

some improvement could be effected. There is no need for me to go into that subject at great length.

Hon. H. S. W. Parker: Will you instruct a policeman to be on duty in the Terrace at peak periods?

The CHIEF SECRETARY: One of the difficulties, as the hon. members knows, is that vehicles leaving for a particular destination do not pull up at exactly the same place every time.

Hon. H. S. W. Parker: Could he not move up and down?

The CHIEF SECRETARY: We have a policeman moving up and down at peak periods.

Hon. H. S. W. Parker: I directly contradict you there, because he is only on the corner.

The PRESIDENT: Order!

The CHIEF SECRETARY: The reports I have received from the Police Department are to the effect that very little obstruction takes place on the footpath but that at times it is necessary to supervise the crowd entering one or other of the vehicles. I think I have covered the more important points raised during the debate. As usual I shall supply members with any other information for which they have asked.

In conclusion may I state that while the tide of war has turned in our favour, there is no room for complacency of any kind. The months ahead for our Fighting Forces will be hard and tough in bitter struggles and fierce fighting. Our thoughts, therefore, go out to those who, on land, sea and in the air are carrying the fight to our enemies at the peril of their lives. Likewise, too, our thoughts are of those who have suffered the loss of loved ones. Their constancy and courage should be an example to us all. Let us hope that in the months ahead we shall not only be carried far along the road to victory, but also far along the road of understanding and planning for that order of society which should be the fruits of brave endeavour and sacrifices made by the democratic peoples of the world.

Question put and passed; the Address adopted.

On motion by the Chief Secretary, resolved: That the Address be presented to His Excellency the Lieut.-Governor by the President and such members as may desire to accompany him.

RESOLUTION—DAYLIGHT SAVING.

Assembly's Message.

Message from the Assembly received and read notifying that it had concurred in the Council's resolution.

BILLS (5)—FIRST READING.

- 1, Financial Emergency Act Amendment.
 - 2, Public Service Appeal Board Act Amendment.
 - 3, Farmers' Debts Adjustment Act Amendment.
 - 4, Main Roads Act (Funds Appropriation).
 - 5, Industries Assistance Act Continuance.
- Received from the Assembly.

ADJOURNMENT—SPECIAL.

THE CHIEF SECRETARY: I move—

That the House at its rising adjourn till 5 p.m. tomorrow.

Question put and passed.

House adjourned at 8.39 p.m.

Legislative Assembly.

Wednesday, 8th September, 1943.

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

QUESTIONS (3).

AGRICULTURAL BANK.

As to Denmark District.

Mr. HILL asked the Minister for Lands:
1, What is the number of Agricultural Bank

properties in the Denmark district, (a) occupied, (b) vacant? 2, What is the amount of interest collected from the Denmark district for the year ended the 30th June, 1943? 3, What is the total cost of the Denmark branch of the Agricultural Bank for that year? 4, What is the amount of interest charged against the vacant holdings?

The PREMIER (for the Minister for Lands) replied: 1, (a) 366; (b) 115. 2, £9,082 8s. 6d. 3, £3,361, not including interest on capital. 4, None except where vacant properties are leased.

FUEL PIPES, ALBANY.

As to Rental and Wharfage.

Mr. HILL asked the Minister for Railways: 1, What is the amount of rent, if any, charged for the fuel pipes on the deep water jetties and railway property at Albany? 2, What is the rate of wharfage charged on fuel conveyed by these pipes, (a) inwards; (b) outwards?

The MINISTER replied: 1, £1 per annum per outlet. 2, Inwards—Commercial, 5s. per ton plus 20 per cent. Outwards—Commercial, 5s. per ton plus 20 per cent. A special wharfage rate is charged for oils for the Naval Department. Also by special arrangement, motor spirit re-shipped to any Australian port is regarded as transshipment cargo and a rebate is made of the difference between ordinary wharfage and the transshipment charge of 1s. plus 20 per cent.

NESTLE'S FACTORY, WAROONA.

As to Shortage of Coal.

Mr. McLARTY asked the Minister for Agriculture: 1, Has his attention been drawn to the statement that Nestle's factory at Waroona may have to close down on account of a serious shortage of coal? 2, If so, would he indicate whether any action is being taken to keep the factory operating, and thus prevent heavy loss to the suppliers?

The PREMIER (for the Minister for Agriculture) replied: 1, Yes. 2, The allotment of coal is in the hands of the State section of the Commonwealth Coal Commission, which advises that the coal position is at the moment acute. Nestle's have been allotted 300 tons of coal for September, as against 450 tons applied for. The Commission has also advised Nestle's that if additional coal becomes available the allocation will be reconsidered.

BILLS (2)—FIRST READING.

- 1, Town Planning and Development Act Amendment.
Introduced by the Minister for Works.
- 2, Bulk Handling Act Amendment.
Introduced by the Premier (for the Minister for Lands).

BILLS (5)—THIRD READING.

- 1, Financial Emergency Act Amendment.
- 2, Public Service Appeal Board Act Amendment.
- 3, Farmers' Debts Adjustment Act Amendment.
- 4, Main Roads Act (Funds Appropriation).
- 5, Industries Assistance Act Continuance.
Transmitted to the Council.

MOTION—POST-WAR RECONSTRUCTION.

To Inquire by Royal Commission.

MR. CROSS (Canning) [4.38]: I move—

That in the opinion of this House, a Royal Commission should be appointed to inquire and report upon the possibility of successfully preparing a five-year plan for post-war reconstruction. Such a plan to embrace the establishment of new industries (including heavy industry), the establishment of factories to produce nylon, butadiene, nitrates, and consumption goods, the electrification of the State, the extension of existing primary and secondary industries, the provision of a comprehensive building scheme to provide adequate public buildings and sufficient houses for the people, and generally, to prepare to place the population in reproductive industry after the war.

I am very definitely of the opinion that one of the greatest problems facing not only this State but the whole British Empire is post-war reconstruction. It is of paramount importance that this job be tackled in a thorough manner. I know that certain activities have been undertaken by the State Government, but such action as has been taken will simply tend to make us revert to the old system, when we will have large numbers of unemployed in our community. I am not the only person who considers this to be one of our greatest problems. I noticed the following extract from the "Statist" published in "The West Australian" of Monday last—

Dominion post-war problems are engaging increasing attention. The "Statist" says that no country which has developed industrial capacity so abnormally quickly as Australia

can slow down to a normal peacetime capacity without a certain amount of dislocation, and emphasises the need for early planning to meet the situation arising from a likely intensified drift to the cities.

If there is a lag, it will mean unemployment. I noticed yesterday some comments made by Mrs. Roosevelt. She is evidently of the same opinion, because she said—

One of the fundamental things we will have to do is to plan soundly on an economic basis. There are many bad things in my country which women could do much about, but many of the women know nothing about conditions away from their own circles.

We have to face right now our most pressing problems instead of leaving them until next year. The fault of the bad things in our country lies with the average citizen who will take no interest in the country's affairs.

Now, whether we like it or not, one day—and probably sooner than most people anticipate—the war will finish and we shall be faced with the position that overnight 50,000 people in this State will finish their present jobs, in spite of the fact that we shall be compelled to maintain a large Army, Navy and Air Force. As far as I can glean, all that is being done is that the Government is preparing to put into operation a road-building programme, extensive irrigation works, delayed railway repairs, and certain other minor things.

The Premier: Housing.

Mr. CROSS: Yes, a housing scheme. The demobilisation of the Forces will bring this State face to face with the greatest problem in its history and, if I am any judge, the present men in the Forces are determined not to go back to the old days of 1930-33. We can hear them say so.

The Premier: How long do you think it will take to demobilise them?

Mr. CROSS: It is intended to demobilise the Forces over a long period, but no sound plan of reconstruction can be inaugurated in five minutes, nor can it be done in five months. In fact, to establish successfully and put into effect any such plan will take a period of years and it is for that reason I bring this motion forward. I realise that for national security alone this State must have a greater population in order to repay the enormous debts accumulating during the war. Western Australia has a golden opportunity to exploit the potentialities and possibilities that have been talked about for so long. I wonder just how many people realise that during the war period this

State, as well as the Eastern States, has shown a marked tendency to become an industrial State! I believe that reproductive works can be provided for Western Australia from within the State's resources. They will provide reproductive work not only for our own people but for many others beyond our borders. Our national security alone demands that we take action. We should have a five-year plan setting out a large post-war scheme of reproduction, and the establishment of new industries in the State. The first thing that suggests itself to me is a plan for the electrification of the State because, before the establishment of any new industries, it is imperative that sufficient cheap power should be made available. We should have three or four new power houses.

Mr. North: You disagree with the finding of the Royal Commission on the South-West electricity.

Mr. CROSS: I do not know that I disagree with it but, instead of there being one power house in the metropolitan area, there should be three. One should be at South Fremantle and another at Midland. They should be run, as they are in England, on the "grid" principle, because it has been found to be cheapest. I will illustrate what I mean. If there were three power houses in the greater metropolitan area, instead of only one which cannot cater for present-day requirements, let alone increased industry as we have now, capable of producing 30,000 kilowatt hours each, they could be run on the "grid" system. The metropolitan area may only require 50,000 kilowatt hours at any given time and, with each power house capable of producing 30,000 kilowatt hours, it would mean that in the event of a breakdown or overload on one power house, power could be linked from one of the others. The whole question of the electrification of this State requires a general overhaul. It is generally known that we are working on the 50-cycle principle, whereas the other States work on the 40-cycle.

The Premier: No, we work on the 40-cycle.

Mr. CROSS: We work on the 40-cycle and the other States are working on the 50-cycle principle. That means that all our electrical equipment, which is made in the Eastern States, has to be altered when it arrives here, at the expense of the people. I do not know whether 20, 30, 40 or 50-cycle

is the best, but somebody ought to find out. We should at least be uniform. At the present time we have one power house in the metropolitan area, and every tin-pot town in the rest of the State has its own little generating plant. This system is costing the people enormous sums of money. The cost of electricity in many country towns is 1s. per unit—in Toodyay, for one! In addition to having a couple more power houses in the metropolitan area, what is wrong with having a big power house at Merredin and another at Collie, and linking up to extend the benefits of electricity and electrical power to the whole of the South-West? Why should not our farmers have the benefit of electric light and power to cheapen their production, and the convenience of kelinators? Not only would this cheapen costs, but it would also make life worth living in those parts. It is useless to say that we cannot produce cheap power in this State. The chief essential for the production of power is coal, and experts tell us that at the present rate of consumption the deposits of coal at Collie will last for thousands of years. We have also large deposits of brown coal, so there is no excuse for our people in the country having to rely on hurricane lanterns and candles for illuminants.

If we provided a chain of power houses and plenty of current, we would have the wherewithal to establish heavy industry. The prerequisite of sound economy and prosperity is heavy industry, and no country in the world has the resources of raw materials for establishing it as has Western Australia. We have on Koolan Island one of the largest deposits of iron-ore that exists in the world. At Yampi alone, there is estimated to be 97,000,000 tons of haematite iron-ore above water level, and it contains 68 per cent. pure iron. On Koolan Island there is a seam 130 ft. thick stretching for miles, and that is not the only one. Within a few miles of the metropolitan area a million tons of laterite iron-ore can be obtained, which averages about 53 per cent. of pure iron. Iron-ore is one of the decisive factors in war. If the deposits we are fortunate enough to possess had existed in Great Britain, far greater use would have been made of them.

The Minister for Industrial Development intends to instal a small charcoal smelting plant at a little distance outside of Perth and make 10,000 tons of pig-iron a year. At

present the State requires 7,000 tons, but after the war can anyone visualise this State remaining as it is today? Will not iron be required for railways? Will not the Trans. line be duplicated? If this work is done in the first five years of the post-war period, some 2,000,000 tons of steel will be needed. Will not a railway be required from Albany to Darwin for defence purposes, and possibly another trans. line further north?

The Minister for Mines: I think the tendency will be to pull up railway lines and make aeroplanes of the material.

Mr. CROSS: Air transport might develop far more rapidly than anyone visualises, but I believe that steel rails will still prove to be the cheapest form of transporting heavy goods. With the coal we have, and given additional power houses, we should undertake electric smelting and have iron smelting works to provide for an output of 100,000 tons of pig-iron a year. If we could only get heavy industry established, we would not be faced with the position that exists today. In Perth one cannot buy even a razor blade. Why are they not made in this State? Why not manufacture our own corrugated iron and our requirements of drawn steel wire?

