. Fox: But it has the big population of Sydney to help it.

Mr. HILL: Yes, but we have the population of Australia, and we want to attract it to this State. Where will members find a better run than from Perth through Bunbury to Bridgetown, Pemberton and Nornalup, and then to Albany, and back along the Great Southern? In the north of the State we have other attractions. Some four years ago when I went to the East I got as many railway timetables as possible. On every second page of the New South Wales timetable there appeared an advertisement—"Go by rail to Katoomba," or "Go by rail to the Blue Mountains." But there is not one advertisement like those in the timetable of this State. In South Africa the tourist traffic is a very important part of the har-

bours and railways administration. In normal times the tourist assets of Western Australia are well worth developing.

MR. WATTS (Katanning—on amendment): I support the amendment, but not for precisely the reason given by the member for Albany, although I agree that there is substance in that reason, to wit, that we should not in a motion of this kind select any portion of the State for a particular tourist purpose. I do not know why the city of Paris was selected as the one that Perth should seek to emulate. I feel that there are places which might be more deserving of our emulation than that city which has had such a checkered career, not only in recent years, but in the greater part of its history, and its record in many directions is not one which Perth should seek to follow closely, or that this House should ask the people of Perth to follow. There are very obvious reasons why we should endeavour to make Perth a tourist resort along lines entirely our own. Perth has attractions of its own which are not to be found in any other city in Australia. We should in Western Australia set to work to make Perth the centre of attraction from which there shall radiate tours and journeys to the beauty spots of the State, both near and far afield; and there are a great many such spots. It is our duty, if we are going to make Perth the centre of our tourist resorts in the future, in order to attract money and interest from outside—and I do not mean interest on money—to build it up in our own way and not seek to emulate the past history, record or methods of attraction adopted by Paris or elsewhere.

MR. NORTH (Claremont—on amendment): I do not object to the amendment. The whole includes the lesser and the tourist paradise of Western Australia naturally would include Perth. The idea of bringing in the word "Perth" was to create a centre to which people could be called from the rest of the world. Also it is a charming city as the Leader of the Opposition told us. But there is no reason for insisting on a term that gives offence to members. If they are slightly puritanical in their outlook I can quite understand their hesitancy. In Canada the tourist industry is one of the biggest; it is bigger

than the wheat industry of that country. I hope the motion will be carried.

Amendment put and passed.

THE PREMIER: I was unfortunately absent in the Eastern States when the motion was originally moved by the member for Claremont, but I am quite satisfied to support it. In fact, I think it is something to which we can devote a good deal of activity with great advantage, not only to the city of Perth, but to the State generally. As has been mentioned by the hon. member, the tourist industry of Canada produces more revenue than does the wheat industry. That gives an idea of its importance to different countries.

Mr. North: It shows what can be done.

The PREMIER: Yes. I think it can be said that Switzerland experienced an economic disaster when the tourist industry was discontinued because of the war. Something like half of the population of that country is dependent on the tourist traffic, and the cessation of that industry has meant the loss of millions of pounds. The same thing has occurred in the south of France at Nice, Cannes, Villefranche, and such places. It is astonishing the hotel accommodation that they provide. In four or five of the towns in Southern France there are hotels with over 1,000 rooms, and they are full during the tourist season. When that traffic is stopped, the whole country is desolated and in a very bad economic state. I have no illusions about the importance of the tourist trade. As has been mentioned here, we have devoted a considerable amount of attention to it. I was astonished at the attitude adopted by the member for Yilgarn-Coolgardie. He seemed to imply that nothing had been done. It is true that at the moment, because of the war, the tourist activities of this State have been entirely discontinued.

Mr. Kelly: The Premier was talking when I made my remarks, and they clearly showed what I meant.