The inauguration of heavy industry would be followed by the establishment of a long list of subsidiary industries. We have the subsidiary minerals, too. We have a large deposit of manganese. A few years ago I protested against the pulling up of the railway line connecting the manganese mine at Horseshoe. Manganese is a valuable metal. We have other metals necessary for hardening iron and converting it into various kinds of steel. I refer to yttrium and beryllium. Beryl is the common source found in pegmatite veins in the rocks in many parts of the State. In aluminium we have a valuable asset. Bauxite is the collective name for the various hydrated oxides of aluminium and forms an important part of the rock known as laterite. In the Darling Range, only a few miles from Perth, there are at least 500 square miles of it having a thickness of 2ft. or 3ft.

A few days ago I was travelling to the city with a leading schoolmaster and we were talking of minerals. When passing Carlisle station we saw a heap of road metal consisting of probably 30 or 40 tons. He remarked, "We have plenty of road metal." I asked, "Do you know what that is?"

He replied, "No." I said, "It is laterite. If it were analysed, as some of it has been, it would be found to contain 43 per cent. of iron and 23 per cent. of aluminium." So far all we have done with this valuable material is to use it for roadmaking. I spent weeks of time with the late G. J. Lambert, M.L.A., and he told me much about the minerals of this State. If any other country had the mineral resources we possess, its people would not talk about establishing industries; they would do it.

Mr. McDonald: How much aluminium is there in road metal?

Mr. CROSS: Twenty-three per cent. of laterite. To be commercially profitable, ore treated for aluminium needs to contain not less than 35 per cent.—that is, if it is treated for aluminium alone, but we have oxide of iron and aluminium occurring in the same rock. The Minister proposes to manufacture potash at Lake Campion, but the aluminate from which the potash will be obtained contains an average of 27 per cent. of pure aluminium and, as the Minister extracts the potash, he can extract the aluminium.

The Minister for Industrial Development: No, he cannot!

Mr. CROSS: It could be obtained from the residues. Take the Lake Brown deposits! Millions of tons of it, and it has been analysed by departmental experts and found to contain 27 per cent. of aluminium; and the experts say that this can be extracted! If it can be, it is one of the things that should be inquired into from a commercial standpoint. In the Serpentine rocks of this State there is any amount of chrome. It is present in commercial quantities. In fact, the mineral is widespread through Western Australia. Why have we not got our own chrome industry? Where does the chrome come from when we want it? From another country, which has a five-years plan; and concerning that, I shall speak later.

Western Australia possesses numerous rare metals. We have the magic metal tantalum, whose fabulous qualities render it invaluable. It is hard to get, and difficult and expensive to produce. Prior to the war it was worth £27 per lb. What makes its production so costly is its melting point, 5,162 degrees Fahrenheit. This State before the war provided nine-tenths of the world's supply of tantalum. One cannot

melt tantalum in the open air, for as soon as it becomes red it oxidises to white powder. Therefore, it must be melted in vacuum. It resists chemical attack, being almost as good as glass in this regard. It is inert to troublesome acids such as nitric and hydrochloric acids; and, having a long life, is ideal for chemical industry. It is now used for radio detectors. Its sensitiveness is such that the wave from radio detectors permits of the time being measured in which the electric current from it goes to the object searched for and returns. And I can mention another discovery. From tantalum extra speed lenses for use in photography can be made. It is one of the most remarkable metals in the world. So remarkable is it that when a few pounds of it are obtained here, it is rushed to America by plane.

Of another valuable rock deposit there are millions of tons in the Chittering Valley. The rock carries from ten to 40 per cent. of kyanite, but the deposits have never been exploited. Other rare metals known to exist here in quantities rendering them commercially exploitable are lithium and yttrium and its associates. These are metals for hardening steel. We have also cerium and its congeners, thorium and vanadium. We obtain tantalite from tantalum. Recently I was making inquiries as to whether we can obtain some kind of abrasive. We have not got any. Within ten miles of Perth there are 1,000,000 cubic yards of diatomite. It is easily calcined, and after this process is snow white. In fact, we have enough of it there to supply the entire British Empire for the next 50 years. However, the proposition has not been explored.

We have pigments for making paint—red oxide, red ochre, yellow ochre, sienna; also ilmenite for white paint. Again, galena is plentiful at Northampton, and should be exploited. A factory for its exploitation was established there, but burnt down a few years ago. As regards china clays, around the Darling Range there are dolerite clay, 86 per cent., and granitic clay, 91 per cent. The kaolinised clays of the South-West one day will provide material for a huge china industry. New industries must be established here. There is the wonder material, nylon. Why have we not factories producing stockings and dress material from nylon? Again, why should we import boots from the Eastern States? Power-alcohol is being produced here from wheat, grapes and wood.

Why should we not, by the same means, produce our own whisky? In the South-West, between Wagin and Collie, there are 20,000 square miles of kaolin clay. That area is destined one day to become the locality in which will be built up the world's greatest china industry. Nothing has been done up-to-date.

Mr. Watts: Twenty thousand square miles?

Mr. CROSS: That is according to the Mines Department report. We have coal in plenty, and there is now in this State an expert—British, I understand—who says that from Collie coal a tar can be produced which is one of the best slow-heating tars. And from that wonderful new material invented just before the war, nylon, admirable dress materials can be produced. It is claimed that nylon will come into its own soon after the war. This new material is claimed to be five times as good as silk. In ordinary times Western Australia imports from the Eastern States five million or six million pairs of women's stockings every year, besides tens of thousands of yards of dress material. Is there any reason why an attempt should not be made to establish a nylon industry in Western Australia? We ought to have our dress materials made here. We have clothing factories. Again, why should we be importing shoes from the Eastern States? Our shoes factories should be extended. The Minister for Industrial Development is making power-alcohol.

Mr. Seward: Where?

Mr. CROSS: From wheat, at Collie.

Mr. Seward: He is not.

Mr. CROSS: He will be, pretty soon. We have opportunities for the manufacture of other things besides power-alcohol.

Mr. McDonald: Do you suggest we should produce our own whisky?

Mr. CROSS: So long as people can drink it in this State, we ought to be producing it here. I do not know why we cannot produce whisky in Western Australia. Farmers will be interested to learn that at the present time there are millions of bushels of wheat stored in this State which we have no means of getting rid of in the immediate future. What the Western Australian farmers want is some industry to absorb that wheat.

Mr. Patrick: We will sell every grain of it after the war.

Mr. CROSS: The result will be that the farmers will receive a better price for their wheat than they have been paid in the past. At present a tremendous rubber shortage exists here. I do not know why we cannot make artificial rubber from local wheat. A great industry would be the manufacture of butadiene. America's greatest industrial achievement is located in the Kanawha Valley, occupying an area of 77 acres. It is manufacturing rubber at the rate of 435,000 tons per annum. It employs 70,000 workers. Actually, synthetic rubber is better than natural rubber for high speeds of cars and so forth. Rubber has more than 30,000 different uses. The Kanawha plant makes its rubber for butadiene. It is immaterial whether this is produced from molasses, potatoes, wheat, wood, tar or oil. It requires $1\frac{3}{4}$ bushels of corn to make rubber for a car tyre. Alcohol provides the quickest method of making rubber. Experts state that 8,000,000 gallons of alcohol can be manufactured out of 12,000,000 bushels of wheat; and this would be sufficient for 10,000 long tons of rubber. In ordinary times Australia uses approximately 27,000 tons of rubber per annum. It would take 10,000 Malayan natives one year to collect this amount of rubber from 2,000,000 rubber trees.

If the proposed Royal Commission is appointed it will be able to send men to America to find out what is being done there and to bring American experts to Australia. Australia has not got the men who know, but a Royal Commission can send to America men who will bring American experts here to do the job. I visualise that Australia will want a great deal more than 27,000 tons a year of rubber after the war. Here is a golden opportunity for this State to make work available for thousands of its people. At present it is difficult to buy a towel or a pair of sheets. Cotton goods are hard to obtain. I do not know why we cannot grow our own cotton.

Mr. Watts: If we did we would still not be able to make the goods.

Mr. CROSS: Not at present but I suggest that we should plan for production in the future. It might be said that we cannot produce cotton here because of the cost of labour necessary for picking. A year or two ago a harvester combine was invented to pick cotton, and by the use of the combine it is now possible to clean up a

crop of 10 acres a day. That formerly occupied the time of nearly 1,000 people, but the work can be done at present by three men with the use of one machine. The Russians invented the harvester combine which made that possible, and if they can do such a thing so can we. In this State we have every variety of climate and should be able to produce all sorts of commodities. We have had an illustration of what can be done. I remember that 25 years ago I wrote a pamphlet about tobacco growing and some people said I was mad. The pamphlet was printed and people said, "Some lunatic is talking about growing tobacco here." But I knew it had been grown in America and that we had a similar climate here, and I considered that tobacco should be produced in this State. Today tobacco growing has been established. So has flax growing. Why should we not try to produce other commodities? Why depend on the other side of the world?

After we have electrified the State, our five-year plan should embrace provision for the conservation of water supplies. I have travelled through the north of this State for many miles from Leonora. I remember that when I was there any amount of artesian water could have been secured at a depth of five feet or six feet. That water would not have been very good for drinking purposes but it was quite suitable for stock. Something should be done with that water. I was informed by Mr. Troy that the artesian basin extended over hundreds of miles. At that time there was a big drought and a lot of bush was chopped down for the sheep to eat. It was possible to see sheep eating the bark of trees at a height one would not have expected them to reach.

We should plan to conserve every possible water supply in this State and to establish every possible means of irrigation. We ought to make use of artesian water, getting world experts on the work in order that a thorough job may be done. The provision of water is extremely important. I have heard members complaining about the shortage of water on the Great Southern. Part of the five-year plan should be to make water supplies, as well as power, available for all people in the South-West, the Great Southern and other portions of the State. Then again the question of transport must be tackled. There will have to be a road programme. Many of the roads will have

to be widened and improved, and the whole transport position will need to be handled. With the electrification of the railway system the Central Railway Station will have to be removed from the city.

The Minister for Mines: With that beautiful garden around it?

Mr. CROSS: Never mind about the beautiful garden! The land in that position is too valuable to be used as a shunting yard. We must plan for progress and the electrified railway service will have to go underground.

Mr. North: And the bottle-neck should go, too.

Mr. CROSS: Yes. Many more things need to be done. There is a lack of public buildings. This matter has been discussed in the past. Members are aware that to visit Government departments one has to go all over the city. We need to have a programme for the building of public offices. Further there is a lack of school buildings. We should plan for something definite to be done.

Mr. Patrick: The plans are on paper.

Mr. CROSS: Not for building the three schools required in my electorate. By interjection, the Premier said we will have a housing plan. So far as I am aware nothing very big has been proposed. In the next 10 years the population of this State will be trebled and the housing plan should embrace the erection of three times as many buildings as exist at present.

The Premier: We brought down a Bill yesterday.

Mr. CROSS: We brought down a Bill and the work must be done. I will tell members something of what has been done in other places according to plan. Most members know that I have not got much, if anything, in common with the Communists. At the same time, it might pay us to take a leaf out of Russia's book in regard to putting into effect a thorough plan. The Trans-Siberian Railway traverses possibly the most fascinating tract of country in modern Russia. It is along that railway that the three five-year plans of Russia have been given their greatest opportunity of fulfilment. The railway runs through country on which a chain of industrial cities has been built and those cities contain a quarter of a million people or more. Fifteen years ago those cities did not exist. Right through Siberia from Kuzastan to the Urals there

is evidence of this hard, calculated planning. First of all a chain of modern power houses was built. In a number of these cities there are huge iron-ore smelting plants and steel rolling mills. I will mention a few only. There is Karaganda in the heart of Russia. It was an agricultural town until a few years ago. Now it is a city containing 20 or 30 up-to-date theatres, public libraries, a university, steel rolling mills, chemical works and paper factories. That was built on the five-year plan.

Other cities are Krasnoyarsk, Chita, Irkut, Omsk, Sverdlovsk, Stalinsk, Magnitogorsk. I have told members already of Magnitogorsk but so great has been the achievement there that I will repeat what I have said. About 900 miles east of Moscow near the Ural Valley there is a mountain known as Magnetic Mountain, which contains about 64 per cent. of magnetic iron-ore. Surveyors were sent to the Ural Valley and they built a tremendous dam four times the size of the Canning Dam, and that was finished in two years. Now at Magnitogorsk has been established the world's largest aeroplane factory, a great smelting works and all kinds of other factories. Nearly 1,000,000 people live there. And all that is the result of planning! Karaganda, in the heart of Russia, did not exist 10 years ago. In 1941, from its coal mines 7,000,000 tons of coal were produced.

Mr. Watts: They were lucky to have it there.

Mr. CROSS: Yes. But we have it here and have not used it. Novosibirsk is a central city in Asia, in probably the richest region in the world. Those who have read history will recall that it was at this place, in the Kuzbas Basin, that Genghis Khan forged his weapons 700 years ago when he drove into Asia to conquer the Persians. In the last year or two Novosibirsk has become the centre not of one city but of a cluster of large industrial cities in which work has been provided for millions of people.

Mr. North: "W.A." stands for "wait awhile." That is the trouble.

Mr. CROSS: Yes. The development of the Kuzbas Basin is one of the results of the five-year plan. In the Urals alone, Russia spent 5,000 million roubles in building new factories. Also 25,000 new schools, and

5,000 universities with over half a million students, have been established. Following that development, factories and workshops producing all sorts of goods were erected. That is all the result of planning.

Members who were at Gallipoli will recall that the Turkish general in command was Mustafa Kemal. He was a good general, because, whether we like to admit it or not, he was the man who was actually responsible for the evacuation of Gallipoli. We do not like to talk about it, but it is true. After the war, he became Dictator of Turkey. In 1932 he went to Russia and saw the early results of the first five-year plan. He returned impressed with what he had seen and immediately decided that Turkey needed 500 miles of railway. He also wanted to chrome-finish his car but had to import the commodity necessary from outside Turkey. There were many other things he wanted and to get them he decided to establish a five-year plan. That was in 1933. His plan was designed in the first place to stimulate the production of consumption goods which had previously been imported into Turkey, and secondly to lay the foundations for the establishment of heavy industry. So in Karabruk in Turkey were built huge iron smelting works and steel-rolling works which came into production in September, 1939. He went to London and obtained the services of Brasseys to build the iron and steel works. He had a chain of power houses built and electrified the country.

These power houses were installed by Metro-Vickers Electrical Co. Four power houses bigger than that at East Perth were established. He got experts from America and the chrome industry was established, and since 1938 Turkey has been supplying the British Empire with chrome which had not been produced in Turkey in 1933. They have built railways. Thus Turkey, instead of now being in the throes of poverty, is relying upon its local production and has built its factories, paper mills, steel plant, chemical works, and is even manufacturing its own dyes. All that is the result of a plan. Kemal Ataturk was told that he could not carry out his great scheme. He said, "This work for a start will cost £40,000,000 in Turkish money." He was asked where he would get it. He replied, "We have not got the money ourselves, but we will borrow £10,000,000 from Great

Britain." Britain provided him with the money. He later borrowed £8,000,000 from Germany and, as he did with the money borrowed from Britain, so again he bought machine tools and other requirements in the country from which he had borrowed the funds. He secured the services of Russian experts to teach the Turks so that they could take part in the development of trade. He secured experts from Great Britain, Germany and even from Italy, to teach his people to become tradesmen. What money he did not borrow from outside the confines of his own country was provided by the Sumer Bank of Turkey. As a matter of fact, the first portion of the plan cost £80,000,000 in Turkish money.

All this happened in Turkey—not in Russia. There was no Communism about the scheme at all. The plan has not yet been brought to complete fruition, but it has already effected a remarkable change in Turkey. Here in Western Australia we have not the necessary experts nor have we the money so essential for the accomplishment of what I have in view. On the other hand, people appreciate that if £100,000,000 can be raised in order to carry on the war for three months, the Commonwealth Bank and the people of Australia as a whole should have no difficulty in providing £100,000,000 in order to put a plan such as I have in mind into operation in Western Australia. If we do not do something about it, the writing is on the wall. The chickens will come home to roost.

Mr. Sampson: Why will they want to read the writing on the wall?

Mr. CROSS: When our men come back from the war, irrespective of whether demobilisation is slowly or quickly effected, work will have to be found for them. Operations such as those entailed in the construction of roads and bridges or the building of houses, must come to an end. It is our duty to provide for work that will be essentially reproductive. We must have, as one of the first considerations, provision for that which will assist the economic and national security of the State. I refer to the establishment of heavy industries. I have already touched upon a few directions in which that could be undertaken. We should be building our own ships and providing for many other of our requirements. Members may be inclined to smile at some phases of my remarks but, if we are to

carry an increased population in Western Australia, we must envisage great activity in the future. We should provide our own steel requirements and manufacture our own iron. If we do that, there is no reason why we should not supply some of the requirements of the Eastern States.

Mr. Perkins: Do you think we could successfully compete with the Broken Hill Proprietary Co.?

Mr. CROSS: I go so far as to say I think we should bring Essington Lewis here to establish heavy industries in this State. Australia has been a very lucky nation in that she has had the benefit of the services of Essington Lewis. It is a pity that we have not in our midst two men of vision such as he is. Essington Lewis went to America and convinced American magnates that they should put money into Australian industry, and so we have the Broken Hill Proprietary Co. In this State, as the analyses show, we have iron of a better quality than that to be found at Iron Knob in South Australia, and we have the manganese.

Mr. Doney: Where did you learn that Essington Lewis went to America and got the capital with which to start the Broken Hill concern?

Mr. CROSS: I was told that in South Australia, and also read the statement in an article. Essington Lewis went to America, where he did a good job for Australia. He is one of Australia's big men. I do not know what his politics are, but never mind about that. What we want is a few men with the outlook possessed by Essington Lewis.

Mr. Doney: You are quite right there!

Mr. CROSS: If we were in that position, industry in this State would be revolutionised. We certainly have a job to do. I hope members will regard the motion seriously, and agree to appoint the Royal Commission I suggest. As a result, the necessary inquiries could be carried out and we might even ask the Government to send experts to other countries to find out what has been done and to provide us with the desired information. We have not the necessary experts, but we must get them. The fact is that Western Australia has a golden opportunity. If we do not take advantage of it, we shall be charged with having been false to our duty. We may find if we embrace the opportunity that in

time to come our names will be coupled with those of other men with links of steel in the history of the nations.

MR. WATTS (Katanning): Of course I do not intend to offer any opposition to the motion, but rather the contrary. I agree that there is substantial ground for at least some of the observations the hon. member has made. It is true that he has indulged, I think, in some flights of fancy, because he has made it appear in some respects that there would be absolutely no limits to the demands of the people of Western Australia, as a result of this five-year plan, that some of the things he desires should be done. I am going to forgive him, for I do not regard that as any serious argument against his suggestion. I suppose that in speeches of the kind he has just delivered he is entitled to make out his case to be just a trifle better than it really is in order that he may, by his oratorical flights, carry some members with him.

Mr. Thorn: I think someone must have given him a needle!

MR. WATTS: There are aspects of the proposal submitted by the member for Canning which, I think, could very well be qualified. There is substantial reason why there should be development, particularly of the natural resources of the State. In referring to industries in the past, we have been accustomed to mention some as hot-house undertakings. I mean those that really had no reason for their existence apart from the desire of someone to make something that had not been manufactured here previously. I am sure those are not the type that the member for Canning desires to deal with. He has in mind industries that will make use of the mineral and other resources of which we are possessed in Western Australia, and which can embark on production along sound economic lines. To that extent I think we can all give the motion our support. However, I have a couple of arguments to take up with the member for Canning.

The first is that it seems to me the motion he has moved at this juncture cannot be regarded as a compliment to the Government of which he is a supporter. I remember that not longer ago than 10 or 11 months the Minister for Industrial Development addressed this House for approximately two hours on the subject of the

investigations that were being, or were about to be, carried out by his department. They included a number of the subjects that have been referred to by the member for Canning today. On that occasion we were treated to a discourse by the Minister regarding the various panels and committees of investigation that had been set up. He was speaking on a motion that I had moved in this House. The Minister gave us the information that, I believe, disclosed that some measure of consideration, albeit small, had been given to the subjects raised by the member for Canning today. Subsequently, as a result of the contribution to the debate by the Minister for Industrial Development, a committee consisting of members of both Houses and representing all shades of political opinion, was appointed without, to my knowledge, any distinct terms of reference, to make further investigations on behalf of members of both Houses of Parliament into this very problem. A year has now nearly passed, and we have not heard from the committee just what it has been doing, except that we have, from members who belong to our own parties, gleaned the information that the committee has had some few meetings at which certain matters came up for discussion.

Mr. Needham: Is not that rather a flight of fancy on your part?

MR. WATTS: Frankly, that is all I know about it. As far as I know and as far as the House is concerned, no definite statement has been made to indicate what contribution the committee has been able to make to the solution of this rather vexed question, or even whether it has made any contribution at all. The Minister, I understand, is the chairman of that Parliamentary committee, and he is the gentleman to whom I shall look for any information regarding what has been done.

The Minister for Industrial Development: That information will be forthcoming in due course.

MR. WATTS: I rather gathered that it would be, although I have no information on the subject. The member for Canning, I assume, knows what has taken place.

Mr. North: But he wants to know still more.

MR. WATTS: Possibly the member for Canning knows more than do other members regarding the activity, or the lack of activity of the Government regarding this

matter, and he now comes to the House with a motion which, in its terms and the very manner in which he has placed it before members, certainly indicates that he has no faith whatever in the Government of which he is a supporter.

Mr. Styants: That is blunt.

Mr. Withers: It is getting near an election.

Mr. WATTS: Members will recall that on the 16th September last year I moved a motion in this House dealing with post-war reconstruction matters. That motion, certainly without my permission, was accorded honourable mention in the interesting booklet compiled by the Federal Attorney General, Dr. Evatt, in dealing with the Convention held to discuss the relationships of the Commonwealth and the States during the post-war period. The booklet I refer to is the one entitled "Post-war Reconstruction." The motion I moved was in the following terms:—

That a Select Committee be appointed to inquire into, and submit proposals for, post-war reconstruction in Western Australia, with particular reference to ways and means of securing a greater measure of equality of opportunity, and the best possible standard of living for all the people with continuity of employment, and the necessary increase in the State's population, and as means of attaining those objectives to consider—

- (a) the possibilities of land settlement as a means of repatriation;
- (b) the reshaping of agricultural policy so as to offer prospects of success to those engaged in rural industry;
- (c) the fostering of secondary industries so as to make the best use of the State's raw materials and provide employment;

I would like the member for Canning to take particular notice of that paragraph.

- (d) the desirability of appointing a Minister for Reconstruction;
- (e) any other proposals considered helpful.

As I said, I moved that motion on the 16th September last year. It was debated from time to time over a period of some weeks. The Minister for Lands, who dealt with it first from the Government Bench, expressed the opinion that to tackle this question of post-war reconstruction from the point of view of one State was most unwise. At that time he had just been appointed to the position he now occupies as chairman of the Rural Reconstruction Commission created by the Commonwealth Government. He

expressed the point of view that it was most unwise to deal with the matter on the basis of one State when it ought to be dealt with on a Commonwealth-wide basis. I took him up on that in my reply. In the meantime the Minister for Industrial Development had adopted a rather different attitude on the motion. Although not prepared apparently to support it he made the suggestion to which I referred for the appointment of a Parliamentary Committee, which I also mentioned. The member for Canning was present in the House during the debate.

So far as speeches are concerned, he did not make any contribution to the debate. He did not suggest that a Select Committee was unsuitable, or that the words "Select Committee" be struck out and "Royal Commission" inserted in lieu. He did not afford one word of support in regard to the matter which 12 months ago and on very similar terms aimed to do the things which he has been dealing with this afternoon. The member for Canning very completely—so far as I am concerned—capped his inactivity in this matter 12 months ago by being one of those who, without speaking or offering any amendment, voted against the motion when it came before the House to its final conclusion on the 4th February, 1943. I find from "Hansard" of that date that the question was put and a division taken with the following result:—Ayes 16, Noes 16, a tie. Mr. Speaker then said that the voting being equal he would give his casting vote with the Noes. I have examined the list of Ayes and Noes and I find that the Noes commenced with the names "Mr. Coverley, Mr. Cross," and so on. If I recollect aright the name of the member for Canning is Cross. In consequence, without the slightest opposition or attempted amendment or any comment whatever concerning this very similar motion moved 12 months ago he voted in the negative, and thereby caused the defeat of the motion, and comes forward now with a motion couched in very similar terms perhaps equally designed to contribute substantially—if carried—to the well-being of Western Australia.

Mr. Thorn: What a somersault!

Mr. Cross: That was in connection with the appointment of a Select Committee.