The PREMIER: The hon. member implied that nothing was done in the way of catering for tourists. In the year immediately prior to the war the Government spent £7,000 on tourist activities and in addition amounts were spent by other people in advertising various attractions. The member for Bunbury can tell the House that it is impossible to get accommodation in Bunbury because of the tour-

ist traffic. I would not like the member for Albany to be deprived of the amount of money spent in Albany by the tourist trade and the amount of money that the people in that district, together with the municipality, devote to the purpose of encouraging tourists who mean such a lot to the town. It is said that nothing has been done in connection with tourist roads. But as the member for Albany has just remarked, roads have been specifically constructed for tourist purposes. Some two or three years ago I was at Nornalup where a road has been made at a cost of £10,000 or £12,000 providing a scenic view almost unequalled in Australia. That has been advertised. The member for Yilgarn-Coolgardie must be so interested in his business activities and productive capacity as a mine owner that he has not the time to look into such matters as have the more pleasure-seeking members of the population.

Mr. Kelly: He does a bit of that too.

The PREMIER: Yes, but in implying that nothing, or very little has been done, the hon. member was not quite fair to the activities of the tourist department, and the increase in the activities of that department immediately prior to the war. In fact, we had one of the brightest offices in the city at the Tourist Bureau, which has since closed because there is no tourist traffic. A large number of excursions went from there every day. Buses ran in all directions and took people to different places. The member for Albany can tell us of the buses running from Perth to Albany and from Albany to Nornalup. A service runs between Albany and Nornalup and is patronised by about 40 or 50 people each day.

It is of no use decrying what has been done. I put it down charitably to the fact that the hon. member was living in the back country and devoting all his attention to producing there, that he did not know exactly what was going on. Some roads in various parts of the State have been built simply for tourist purposes. It can hardly be said that the Government has been lacking in its desire to promote the tourist trade, because we know its importance to the State. The Porongorups and similar places have tourist attractions which have been advertised. In the advertising of our tourist attractions we want to concentrate on something peculiar to Western Australia; something different

from what can be offered in other places. The road over which we pass between Manjimup and Pemberton, with its tall karri trees growing to about 160ft. before branching, is one of the most beautiful sights that can be seen anywhere.

The red cedar trees of California are known all over the world. Similarly our karri trees, and the views in that type of country attract many visitors. Numbers come here for the particular purpose of seeing them. I had a request only during the last two or three weeks from the Agent General in London for a further supply of the literature which we used to send to his office to be put on mail boats and other ships coming into Fremantle Harbour. We are not doing any of that now, I frankly confess, because it is almost impossible to get the paper for that class of advertising, and it is of no use trying to cater for the public during wartime. As a result the activities of the Tourist Department have almost entirely ceased. But they will be resumed practically immediately after the war. Unfortunately the gentleman who was director of tourist activities in this State, and who was a very live and enthusiastic officer, retired recently. There was nothing to be gained by filling his position, because we cannot offer tourist attractions to people at present. They cannot get tyres, petrol or other necessary commodities. We can hardly get sufficient coal for the railway system to cope with the necessary railway traffic, without trying to boost it with tourist traffic.

Mr. Withers: Everyone who gets the chance rushes to Bunbury.

The PREMIER: I suppose so. I think people all rush to the nearest places. Petrol is hard to obtain. Car owners are allowed a small quantity and consequently many people patronise the resorts in and around the metropolitan area. A few years ago not many people were found at Crawley on Saturday afternoon and Sunday, but now hundreds of children are taken there because it is within easy access from the trams. The same remark to some extent applies to Mandurah. Four or five buses go there every week-end. Nobody is anxious to extend the tourist traffic at present because we cannot cater for the people who wish to travel to various resorts.

Mr. North: The motion says it should be included as part of the post-war activities.

The PREMIER: But the remarks of the member for Yilgarn-Coolgardie implied that the Government was not interested in the tourist traffic. We are interested to the extent of £7,000 to £8,000 of revenue which is voted by Parliament every year for tourist activities. Eighteen months before the war we opened a tourist agency in Melbourne, and arranged for several reso trains to come from the Eastern States. Those trains were filled with passengers. Consequently we have not been idle. Knowing the value of the tourist traffic, the State has made post-war plans for a great extension immediately the piping times of peace return.