Mr. WATTS: What has happened in the meantime? The hon. member had the opportunity to move to alter the words to

"Royal Commission" if he was opposed to the idea of appointing a Select Committee, and to suggest to the House that he regarded the appointment of a Royal Commission as essential. The hon. member did neither of these things but contented himself with voting against the motion. I know what has happened in the meantime. We have just come to the period when the hon. member sees before him the possibility of an election. Like a good shopkeeper he desires to make his shop window look brighter than it was before. I fully understand why the hon. member has brought forward this motion, aside from reasons appertaining to the development of the State which characterise both of the motions to which I have referred. I am following the same lines I followed when I moved the motion on the 16th September of last year. I support the idea of any investigation that would do any good for the development of this State along the lines that have been advanced by the hon. member. I suggest to him, however, that he would be well advised in future, before he opposes a motion of this character and then subsequently submits another as though he was the first one to bring something brand new to the people of Western Australia when in fact it was thought of long ago, to think twice before so doing.

MR. NORTH (Claremont): I move an amendment—

That in line 3 after the word "upon" the following words be inserted:—"the advisability of setting up a council of scientific and industrial research for Western Australia and."

In view of the spate of information given by the member for Canning, and since we have not had success in carrying the motion of the Leader of the Opposition, I have come to the conclusion that we should pass over this work to people of sufficient ability to handle the questions properly for us. At present the existing Council for Scientific and Industrial Research is functioning for Australia as a whole, and does not devote much time or attention to Western Australia. In view of the efforts of the Leader of the Opposition some time ago and to today's effort on the part of the member for Canning, I think we might well get the proposed Royal Commission to find out whether it would be advisable to create a council for scientific and industrial re-

search both for primary and secondary industries in this State. In the past the existing Council for Scientific and Industrial Research has worked mostly for primary industries, and if for secondary industries for those that are established or to be established in the Eastern States. This is a matter of spending from revenue a few thousand pounds annually in employing the best experts and the most brainy men obtainable to make the necessary investigations.

So long as we lack the advice of the necessary experts those industries that could be established in Western Australia may remain dormant. I do not wish to depreciate the work that has been done by the Minister for Industrial Development and by Mr. Fernie. Our State possesses enormous resources and there are many avenues through which those resources could be developed, additional to the existing work of the department. We could well spend from our present large revenue some thousands a year in paying four or five world-renowned men to tackle these problems and take over from the local men or extend the excellent work they are already doing along these lines. I urge that the amendment I have moved will put something concrete into the motion, and that the suggestion if carried will prove more workable than the plan alone as set out in the motion. If a council such as I suggest can be created in this State we can carry on with our ordinary duties knowing that these questions are being handled in the right way.

On motion by the Minister for Industrial Development, debate adjourned.

PAPERS—AGRICULTURAL BANK.

As to Case of Craig Holden Whitwell.

MR. BOYLE (Avon) [5.55]: I move—

That all papers in connection with Craig Holden Whitwell of Hines Hill, farmer, be laid on the Table of the House.

I wish to place this matter on a plane a little higher than the ordinary motion that is moved in this House from time to time for the production of official files in connection with various people. This particular Whitwell affair is likely shortly to loom in a position of great importance in this State. I make that statement because for some time past I have been an interested observer of happenings in the locality concerned. I was

never called into the affair, but I know that at the last conference of the Wheatgrowers' Union—when such a conference takes up such an attitude as an organisation it naturally becomes a public question—those present decided in their wisdom that this property should be declared black and that compensation be paid to Whitwell. That being the case, as member for the constituency in which this farmer is situated, I deem it my duty to ask the House to request that the Minister shall place upon the Table of the House all the papers in connection with this case. Whitwell took up a property in the Hines Hill district in 1921. Incidentally, my knowledge of Whitwell is that he is a good type of man. He has farmed there for 20 years, but at the end of 1940 he left the property. His development advance from the Agricultural Bank was £2,000.

Mr. F. C. L. Smith: How big is the farm?

Mr. BOYLE: I understand that it comprises about 1,500 acres. It will be remembered that in the twenties the Associated Banks made quite an onslaught on what the Agricultural Bank contended was the cream of its clients. Those banks took many hundreds of clients from the Government institution, and when they took Whitwell I presume they believed they had taken over a good man. Whitwell effected a second mortgage with the Bank of New South Wales which I believe was for something under £1,000. During the period from 1921 to 1929, when Whitwell was developing his property, the Agricultural Bank interest rates were something in the vicinity of 7 per cent., which was the ruling rate at the time on all advances made. For a while, I think, things progressed fairly well with Whitwell. We know what happened in 1930. The depression occurred. Wheat was sold at about 1s. 8d. a bushel and wool at 8d. 1lb. It becomes impossible not only for Whitwell but for other farmers to continue to keep out of financial difficulties.

I impress upon members that actually with interest Whitwell's Agricultural Bank debt today stands at about £2,500. In the period in question he has repaid to the Agricultural Bank in interest charges about £1,850, which is very near the original debt. Including the arrears of £500 he has actually paid to the Bank in nett interest not less than £1,400 or £1,500. When taken

over by the Bank of New South Wales, Whitwell continued until 1940 when he decided to throw up the unequal struggle and leave the farm. But, unfortunately, owing to what I might perhaps call our pernicious system of the personal covenant, Mr. Whitwell still remained liable for the debt on the farm after he walked off the property. That is a considerable worry to him. He is now faced with the responsibility for a debt of £2,500, in addition to what is owing to the Bank of New South Wales—I should say a total of over £3,000. Members may recall a practice which was followed in Abyssinia. There a creditor had the right to chain his debtor to him. When Haile Selassie was restored to the throne of Abyssinia by the Imperial Government, the latter insisted that that practice should cease.

Nevertheless, in this enlightened age we find that, under the authority of our law, Mr. Whitwell is practically chained to this debt of £3,000. He left his farm after 20 years of hard work. He is a man of exemplary character, happily married, with a young family. He did not receive any compensation whatever for his work, although I must admit that he walked off the property. Within a short time of his doing so, the Agricultural Bank served him with a notice demanding payment, within 21 days, of the capital debt owing to the Bank. That was in January. Why the Bank should proceed in that formal manner I do not know; the position was somewhat analogous to our immigration tests; we ask an American negro to pass a test in Greek. Mr. Whitwell does not stand alone. I suppose there are nearly 3,000 ex-farmers in Western Australia in a similar position with respect to their liabilities. I quoted the case of a farmer named Lemay, who had a property north of Southern Cross. He took over a farm in that district; he borrowed no money from the Agricultural Bank, but took over a debt of £1,500. After three or four disastrous years he left the farm, handing everything over to the Bank, and departed for the goldfields. In the course of time he struck a very rich patch. Immediately the authorities became aware that he had reached a certain degree of affluence, they served a demand for payment of the whole of the indebtedness. Subsequently, the authorities obtained a judgment in the

Supreme Court for the amount, which they recovered, notwithstanding that they had resumed possession of the farm and had taken over the machinery and everything else on it.

Mr. F. C. L. Smith: Was the court wrong in its decision?

Mr. BOYLE: The court was right. The authorities sued on a personal covenant; they were legally, not morally, right. The handing over of the farm did not relieve this farmer of his personal covenant. There are in this State about 3,000 abandoned farms, abandoned by men in precisely the same way as Mr. Whitwell abandoned his. If the papers are laid on the Table, information can be gleaned from them which members can make public.

Another feature of this case further complicates it. The Agricultural Bank has adopted a practice which the Chairman of the Commissioners, before a Royal Commission, said was a very good practice. The Bank leases abandoned holdings to adjoining farmers, and this practice will have nasty repercussions in the case now under consideration, because the Bank has leased Mr. Whitwell's block to the wife of a Koorda farmer. A crop has been put in and sheep have been depasturing on the farm. The present lessee may have known nothing of what had occurred before she leased the property. The Wheat Growers' Union has taken up a stand against the leasing of properties from which farmers have been evicted. A few years ago a case occurred at Newdegate. Such a farm was taken over by a man, and the position of that man and his family became most unsavoury in the district. The evicted man was named McRae and the department subsequently arranged to place him elsewhere. Why cannot the Bank do the same for Mr. Whitwell? Something will have to be done by the Government, because the Wheat Growers' Union will not stand for the letting of Mr. Whitwell's property to anyone else. There will be a conflict between two authorities, the organised powerful body known as the Wheat Growers' Union of Western Australia on the one hand and the Government of Western Australia on the other.

I appeal to the Government not to let the matter go as far as that. The union has rights. It consists of a body of workers who, however, are not subject to any court award. This union, at a conference assembled

in Perth, unanimously decided to make a stand in this case. I would like to inform the House that while the matter was being dealt with by branches of the union, or zone councils, I was not consulted. Surely we, as members, are bound to take cognisance of the decision reached by the annual conference of the union, and that is why I bring the case before the House. We, on this side of the House, have tried repeatedly to secure the passage of amending legislation to afford some protection for these men; but the Government, in its wisdom, decided otherwise. However, chickens come home to roost and there is likely to be nasty trouble in the immediate future. A little tact and quick action by the Government will perhaps avoid an ugly situation.

It is undesirable, in this time of war, that our farmers should be torn by strife. They are like other workers; they realise that what has happened to one of their number can happen to another tomorrow. In 1940-41—this does not make nice reading—2,125 properties were on the hands of the Agricultural Bank. Therefore, 2,125 farmers are bound by personal covenant to repay what must amount to millions of pounds. I have no wish to overstate the position, but the figures show that a debt of several millions of pounds is hanging over these men and it can be recovered in our courts. Further, it is competent for the Agricultural Bank to seize after-acquired property. The position is undoubtedly serious. The number of abandoned properties rose to 2,305 in the subsequent year, and it would appear that some 300 additional properties were abandoned that year. It looks as if the average additional abandonments are 300 a year, and that means that yearly 300 more farmers are saddled with a debt of this kind. I appeal to the Minister to lay the papers on the Table. I also appeal to the Government at this late stage to try to effect a settlement of this case.

Mr. Marshall: What will be the use of the file?

Mr. BOYLE: I am given to understand there are letters on the file showing that Mr. Whitwell agreed to leave the block. There are several letters which, so to speak, allegedly put him out of court. I want to read those letters in order to ascertain the circumstances in which they were obtained from him. I cannot at this stage make insinuations which would practically be allegations, but Mr. Whitwell said one letter was

obtained from him by an official of the Agricultural Bank under duress. In fairness to that official, we should know whether that is so. I have no quarrel with the Agricultural Bank officials any more than I have with policemen, because they are carrying out instructions and are in many instances doing a very nasty job. The system of confidential reports is most pernicious. The farmers do not know what is contained in the reports, yet it is on those reports that they are refused assistance, which is tantamount to economic eviction. It is not with pleasure, but from a sense of duty, that I move the motion standing in my name.

On motion by the Minister for the North-West, debate adjourned.

Sitting suspended from 6.15 to 7.30 p.m.

MOTION—MOTOR TYRES.

As to Proposed Acquisition Scheme.

MR. KELLY (Yilgarn-Coolgardie) [7.30]:
I move—

That this House is of the opinion that owing to the acute shortage of motor vehicle tyres and tubes for essential users, that the State Government request the Federal Government to take immediate steps to ascertain particulars of all vehicles licensed as at the 30th June, 1942, and at the 30th June, 1943, with the object of establishing a Government controlled acquisition scheme in each State, of all tyres and tubes belonging to persons with unlicensed vehicles. Release of tyres and tubes so acquired to be controlled by a committee appointed by the State Government or the State Transport Board.

The motion is more or less self-explanatory, but I would like briefly to summarise my reasons for bringing it before the House. The tyre shortage has extended to all parts of the State, as well as to other States. As time goes by the shortage becomes more serious to Western Australia. Naturally the farming and rural industries, and outback centres are most affected by this acute shortage of tyres. The remote mining centres are also very much concerned. In fact, I would say that all primary production is, if not already affected, in great danger of suffering serious setbacks because of the tyre shortage. The farmers find that they are unable to deliver their products to the various railway depots, or to the markets. They are unable to do the work on their properties in the manner in which they have been accustomed. They are not able

to go for their stores because of the long distances that have to be travelled and because, in some cases, of the lack of one tyre or one tube.

Again, where medical attention is necessary, or urgent calls have to be made, this problem becomes a very real one to the farmers. Their children are having to walk long distances to school where, in the past, they have been driven there by their parents under some sort of community system by which one or two farmers would pick up the children in their locality. The isolation of some of our mining centres is most pronounced. Whilst in some there are stores and butchers shops, many have neither convenience. I have in mind particularly Ora Banda and Grants Patch. Both of those districts are situated 40 odd miles from the nearest place where perishable foods can be obtained. They have no butcher and, as a result, all meat must come from Kalgoorlie. Since the absence of a butcher in those towns the people have come under a community system by which they have made occasional visits to Kalgoorlie and, in conjunction with the railway which delivers twice a week within 18 or 19 miles of their homes, they are able to make trips to Kalgoorlie and so keep a fairly constant supply of fresh vegetables, fruit, meat and other perishable commodities.

Recently the tyre position has become so bad that it has been impossible for these men to make that long trip over very poor roads to get the commodities so necessary in outback centres, of which we have very many in this State. The position is fast approaching when many primary producers in the different districts of Western Australia will be unable to carry on their normal occupations, and this will detrimentally affect the target goals set for production, not only in this State but in all the States of the Commonwealth. The tyre position has gradually worsened over a period of months. We can recollect the time some seven or eight months ago when the problem was first before us, or when restrictions first took effect in this State, and members will recall that in some cases we were not particularly concerned at the shortage that was becoming evident. Since then contributing factors have made the position much worse. In many cases there has been a lack of timely repair because of the shortage of raw rubber.

Again, high priorities have prevented tyres from being repaired some months before when they should have had attention with the result that many tyres had since blown out and are now of no use to the owner nor, in many cases, even as scrap rubber. Another very good reason for bringing this motion forward is that there does not appear to be any possible chance of an early release of rubber for civilian purposes, not only here but throughout the world, although I understand that in America the position has been alleviated to some extent by the introduction of large quantities of synthetic rubber. In asking the House to consider this motion I realise that there is necessity for discrimination in certain instances. We must bear in mind that a motion of this nature could easily bring about an inequality of sacrifice. The desire is to avoid that inequality and, by careful legislation, bring about equality of sacrifice.

I know of some instances, and will name one or two, in which I consider it would be proper to depart from the actual wording of the motion insofar as it refers to the acquisition of tyres without discrimination. We could safely allow a certain amount of latitude to firms who, since the war, have, because of patriotic reasons possibly, taken the majority of their trucks, cars and other delivery vehicles off the road and delicensed them for a longer period than I am asking to be covered by the motion. The position of a firm that automatically took its vehicles off the road early in the period is vastly different from that of a firm that has continued to travel the country almost unchecked in the pursuit of its business. We should give consideration to the firm that took its cars off the road and so conserved rubber. If the acquisition scheme is to encompass their activities, as well as everyone else's, then a very low priority should be given to those firms when times again become normal.

Many private owners would come into this category because early in the war, when petrol looked like becoming scarce, and because there were other means of transport within the city and suburban areas, they took their cars off the road and delicensed them. They have served a good purpose, and it would seem to be imposing an unfair hardship on those people if, to use a popular term, they were included in a drag-

net clause of any Government acquisition scheme. They should also have some form of priority in the event of the scheme taking their tyres, as well as all others under the same heading. I realise that this matter is one rather for the Commonwealth Government than for the State Government, but I do think we can play an important part in bringing a motion of this nature before the Federal House.

It may be necessary to amend the motion quite considerably, but I do recommend that some consideration be given to it because of its general application and its general usefulness from a war effort point of view, as well as for the salvation of many settlers in outback districts. I have suggested 1942 and 1943 as being the periods on which to base this proposed acquisition scheme. We should take the records of those two years. My reason for mentioning only 1942 and 1943 is that to have taken one year only would have put us in the position of not being able to get a comparison; nor would we have had any definite account of the vehicles on the road in 1942. I had to bring in 1942 as well as 1943 to get the disparity between the two years from a registration point of view.

The task of compiling these figures would be very simple. Every municipality and road board keeps an accurate and easily accessible record of the motor vehicles in its district. Each could get out a list for the scheme, and not more than half a day's work would be involved in compiling the requisite figures. Such list would disclose many cars, trucks and utilities which in the past 18 months have gone out of commission, and many thousands of tyres could be made available if the matter were taken in hand by the authorities. It would have a marked effect in bringing back into use essential tyres for essential use at a time when the shortage is so acute.

Another reason why I desire to see these tyres brought under an acquisition scheme is the amount of deterioration that is taking place. I have seen numbers of trucks and cars that have been standing on their wheels for an appreciable period without being jacked up, many of the tyres being partly inflated. When we consider the deterioration taking place every day that sort of thing continues, it is not hard to realise the vast amount of waste that is occurring wherever tyres are out of use as a

result of the vehicles being delicensed. It would be hard to estimate the actual loss, not only of tyres, but also on the home front where production is so vital.

The shortage of tyres has brought about an evil which is not singular to this State. I refer to black marketing. If one needs a particular size of tyre and is prepared to pay three times as much as it is worth on the market, one has not long to wait before getting an opportunity to purchase it. If we stop the supply under such conditions and curtail the activities of the black market by introducing an acquisition scheme, we shall have done very good service.

[Resolved: That motions be continued.]

One reason why I urge that this scheme should be brought under Government control is that it would result in the correct price margin being charged that was applicable to tyres of various grades. Under such control, the standard would be uniform. Control itself, too, would be easy. When the tyres were acquired, the Transport Board would be the right authority to administer the business. This would eliminate all possibility of black marketing in tyres. Another reason is that State officials have a full appreciation of local conditions and, if they have any doubt, they can readily obtain the required information. In order that such a scheme might operate successfully and without inflicting hardship upon anyone, it is essential that we should be free from regulations promulgated in other States, often to the detriment of this State. The Government should act promptly and wholeheartedly in the matter because it is of vital importance, not only to the farmers in the outback districts, but also to the future of Western Australia.

MR. SAMPSON (Swan): At first blush the motion might appear to be of questionable value, but only at first blush. There is a growing belief that control generally is being overdone and, further, the use of the word "acquisition" is apt to suggest something of a sinister nature. Notwithstanding the unfortunate word used, it is the right word to employ here. The motion is indeed a very useful one. Only present circumstances would justify its introduction, but the circumstances are such as to warrant its adoption.

Mr. Warner: Is your car on blocks?

MR. SAMPSON: Throughout the world, motorcars and trucks have become almost,

if not quite, an essential part of our life. The internal combustion engine has altered the whole outlook in the business, industrial and social spheres. In many garages there are cars that are not in use and are not jacked up, and consequently depreciation of the tyres sets in. When cars and trucks are idle, the covers and tubes deteriorate more quickly than if they were being used on the roads. That seems to be an extraordinary statement, but every motorist will agree with me that the tyre of the spare wheel carried by most vehicles deteriorates more quickly than do the tyres that are in regular and constant use. Unused tyres soon lose their flexibility; the rubber becomes hard and is soon useless.

One point that might be considered is that of making it mandatory that covers and tubes should be properly cared for. Their protection should be a matter of compulsion. Without rubber tyres, the whole outlook from the standpoints of the war and of providing essential public services will become worse. Inquiry might also be made as to whether the use of leather covers would be practicable. There should be an insistence upon the proper care of tyres, and anyone guilty of using a car or truck with the canvas of the tyres exposed should be subject, not to a fine, but to advice by the traffic authorities. Some people do not realise how important it is to maintain the correct air pressure in tyres and that, as soon as signs of wear appear, the tyres should be recapped or retreaded.

Mr. Warner: What if you cannot get them retreaded?

MR. SAMPSON: Retreading is certainly a difficulty at present. However, the use of covers when the canvas is showing should not be permitted. Tyres are far too valuable for us to allow that sort of thing to continue. Another question that might be considered is whether a coating of rubber paint would be helpful in preserving the life of tyres. However, there is no need to dilate upon side issues. The motion is a wise one which, in existing circumstances, should be carried into effect. If such is done, I believe a very great saving in rubber tyres could be effected and that, as a result, our efforts to carry on our everyday work and win the war will be facilitated.

MR. BERRY (Irwin-Moore): I congratulate the member for Yilgarn-Coolgardie on having introduced the motion, which is a

very necessary one. Everybody knows that crude rubber is grown on a commercial basis only in the Far Eastern countries now in occupation of the Japanese. We have a promise that synthetic rubber will be made available. I understand that very soon the United States of America will be turning it out in considerable quantities. Be that as it may, the fact remains that first and foremost the European countries actually in a more intense state of war than we are in, and requiring more rubber, will be first served. It is only reasonable to assume that Western Australia, or indeed Australia itself, will not have a high priority in the initial efforts of producing synthetic rubber. Therefore it behoves us, as the position is so critical, to take every possible action to alleviate that particular danger. The hon. member has brought forward a motion having that for its object. It perhaps justifies the carrying of the motion, possibly with amendments as has been suggested, and the making of representations to the Commonwealth Government to do something over the matter. One thing that strikes me about the motion is that it confines itself to unlicensed holders. I would go even further, for there are hundreds of motorcar users travelling around the State today on pursuits which are of no economic or national value. From time to time we see private cars driven by women about to go shopping. We know that the petrol regulations restrict their activities; but the fact remains that what little petrol they have, they are not using to preserve the rubber we have. That is an important point well worth inquiring into. The priority business is all very well, but if we have no rubber at all priorities will be of no use to anybody.

And something should be done in regard to the Armed Forces. I happen to know, and I think most members of this House know, that in the Air Force, the Army and the Navy there is unquestionably an enormous extravagance in regard to both petrol and rubber. Cars leave certain places daily—in fact, routine cars—to carry people to the city. These routine cars pass the buses and trams on which the rest of us are expected to travel. I suggest that the Forces themselves should seriously consider this enormous wastage, a wastage which people are publicly talking about. I understand—though without any authority at all—that

5-ton trucks are run a matter of several miles to bring a pound of butter back to the mess. I do not believe that story to be true, but the telling of it indicates the state of affairs in our Armed Forces. In that respect there is enormous scope for inquiry. Probably we shift huge batteries and huge convoys in this State quite unnecessarily. Everybody knows the enormous cost of shifting these heavy vehicles in war-time. If the motion is aimed at an inquiry which would embrace even that sphere, it would serve a very good purpose. Let us hope that if an inquiry of that sort is instituted the Government, or who ever is responsible, may not be bluffed out of it by the Air Force or the Army.

The Minister for Mines: I hope they will not be brought into it. I do not believe they will let themselves be brought into it.

Mr. BERRY: It is not a question of trying to bring them in. What are we supposed to be? The inquiry is essential; and if there is any wastage in the Forces somebody in civil authority should say so, and say it with sufficient determination to ensure that there is more rubber available when there is not enough to go around. A member has spoken about farmers. We endeavour to do all we can for the farmer. We know the position that obtains in the country. It is daily growing more serious. We know, too, there is difficulty as regards the scheme whereby the country people endeavour to co-operate with each other. That is not practicable in the wheatbelt. Whether the vegetable growers at Spearwood and elsewhere in the district are joined in a co-operative scheme I do not know. If we could get more rubber and more tyres made available for these people the jam they are experiencing now, and would experience under co-operation, will disappear. I am told, on authority, as to which I do not know whether it is very good or not, that in England when anything is wanted the authorities go in and commandeer it. "Commandeer" was the word used to me. The authorities go into a place and say, "We want a magneto for some purpose, and there is one on your car." Then they take it and pay the owner for it. I understand that cars are hung up all over England with things stripped off them. We can do that here without imposing any particular hardships. I support the motion.

HON. W. D. JOHNSON (Guildford-Midland): I think, with others, that the hon. member has brought forward a practical suggestion for overcoming the difficulty which is experienced; but my fear is that a good, practical motion will be defeated by the type of words that the hon. member has added to it. By the final words he seeks to make a proviso. He wants the tyres acquired and a record obtained, whereupon the Commonwealth Government through regulation is to take control of them so that they may be used during this period instead of being attached to vehicles that are not in use and not licensed. But if he states that that can only be done on the understanding that it is controlled by the State Government and the State Transport Board, he will never get his wish, because the conditions would be foreign to the general policy of the Commonwealth Administration. We as a State Parliament can make representations in the manner proposed by the motion; and if we want something considered seriously, the State Parliament is the medium of communication that carries more weight than any other channel of communication. Therefore the mover suggests, very wisely, that this House make representations regarding certain things. I do not want to speak on his proposal, which has already been explained fully. I do know that there are numerous tyres which would be made available if the Commonwealth regulations just compelled those who are holding tyres, that they could not use when the general public is so much in need of them, to give them up. To help the hon. member I move an amendment—

That the words "Release of tyres and tubes so acquired to be controlled by a committee appointed by the State Government or the State Transport Board" be struck out.