The Minister for the North-West spoke of trout fishing. Streams in the South-West have been stocked with trout. We have had the assistance of the local authorities and of the Acclimatisation Society, and the progress made in stocking certain of our rivers has been considerable. The fruits of this work can be seen in the Manjimup, Collie and Pemberton districts. When I was in England I saw people making the trip from Anglesen to Ireland, a trip of four or five days' travelling to get three or four trout. All people have to do here is to take a motor trip of five or six hours and they could get as many trout as could the people making the longer journey from England to Ireland. I had experience of the disadvantages in the Old Country; I found it was necessary to change about ten times and it cost the tourist about 30s. in tips. The Acclimatisation Society has done much to stock our streams with trout and other fresh water fish, and this work will bear fruit. The Government has provided money for the purpose, and I think we can breed the fish we require. This will make a big difference to tourist traffic.

Many other places have their attractions for tourists. There are Shark Bay and the Abroghlos Islands for fishing. When the war is over we have plans for building a modern hotel at Rottnest. Arrangements were almost ready for the word "go" to be given when the war came. Many other developments are under consideration to increase tourist traffic. Therefore it cannot be said that we are not alive to the possibility of doing something in this direction. We have done much, and we intend to do more in the post-war years. I commend the member for Claremont for having tabled the motion, but

he and other members will agree that this is not the time to do anything in the direction of actively pursuing a policy for the expansion of tourist traffic.

Mr. Kelly: The biggest trade will be in the post-war period.

The PREMIER: Yes. Before the war we had two Government photographers constantly employed in taking pictures for the Tourist Bureau. At present all our energies are being directed to the prosecution of the war and other things have to hang fire. Still, we have plans ready to be put into execution when the time comes. We shall have a representative in Melbourne, and I should say representatives also in Sydney, Brisbane and Adelaide. The fact that we have reciprocal arrangements with other States shows what can be done. I am quite satisfied that when we put an item on the Estimates in the post-war period to encourage tourist traffic and when we provide money for building roads and supplying other facilities, no member will cavil at the expense. Before the war the Government received commendation from all sections of the House for what it was doing. I repeat that we have made plans to continue this activity immediately the war is over.

We have wonderful opportunities to encourage tourist traffic in Western Australia. We have our caves and many other attractions on which we can concentrate. We should not make a fuss of those attractions of which the equal is to be found in other States of Australia, but should devote attention to those things which are not in existence in other parts. Those are things on which we can concentrate with advantage to ourselves. I have no objection to the motion. When the time comes and we can place £10,000 or £15,000 on the Estimates to spend on tourist activities, we shall not be afraid of getting hostile criticism from members.

MR. WILLMOTT (Sussex): The Premier has certainly given a full outline of the intentions of the Government when hostilities cease, but I wish to add a word to what has been said because I am very keen on developing tourist traffic. I was in close touch with the ex-director of the Tourist Bureau for a number of years.

The Premier: People can go to Yallingup now.

Mr. WILLMOTT: It was through the Tourist Bureau that the new Cave House at

Yallingup came to be built. I wish to point out that additional roads are required in my area to serve the seaside and fishing resorts. Roads have been cleared in many instances but not formed, but these will ultimately serve the fishing resorts on the South-West coast. The Premier has told us that after hostilities cease, we must be prepared to spend a lot of money on further roads right through that part of the State. Portions of the road have been surveyed right along the coast between Busselton and Wonnerup which, when completed, will make an excellent drive, and it is hoped to carry the road on around Cape Naturaliste, into Yallingup, link up with the other road to Margaret River, then go to Augusta, cross to Nannup, Pemberton and Manjimup, and serve also Walpole, Nornalup and Denmark.

The Premier: The road between Nannup and Balingup is one of the prettiest drives in the State.

Mr. WILLMOTT: The river is down below and the road cuts into the side of the hill in that area. It is indeed a pretty drive, but there are many such drives that could be made throughout the South-West district. We must not overlook our orchard areas, either; a drive through those areas would also be charming. Then we have our big timber in the Pemberton-Manjimup district. Only this morning I had the good fortune to talk to some of our Imperial Navy boys at present in Perth. They inquired where our big timber was situated and I was able to tell them, but of course they had no opportunity to make the journey. I wish I could have taken them there.

Mr. Holman: There is a scheme whereby American sailors have been taken to that district.