Thus the motion makes representations to the effect that the Commonwealth Government requires these things without any conditions at all, but indicates a hope that the State Transport Board, which is the general organisation used in connection with these activities, whether Federal or State, will be appointed to do the work. I take it there is an anticipation that if the amendment is carried and practical representations are made, the ordinary channels of distribution used today will continue to be used; but if we specify the channel, as the motion does, the possibility of its receiving serious con-

sideration by the Commonwealth authorities will be discounted. I move the amendment more to help than to discount the motion.

On motion by the Minister for Works, debate adjourned.

MOTION—COMMONWEALTH AND STATE RELATIONSHIPS.

As to Post-War Financial Reform.

Debate resumed from the 25th August on the following motion by Mr. Watts:—

That this House is of the opinion—

- (1) That there is urgent need for consideration of radical reform at the termination of the present war in the financial relations between the Commonwealth and the States, and expresses its agreement with the principle of the joint resolution of both Houses of the Tasmanian Parliament to the effect that no financial relations between the Commonwealth and the States can be satisfactory that do not frankly take into account the different economic positions of the several States and provide for a systematic review from time to time of any scale of payments.
- (2) That at the termination of the present war means should be found to restore to the States the right to impose income taxation either generally or in defined limits, while at the same time not imposing on the taxpayers, the necessity of providing two different returns and complying with two differing laws.
- (3) That a conference between representatives of the Commonwealth and State Parliaments, including both Government and Opposition members, should be arranged at a reasonably early date to consider such reforms.
- (4) That copies of this resolution be conveyed to the Prime Minister and the Premiers of the several States.

MR. PERKINS (York) [8.13]: I support the motion of the Leader of the Opposition, who has set out fully the financial relations as they are at the present time between the Commonwealth and the States. I have no desire to take up the time of the House by re-traversing that ground. In considering the whole question it is necessary to visualise something of the pattern of the past development of our State as well as the possible post-war development in industries generally in Western Australia. The other States of the Commonwealth, especially the

larger States, have developed industrially very much more rapidly than Western Australia has done; and that industrial development in those larger and wealthier States has to some extent been at the expense of Western Australia. By that I mean that the tariff policy which has been adopted by the Commonwealth has led to the development of many of those secondary industries, up to a point at any rate, in a more or less hothouse atmosphere. That has been possible by reason of the efficiency of the primary industries on which Western Australia has been particularly dependent—first of all the goldmining industry, then the wheat, wool, dairying, fruit-growing and various other primary industries existing in this State.

Seeing that that rapid development in some of the larger States has been partly, at least, at the expense of primary producers in Western Australia and therefore of the State as a whole, it is reasonable to expect that so far as the future development of Western Australia is concerned we can look to some comeback from those wealthier sections of the Commonwealth. That fits into the post-war pattern in a way which is being discussed at the present time. We have had some reference by the Minister for Works to the expectation of large Commonwealth grants being made available for water schemes for this State. We expect grants to be made available in many other directions. For instance, it has been suggested that some grants may be made for the development of educational facilities. I do not doubt that that will be the pattern of our post-war development in some of the outlying States in order that development may be more rapid than in the past, namely that much more Commonwealth money will be made available to those States. However, I believe that if the money is going to be wisely spent in the development of our State it will be necessary for it to be spent through the State administration. We have had many examples of the spending of Commonwealth money in the outlying States in anything but a wise manner. It is very evident that if the control is centred so far away as Canberra, there will be very much inefficiency.

In wartime we have had many examples of the effect of attempting to centralise that control. We have seen it in the control of the Armed Forces. The control of the Home

Forces is centralised in the capital cities of the Eastern States, and we know how difficult it is to get many much-needed alterations made in the conduct of the administration of those Forces when representations made in this State have to be sent to the Eastern States capitals. That is something that has taken place in wartime when we would expect that the highest motives of patriotism would be actuating the civil servants administering those departments. Consequently it is only reasonable to expect that in peacetime the position would not be improved. I think, therefore, I am justified in saying that if these moneys are made available by the Commonwealth Government to aid in the post-war development of Western Australia, the spending of the moneys could be undertaken very much more wisely in the outlying States by the Governments concerned than by any central Government situated, so far as Western Australia is concerned, nearly 2,000 miles away.

It is very necessary that this development of Western Australia should take place, and any Government that did not fulfil its duties in that regard would be swept away by the electors. I believe the electors expect the Commonwealth Government and the State Governments so to develop our resources and so to plan our economy that reasonable economic conditions will be provided for everyone. I was rather struck by a letter that appeared recently in the Press, indicative of the outlook that is apparently quite common amongst a section of the people. One person asked an elector for whom he was going to vote at the recent election. He said, "I am voting for whichever party will keep the war going longest." Asked for his reasons for making such an extraordinary statement, he said, "It is the only way to keep everybody in jobs." If we adopted such an attitude we would be very bankrupt of ideas. It is not necessary to keep the war going in order to provide everybody with a job.

Mr. Thorn: He would not think that if the war came here, would he?

Mr. PERKINS: No, he would probably have different ideas. But that is indicative of the bankrupt ideas some people have in regard to post-war development. In wartime we have learnt that, if we are going to secure a proper effort from the whole of

our people, it is necessary to have some planning in regard to our economic producing machine. I believe the best features of that planning which we have achieved in wartime should be carried forward into peacetime, and that that planning can be done only by co-operation between the Commonwealth and State Governments. If the Commonwealth Government attempts to do it entirely on its own initiative and through its own administrative channels, we shall continue to see the bad administration which I am afraid we see only too often at present in regard to much of the organisation that has taken place in relation to the war. As I said earlier, I believe it was necessary to set up that organisation to get it going quickly, but there is no reason why we should not eliminate the bad features from it in the future development of our State organisation here. Many radical changes are being suggested by some people. I do not believe it will be necessary to have anything like as radical an alteration as some would have. I believe the controls would not need to be numerous.

If we control some of the major industries the other industries can be relied upon to fit into the general plan. The proper system to adopt is to give full rein to private initiative wherever it can satisfactorily do the work. In other instances it may be necessary for the Government to carry out certain functions where the policy of the nation as a whole is affected to a tremendous extent. However, we should be sure that we do not cramp our development by tying ourselves down to any particular stereotyped system. The point I particularly want to make is that so far as an outlying State such as Western Australia is concerned, it is necessary that we do not lose our freedom of action. I particularly stress that point. Whatever Commonwealth moneys are made available for development in Western Australia they should be administered by the Parliament of Western Australia.

I am afraid that if we do not have that system there is a grave danger, not only of part of the money being wasted, but also of the development being directed into unsatisfactory channels. Connecting that with the motion before the House, the point I want to make is that it may happen that at some future time, with the Commonwealth Government providing considerable sums of money by way of grants towards some of

these post-war developments, there may arise a conflict of opinion between the State Government and the Commonwealth Government as to the proper manner of proceeding. If the Commonwealth Government is, as it were, the financial overlord and has the sole right of raising money by taxation or by other means, it is possible for that Government to over-ride whatever opinion the State might put forward. Therefore, it is necessary that the viewpoint, which has been put forward by the Leader of the Opposition in the motion, should be very carefully considered by the members of this Parliament and should be put forcibly to the powers that be in the Federal sphere.

It is evident that we are not alone in this outlook towards the Commonwealth. Both Tasmania and South Australia are in somewhat the same position as ourselves. If we make our opinions known to the Commonwealth Government sufficiently strongly, together with those other States, and put them up in a logical and straightforward manner then, if the Commonwealth Government is actuated by a real desire to develop Western Australia to a point at which it can fulfil its proper part in the Commonwealth, that Government should agree to our viewpoint and adopt a policy in which not only will the interests of the Commonwealth as a whole be safeguarded, but the development of Western Australia will be along such lines as to provide for the State a well-balanced economy and provide also that the industries which are already established will be permitted to develop further along sound lines, and new industries that we hope may be established here will be established on such a foundation that there will not be any fear of depressions or recessions at any future time. I have pleasure in supporting the motion and commend it to members of the House.

On motion by the Minister for Works, debate adjourned.

MOTION—ELECTRICITY ACT.

To Disallow Cinematograph Regulation.

Debate resumed from the 31st August on the following motion by Mr. Marshall:—

That Regulation No. 114A made under the Electricity Act, 1937, as published in the "Government Gazette" on the 21st May, 1943, and laid upon the Table of the House on the 10th day of August, 1943, be and the same is hereby disallowed.

THE MINISTER FOR WORKS [8.31]: The regulation to which the member for Murchison has taken exception reads as follows:—

114A. No person shall employ or permit or suffer to be employed as a cinematograph operator in charge of a projection cabin of a cinematograph in a public building any person who is not registered and does not hold a current license as a cinematograph operator, or who does not hold a current temporary license to act as a cinematograph operator issued under Regulation 122A of these regulations.

The hon. member's objection to the regulation is that it includes no provision for a cinematograph operator to be employed on a permit. The word "permit" does appear in several regulations but was omitted when the regulation under discussion was being framed. I understand the member for Murchison will be satisfied to withdraw his motion provided the necessary words are added to the regulation. If that were done the regulation would provide for the employment, in addition to those already mentioned, of operators under a permit. I give an undertaking that, if the motion is withdrawn, the regulation will be amended by the inclusion of the necessary words.

MR. MARSHALL (Murchison—in reply): In view of the explanation of the Minister, I ask leave of the House to withdraw my motion.

Motion, by leave, withdrawn.

MOTION—STANDING ORDERS, AMENDMENT.

As to Time Limit for Speeches, Etc.

Debate resumed from the 1st September on the following motion by Mr. North:—

That in the opinion of this House the Standing Orders need amendment in the direction of limiting the time of speeches, and extending the powers of private members, and in other ways, and requests the Standing Orders Committee to give its consideration to these questions.

MR. WATTS (Katanning) [8.33]: I am, to a certain extent, in sympathy with the desire for a revision of the Standing Orders, but I do not think the member for Claremont has approached the subject in a manner that does him justice. I think the major matters he mentioned had reference to amending the Standing Orders to restrict the time allowed for speeches and also in regard to the broadcasting of speeches de-

livered during the course of proceedings in this House. Dealing with the first matter, during the period I have been a member of this Chamber, a matter of eight years or so, there has been on but very rare occasions need for a revision of that character.

Mr. North: That is quite so.

Mr. WATTS: Whatever have been the defects of members during that period—I have no doubt there may have been some defects—one of them has not been the taking up of time unnecessarily—except on very rare occasions. Generally speaking, members approach subjects for discussion in a most reasonable manner. If the subject is involved obviously more time must be taken up with the discussion than is necessary if the issue is simple. In my opinion no member has been accustomed to waste the time of the House. If the Standing Orders were amended to restrict the time for members' speeches, we would certainly extend certain privileges to Ministers or those responsible for the introduction of Bills, also, perhaps, to the Leader of the Opposition and to others. Under the system we have adopted in the past there is no justification for such a move.

Frequently we find that the discussion upon the second reading of Bills is handled by a number of members, particularly by those on the Opposition side of the House who are, and should be, entitled to any reasonable time necessary to explain their point of view and, in many instances, that of those with whom they are associated. There has been no overloading of time regarding speeches within my recollection, and I certainly do not think that the Standing Orders Committee at this stage should concern itself with that phase. Now I come to the question of broadcasting which may be eminently desirable in some of its aspects. Were we in the position of the Commonwealth Government and were the stations of the Australian Broadcasting Commission under our control, the member for Claremont could have advanced a much stronger case in support of his suggestion. Existing circumstances are such that we have no control whatever over the broadcasting stations and we are aware that the A.B.C. has always placed restrictions upon talks of a political character.

Mr. Thorn: Goodness knows, the people have suffered enough in that respect already.

Mr. WATTS: I think the authorities have been wise in imposing that restriction. In any event, as I understand the system operating in connection with the national broadcasting stations, I think we would quickly find that instead of the privilege sought being of use to members generally it would necessarily be limited to very few.

The Minister for Mines: The people have enough worries now.

Mr. WATTS: I shall not indulge in an argument on that point, although I may have something to say about it later on. As I say, the privilege would be limited to very few members of the House. Such a course would not be justified because it would provide a restricted number of members with a certain amount of publicity, and I do not think that is warranted. As to whether the people desire such broadcasts, I have not the knowledge warranting me to express an opinion. I am certain that if the outside public had had an opportunity to listen in to the speech delivered by the member for Canning this afternoon they would not only have been astounded at the wealth of detail offered by him concerning the involved matters he dealt with, but they might also have been able to enter into a Press controversy subsequently on the question of whether or not he correctly pronounced the names of minerals and places he mentioned during the course of his remarks. Of course, the speech might have provided the public with amusement of a sort, but of that members can judge for themselves. For my part, I do not know whether the public would desire such a service. Assuming that the people would desire it, as this Parliament has no control over broadcasting we would quickly discover insuperable difficulties. That is not to say, although the motion does not refer to the point, that our Standing Orders do not require some attention.

The Minister for Works: Personally, I cannot understand Opposition members asking that the Standing Orders be amended in a direction that would invite the Government to apply the gag.

Mr. Doney: Not the Government, but Mr. Speaker.

Mr. WATTS: I am not in favour of the proposal advanced by the member for Claremont because I do not think the freedom of speech granted to members of this House has been abused, and until that abuse arises I see no necessity to deal with that phase.

Mr. McLarty: Have you had any experience of all-night sittings?

Mr. Marshall: What do you know about all-night sittings?

Mr. WATTS: In my opinion Standing Order 109, which deals with questions seeking information regarding public business, should receive attention. That Standing Order reads—

At the time of giving notices of motion, questions of which notice has been given to the Clerk at the Table before 5 p.m. may be put to Ministers of the Crown relating to public affairs; and to other members relating to any Bill, motion, or other public matter connected with the business of the House, in which such members may be concerned.

I particularly desire to deal with the first part of the Standing Order which refers to notices being in the hands of the Clerk before 5 p.m. That has led to some extraordinary results. For example, during the week over which this House adjourned for the Federal election campaign, it was impossible to place on the notice paper a question to be asked on the subsequent Tuesday when the sittings were resumed, because under this Standing Order notice had to be given before 5 p.m. on the Thursday when the House adjourned. The effect of that was that an answer could not be obtained to such a question for a period of 11 days. Normally a question handed in by 5 p.m. on Thursday would be answered on the following Tuesday. The provision included in Standing Order 109 is quite unnecessary. Surely it should be possible for the notice to be handed in on Friday or even on Monday. It seems to me that consideration should be given to the convenience of members and an alteration of the Standing Order effected.

Incidentally, some time ago a report was submitted to the House by the Standing Orders Committee. I think you, Mr. Speaker, submitted it to us and the report included a number of suggestions. Consideration was given to the report, but when we were half way through the recommendations a motion for the adjournment was agreed to and nothing has since been heard of it. As far as I know nothing more has been done. I have some recollection of the matters dealt with and I think some of them were very desirable. To my way of thinking it was a pity that the consideration of the report was not proceeded with. I suggest that the Standing Orders Committee get to work

very promptly so that we may at an early stage give consideration to essential amendments to the Standing Orders. Unquestionably some of them are a little antiquated. For instance, one places you, Mr. Speaker, in grave doubt as to whether a member who has given notice of motion is entitled to ask that its consideration be postponed.

I think the Standing Order provides that if the member who has given notice of motion does not rise in his place to move it, the item is struck off the notice paper. That seems to me an extraordinary provision. If a member did not stand in his place to take some action regarding the notice there would be some justification for a provision of that nature. But if the hon. member who has given notice seeks to postpone the motion, then surely it should not be a matter of overlooking his sin but a matter of right that he should be able to move that his own motion be postponed, because frequently, with the very best of intentions, a member who has given notice of motion and finds himself without the necessary data to work on and put up his case, wants the matter postponed. I desire to support the motion, but I move an amendment—

That the words “in the direction of limiting the time of speeches, and extending the powers of private members, and in other ways” be struck out.

MR. NORTH (Claremont—on amendment): The motion was only brought forward for the purpose of meeting the wishes of the House, and not to meet any whim of my own. There are occasions, it seems to me, when private members are liable to overstep the mark and, when they need time, the good sense of the House would permit them time. Some members will recollect that when the parties in the House change places, when the Government sits on what is now our side and we sit on the other side, certain debates occur and last all night, or perhaps two nights. I think we might well take a leaf out of the book of the Eastern States, where these privileges are limited. If there is a time limit on speeches, no hardship whatever will be inflicted. It is only a case of providing for where decency is overstepped. There might be such a case only once in two or three years. The idea is submitted to the House without any personal view. It is possible to have a privilege abused and, if the proposal would apply only seldom, still it should be adopted. The provision has

never been questioned in the Eastern States, where it obtains.

I agree entirely with the Leader of the Opposition that during his time we have been singularly fortunate. The object of the second amendment is to take the opportunity to increase private members' powers. I am sorry the Leader of the Opposition did not deal with that aspect, because the position there is definitely one of which he himself has complained in the House. It points in the direction where members on this side of the Chamber have not succeeded in getting their motions, when carried, put into effect. That, to my mind, as a very damaging reflection on this Parliament. The Leader of the Opposition gave instances where private members' motions had been passed but not carried into effect. The adoption of the proposal would not cause the Government to lose an iota of power, because a motion would never have been carried if the Government did not wish it carried. If the amendment of the Leader of the Opposition is carried, the opportunity of making such changes will be lost to the Standing Orders Committee. Of course if the House desires merely to have two or three Standing Orders amended on the line suggested in the amendment by members of the Standing Orders Committee, very well.

MR. DONEY (Williams-Narrogin—on amendment): For the guidance of the House I think I should explain that the Leader of the Opposition said that to the best of his recollection the report he referred to, of the Standing Orders Committee—

Mr. SPEAKER: All that is now under discussion is the amendment to strike out certain words. The hon. member will be able to speak to the other matter later.

Point of Order.

The Minister for Mines: Shall I be in order in moving an amendment on the amendment of the Leader of the Opposition?

Mr. Speaker: Yes.

The Minister for Mines: I should like to move that the amendment be amended by striking out the words “these questions.”

Mr. Speaker: That will be a later amendment.

Debate Resumed.

Mr. DONEY: I desire to speak in opposition to the proposed further amendment. As

far as I see, the motion has been pretty well deprived of any meaning. Certainly, the meaning left now is not one worth persevering with. Equally certain is it that the motion which will remain will carry no direction whatever to the Standing Orders Committee. For that reason, I am of opinion that the amendment ought not to succeed.

MR. WITHERS (Banbury—on amendment): If I understand the Leader of the Opposition aright, the amendment will not debar the Standing Orders Committee from including in its recommendations what the member for Claremont sets out in his motion.

Mr. Watts: I do not want to limit the committee to those matters.

Mr. WITHERS: The Standing Orders Committee should be left to go into the question of amending the Standing Orders; it should be free to suggest what amendments it considers to be right.

Mr. Doney: That is, right from the start to the finish.

Mr. WITHERS: If the motion is left as it stands, the committee will be limited to an inquiry into the particular matters set forth. The amendment should be carried so that the Standing Orders Committee will have full power to suggest amendments to all the Standing Orders. The amendment would have to be altered as suggested by the Minister for Mines. In my opinion it should then be carried.

HON. N. KEENAN (Nedlands—on amendment): The objections taken to the motion appearing on the notice paper do not appear to be well founded, because the motion clearly sets out that, in the opinion of the House, the Standing Orders need amendment, firstly, in the direction of limiting the time for speeches, secondly, extending the powers of private members and, thirdly, in other ways. Complete liberty of action is preserved to the Standing Orders Committee.

The Minister for Mines: But the motion limits the Standing Orders Committee.

Hon. N. KEENAN: No, because it goes on to say "and in other ways." Liberty of action is entirely untouched.

MR. F. C. L. SMITH (Brown Hill-Ivanhoe—on amendment): I am wondering whether the words "and in other ways" will

be left in the motion should the amendment be carried.

Mr. SPEAKER: The amendment is to strike out the words "in the direction of limiting the time of speeches, and extending the powers of private members, and in other ways."

Mr. F. C. L. SMITH: My desire is that the words "and in other ways" should remain, as that would give the Standing Orders Committee authority to go into the question of limiting the time of speeches, as well as authority to deal with the Standing Orders generally. I take it I am right in assuming that the recommendations of the Standing Orders Committee will not of necessity be adopted; they will have to be considered by the House. We should therefore give the Standing Orders Committee the opportunity to go into the questions of amending the Standing Orders and limiting the time for speeches. I move—

That the amendment be amended by the retention of the words "and in other ways."

Amendment on amendment put and negatived.

Amendment put and negatived.

On motion by Mr. Marshall, debate adjourned.

MOTION—ROAD SERVICES.

As to Control of Passenger Traffic.

Debate resumed from the 1st September on the following motion by Hon. N. Keenan:—

That in the opinion of this House the present absence of proper control of intending passengers when attempting to board trams and buses at city terminals during peak periods of traffic, as well as causing confusion resulting in much inconvenience to patrons of these services, is conducive to grave danger of accident, and that a committee consisting of one representative of the W.A. Government Tramways Department and one representative of the Police Traffic Department and one representative of the Nedlands Road Board, acting for and on behalf of the travelling public should be appointed to report on the best means for control of such traffic and for elimination of such danger and inconvenience.

THE MINISTER FOR THE NORTH-WEST [9.3]: I hope the House will not agree to the motion, though probably it would approve of some inquiry being held, as members listened very attentively to the remarks of the hon. member when he was speaking. The Police Department, which is in control of the traffic of the State, like-

wise agrees that it has no objection to an unbiased inquiry into its activities or into the question of traffic generally. There are two reasons why the motion should not be agreed to which should influence members to vote against it. Firstly, if members will read the motion carefully, they will see that it proposes to nominate three particular persons to be a committee to make the necessary inquiry into the traffic jams that are occurring in the city area. In fact, the three people are actually nominated by the wording of the motion. On the evidence of the mover, those three particular persons have been discussing or arguing the virtues of the motion for the past 18 months, but have achieved nothing and got nowhere. We know the three gentlemen have discussed this matter from many angles and that they had a correspondence war extending over 18 months. It would therefore be foolish of the House to appoint them as a committee, because probably they would achieve nothing, except perhaps to have a dirty linen washing campaign amongst themselves.

Secondly, in my opinion, one of the three gentlemen, the representative of the Netherlands Road Board, has no particular priority to appointment to a committee to inquire into these traffic jams. I think they would be at least subservient to the City Council of Perth. If any local authority should be represented it is the Perth City Council. For those reasons I hope the House will not agree to that particular portion of the motion. Further, I am satisfied from the inquiries I have been able to make in the time at my disposal and in following the arguments that have taken place, that there is some virtue and some truth in some of the statements made by the hon. member when putting forward his case in favour of the motion. I am also convinced, however, that some of his statements were not in accord with fact, and that the wording of the motion would very much mislead unsophisticated persons who do not patronise the trams and buses to any great extent. Those statements would lead people to believe that it is positively dangerous even to attempt to catch a tram or bus in the peak period.

Mr. Seward: It is!

The MINISTER FOR THE NORTH-WEST: I disagree with the hon. member. I do not think it is anything of the sort. It might be a case of the survival of the

fittest as far as getting on to a bus and getting home first is concerned, but I disagree that it is dangerous to attempt to catch a bus or tram at the peak period. The speech of the hon. member would give that impression.

Hon. N. Keenan: Would you please repeat what you have said? I did not hear.

The MINISTER FOR THE NORTH-WEST: If some of the conversations that are taking place could be stopped the hon. member would hear much more distinctly.

Mr. SPEAKER: Order!

The MINISTER FOR THE NORTH-WEST: In his remarks in moving the motion the hon. member said that one issue to which the committee should address itself was whether such cases of disorder had in fact created a grave danger and risk to human life. He said that this had unfortunately been determined by the fact that two persons had lost their lives. It is a fact that two persons did lose their lives, one in a trolley-bus accident and one in a Beam bus accident, but the accidents had nothing to do with the crush caused by the peak period rush to catch trams and buses. The hon. member quoted three cases of accidents that had occurred. One concerned an elderly lady whom he said he saw pushed over and knocked down when entering a bus. I do not contradict that, because I know that it is possible for it to happen. He also made reference to the two fatal accidents, and his remarks would lead people to believe that those fatal accidents occurred through the rush to get on or off buses. The evidence on the file discloses that that did not happen. Those accidents took place in connection with moving buses. In one instance a lad jumped off a moving bus turning from William-street into St. George's-terrace. In the other, a man ran after and tried to jump on a moving Beam bus.