Mr. WILLMOTT: I am glad to hear that. At present it is not always possible to arrange such trips. I am glad the member for Claremont has submitted this motion, as I feel sure that Western Australia can be made one of the show States for tourist purposes. I have seen some of the coastal tourist places in South Australia—Glenelg and Victor Harbour. Both places are laid out very nicely, but we have coastal places in our State that are far better, the Bunbury-Busselton district, for example, which we all know so well. They are far beyond the districts I saw in South Australia. We have many other places along our coast suitable for tourists; as one speaker said, we

have beaches where the smallest child can bathe, and we have surf for the strong swimmers. We also have rocky cliffs from which persons may fish. I have much pleasure in supporting the motion.

Mr. HOLMAN: I move—

That the debate be adjourned.

Motion put and negatived.

Question put and passed; the motion, as amended, agreed to.

House adjourned at 9.58 p.m.

Legislative Council.

Thursday, 14th September, 1944.

	PAGE
Question: Vermin destruction, as to strychnine supplies	587
Bills: Dried Fruits Act Amendment, 2r., Com., report	587
Local Authorities (Reserve Funds) Act Amendment, 2r., Com., report	588
Northam Cemeteries Act Amendment, 2r., Com., report	589
Main Roads Act (Funds Appropriation), 2r.	589
Industries Assistance Act Continuance, 2r.	590
Financial Emergency Act Amendment, 2r.	591
Life Assurance Companies Act Amendment, 2r., Com., report	591
Plant Diseases (Registration Fees) Act Amendment, 2r.	592

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

QUESTION—VERMIN DESTRUCTION.

As to Strychnine Supplies.

Hon. G. B. WOOD asked the Chief Secretary:

In view of the statement by the Acting Minister for Agriculture to the York Road Board, that supplies of strychnine are now available for the extermination of rabbits and foxes, will the Minister concerned announce where supplies are to be procured and in what quantity?

The CHIEF SECRETARY replied:

Strychnine can be obtained by vermin boards from either of the wholesale druggists in Perth. Both firms recently received portion of the 18,576 ozs. which have been allotted to Western Australia for delivery by the end of December, 1944. Boards who have lodged orders are being supplied on a *pro rata* basis. Further supplies ex Melbourne are expected at intervals until the close of the present year.

BILL—DRIED FRUITS ACT

AMENDMENT.

Second Reading.

THE CHIEF SECRETARY [4.36] in moving the second reading said: By this Bill it is proposed to continue the operations of the Dried Fruits Act for a period of two years as from the 31st March, 1945. The subject matter and aims of the principal Act are well-known to members. It was introduced at a time when the state of the dried fruits industry was chaotic and conditions were such that the industry was threatened with ruin. Under its provisions, planned marketing under the control of a Dried Fruits Board replaced the former haphazard system under which Western Australian growers, in an endeavour to dispose of their products, were obliged to sell in other States at prices which, in some instances, were below production costs. The effect of the operations of the Act has been to preserve and stabilise the entire industry, and prices generally have been maintained at reasonable levels.

The cost to the growers of the Dried Fruits Board constituted under the provisions of the Act was only £10,740 for the 15-year period 1929-1943, representing an average charge of only 5s. 5d. per ton. In recent years the cost to the grower per lb. has varied from .024d. in 1940 to .035d. in 1943, compared with a maximum statutory contribution of .0625d. per lb. The degree to which the industry has expanded in this State since the inception of the Act may be gauged from the following figures: The average annual production in the first three years of its operation (1927-1929) was 1,840 tons. Since 1930 the output has averaged almost 2,700 tons, representing an increase of about 50 per cent. above the quantity produced in the base-period. The peak was attained in 1939, when the total production of dried vine fruits exceeded 3,900 tons.

Of the total output, approximately 80 per cent. is comprised of currants. The export quota of this commodity last year was 72¾ per cent. It will thus be seen that well over half of the total yield of the industry represents exportable surplus. The Governments of Great Britain and Canada are most anxious that full supplies of dried vine fruits be maintained, and adequate shipping space has so far been available. It would be a matter for great regret if the future of an industry such as this were jeopardised