Those two accidents had nothing to do with the general crush at the peak period through people trying to catch buses. Even had a queue been lined up and a policeman placed in control neither of the accidents could have been prevented because they did not happen through a crowd rushing to board a bus. I want to point that out because members who did not follow the reports of these accidents through the Press might have it in mind that the accidents occurred owing to the crush at some peak period. I have no wish to

resurrect the untoward happenings, but it is as well for me to read from the file in reference to the unfortunate gentleman who lost his life in trying to climb on the bus. His own statement indicates that the accident did not happen through a crowd attempting to board a bus. That statement was—

At about 12.20 a.m. on Friday, 30/4/43, I was sitting on my haunches on the footpath against the wall of Elder Smith's in the doorway on the corner of William-street and St. George's-terrace. I was waiting to catch a bus home. A Beam bus then drove north in William-street to turn left (west) into St. George's-terrace. As the bus was turning the corner I realised that that was the one I wanted to catch. I jumped up and ran to the bus door, grabbed both rails with both hands and my feet must have slipped and the left front wheel of the bus (which is behind the door) caught my left foot, pulled me down and ran right along my leg and off at my thigh. The bus stopped almost immediately.

It will be seen that even if there had been a queue with police in charge of it that accident could not have been prevented. I will not waste the time of the House in reading the details of the other accident in which a lad jumped off a bus which was moving. His foot was caught and the consequences were very serious. The two points I have mentioned are, firstly, that I do not think the committee proposed in the motion is the correct one to be appointed by this House to inquire into something which it has already discussed for the past 18 months without achieving any results; and, secondly, the two fatal accidents referred to by the hon. member have nothing to do with the crush at peak periods and should not have been referred to with a view to influencing this House to support the motion. I intend to move an amendment which should satisfy members. This will provide that an inquiry should be held by a committee which will be larger and more unbiased than that proposed in the motion.

The hon. member put forward many reasons why a committee should be appointed. I do not propose to reply to all the arguments put forward by him. He spoke about people queueing up at the races, at railway stations and picture shows, etc. All that is perfectly true, but the circumstances are not comparable to people queueing up to catch moving buses and trams. If members go to the races and want to buy tote tickets they will find railings out-

side the windows, and the first four or five people get into a little race or crush so that the remainder have to line up in single file. It is easy to put forward these circumstances, but they are not really comparable. I am not going to try to combat the arguments advanced by the member for Nedlands because it is not necessary to do so. If the House agrees to this committee it will be its job to inquire into all the allegations made by the hon. member, and those made by the general public through the Press and any arguments that the Nedlands Road Board thinks fit to bring forward. I think what the hon. member intends is to have a competent committee to inquire into the various arguments and then to make some recommendations to adjust the matter and rectify it. The committee that I refer to in my proposed amendment is known as the Traffic Advisory Committee. It is widely representative, representing the interests of the City Council, the Local Government Association, the Royal Automobile Club and the Police Traffic Department. That is the right sort of committee to appoint for this job and should be better than the one proposed by the member for Nedlands. I move an amendment—

That all the words after the word "House" be struck out, with a view to inserting the following words:—"the Traffic Advisory Committee consisting of Messrs. Rattray representing the Public Works Department (Chairman); Hayes—the Automobile Club; Rosman—the Local Government Association; Jenkins—the Perth City Council; Glover—the Tramways Department; Davidson—the Town Planning Commission; and Inspector Campbell of the Police Traffic Department should be authorised to inquire into and report upon the best means for the control of intending passengers when they are attempting to board trams and buses at city terminals during peak periods of traffic."

HON. N. KEENAN (Nedlands—on amendment): The motion appearing on the notice paper asks for a committee to be appointed to inquire into certain alleged facts. If these alleged facts did not exist that would be the end of it. If the committee found that the alleged facts were only fiction it could not then go any further, but there must be some allegation of fact or it will have nothing to go on. The amendment does not seek to allege anything at all. It proposes to appoint certain persons, set out by name, and give them authority to inquire into and report on the best means of con-

trolling all intending passengers when they are attempting to board trams and buses at city terminals during peak periods of traffic. That is not the inquiry desired. The inquiry that is wanted is one to go into the question whether, as alleged, it is true that when peak traffic takes place there are disorderly scenes leading to personal violence by those attempting to board the buses or trams; and secondly, if that is the case, what remedy shall be applied. It is a very simple request and, I submit, a just and proper one. But this amendment would take out the whole of the grounds on which the request is made and leave it in the air.

What is this suggested committee going to inquire into? If it so pleased it could, apparently, inquire into any control of intending passengers—not because they misbehaved themselves but because the committee did not like the look of them, or for some other ridiculous reason. If there is no violence at the buses or the trams at the time of peak traffic then there is nothing to inquire into. That is the first question for the committee to determine. As I have already told the House, that is denied by Mr. Taylor. He suggested that no such things happen at all; that there is no crowding or crushing. If that is correct there is nothing to inquire into and no ground for complaint. If the Minister in charge of Tramways accepted Mr. Taylor's say so—

The Minister for Railways: I have seen for myself what occurs.

Hon. N. KEENAN: On some happy occasion the Minister was present to confirm what Mr. Taylor said.

The Minister for Works: Mr. Taylor is not on this committee.

Hon. N. KEENAN: No, but it has been suggested that in the terms of the motion he would be on the committee. Why should he be? The motion does not nominate him, but merely a representative of the Tramway Department. Why should he be Mr. Taylor? If it is correct that Mr. Taylor, Inspector Campbell and some representative of the road board have been at one another for the last 18 months, as the Minister for the North-West said—

The Minister for the North-West: You said it.

Hon. N. KEENAN: Inspector Campbell could still be on the board of inquiry. One of the principal wranglers would still be re-

tained. I do not look on Inspector Campbell as being a wrangler.

Mr. SPEAKER: Order! I do not think we have got down to Inspector Campbell yet. All we are discussing is whether these words shall be struck out.

Hon. N. KEENAN: Am I right in saying that it is proposed to strike them out with a view to inserting other words?

Mr. SPEAKER: The hon. member can show reasons why they should not be struck out.

Hon. N. KEENAN: Am I precluded from dealing with the words proposed to be substituted?

Mr. SPEAKER: I have already allowed the hon. member to mention them but he is not in order in making a speech on the words proposed to be inserted. All he is allowed to discuss are the words proposed to be struck out.

Hon. N. KEENAN: I find it very hard to reply to the remarks made by the Minister.

Mr. SPEAKER: That is not the Speaker's fault.

Hon. N. KEENAN: Not at present. It might have been at an earlier stage. If an amendment is moved and it is preceded by a wrong statement, surely when replying to it—

The Minister for Mines: The Minister was speaking to your motion.

Hon. N. KEENAN: The Minister for Mines in merely dealing with reminiscences of when he was himself the Speaker.

Mr. SPEAKER: Order! The hon. member is only in order in discussing the words proposed to be struck out. He can give any reasons he likes to show why they should not be struck out.

Hon. N. KEENAN: In regard to the words now proposed to be struck out, these incidents led to grave danger of accident. The coroner at the inquest on one of these cases, did, in fact, in his coronial remarks, point out to the jury the scenes of violence at the bus terminals. He actually used the reference which I now bring before the House, and which I have already used, namely—

I direct the attention of the authorities to these disorderly scenes.

He said that if these disorderly scenes were not part and parcel of everyday occurrences, this accident would not have happened—not, perhaps, that it would not have happened but would not have been likely to

have happened. He attributed the happening of the accident to the disorderly scenes.

The Minister for the North-West: He did not.

Hon. N. KEENAN: I am informed that he did. I am not prepared to say; I have not read the coroner's observations myself, but I am told that he did. In order to get on a bus, if one is a person of some agility, one goes down to William-street and boards the bus as it rounds the corner and before it comes to a stop. The reason is that there is an open gap at the stopping place. By doing so, one gets away from the mob trying to squeeze in at the place where the bus pulls up. The same remarks apply to the other accident. It did not occur at the actual bus stop, but it was clearly related to the fact that at the bus stop these scenes of violence occur. I ask the House to retain the following words:—

the present absence of proper control of intending passengers when attempting to board trams and buses at city terminals during peak periods of traffic, as well as causing confusion resulting in much inconvenience to patrons of these services, is conducive to grave danger of accident.

I have no particular objection to the appointment of a committee of a different kind from that proposed in the motion. That is quite another matter. But to eliminate the facts I have mentioned would be to eliminate the whole ground on which the motion is based.

MR. DONEY (Williams-Narrogin—on amendment): The member for Nedlands is justified in taking the objection he has to the amendment. I hope the Minister will heed the views that the hon. member has expressed. If all the words that matter are left out, there will remain no direction whatever to the committee. There will be no reason stated why it should take the action required by the words at the end of the motion. There is no reason why some deletion should not be made, but instead of its being all the words after "House" I suggest that the Minister be content to delete all the words after "consisting of" in line 11, and then including the words that form the text of his amendment. This would entail the leaving out of all the words from "control of" to the end of the amendment and inserting "and report upon the best means for the control of the situation hereover referred to." My reason for suggesting the al-

teration is that the sense of the words in the last two lines is already set out in the motion of the member for Nedlands. I hope the Minister will indicate now that he is agreeable to my proposal. By agreeing, he will not lose anything and the purport of the motion will be the more easily understood by the proposed committee.

MR. MARSHALL (Murchison — on amendment): The member for Nedlands is arguing on the difference between Tweedledum and Tweedledee. The words "the present absence of proper control of intending passengers when attempting to board trams and buses at city terminals during peak periods of traffic" constitute the essence of his motion. All the rest is filling, which merely alludes to danger, inconvenience and other factors to the detriment of the public. The hon. member must frankly confess that the words proposed to be struck out by the Minister, in essence, mean only the same thing as the first few words of the motion I have read. The absence of proper control is all that the hon. member is concerned about. The rest comprises contending factors in relation to proper control.

The Minister for Labour: Trimmings.

MR. MARSHALL: Yes. Every member realises the urgent necessity for proper control.

Mr. Seward: The Government does not.

MR. MARSHALL: Then we must try to impress upon the Government that it is necessary to take proper control at the terminals during peak periods. The member for Nedlands took exception to the deletion of the words on the ground that, if the reference to inconvenience and danger to patrons were excised, the motion would be robbed of its substance. I suggest that that is not so. The hon. member wants more efficient control; the Minister does not intend to deny him that and the amendment will not deny him that. The Minister proposes to substitute words that will give effect to the very desires of the hon. member, except that he proposes a different committee.

The hon. member should not be too strong in his opposition to the amendment. If the words are not deleted, he cannot expect many members to support the motion. I would have to vote against it because it is parochial. The inference is that special provision is to be made for and special consideration given to the people who travel from the city to Nedlands, to the exclusion of all

others. I will support a proposal to give proper control regarding all passengers, and the Minister's amendment will do it. The members of the committee mentioned by the Minister are the most suitable people to consider the question of taking proper control. If the hon. member presses his objection, I shall be placed in the invidious position of having to oppose him, although I believe that proper control should be taken. I travel from a terminal in the city that requires proper control, but the chairman of the Nedlands Road Board would not feel much concerned about me.

Mr. Doney: The member for Nedlands is prepared to accept the Minister's committee.

Mr. MARSHALL: But why does he insist on retaining all the filling, which is not essential? If we have proper control of traffic, the danger and inconvenience will be eliminated. All the hon. member wants is proper control and I am prepared to assist him to get it. But if he will not be reasonable and let us help him to get proper control for all terminals and for all the people of the State, I shall find myself obliged to vote against the motion.

MR. SEWARD (Pingelly—on amendment): I oppose the amendment, and I hope the motion as moved by the member for Nedlands will be carried. I referred to this matter when speaking on the Address-in-reply. It seems peculiar that the Minister now wants another report of some other committee when he already has two reports. I do not see that we have any hope of obtaining better results from the proposed committee's report than we have derived from the reports of the other two committees. The Minister proposes a committee of seven members to do the work that a committee of three is supposed to do—and I believe that better results would be obtained from the latter body. Certainly a smaller committee would get results much more quickly. I regret that the Minister in his remarks did not give us an account of the report which the Transport Board made not long ago. Personally, if I had anything to do with the matter, I would put it in the hands of the Transport Board. I would have much more confidence in the board than in the large body proposed by the Minister. I also want the fuller terms used by the member for Nedlands, because I am going to raise another aspect.

Repeatedly I have seen trams coming up Hay-street at 6 o'clock at night with the rear part of the platform almost dragging on the ground because of the weight of passengers crowded on it and on the steps. We have few enough trams in the city at the principal times and, if we overload them, they will break down and the people will not have any trams at all. How on earth the unfortunate conductresses get through the crowded trams at night-time I do not know! Owing to the congestion, sometimes one is not able to get a tram for a quarter of an hour. One can easily walk from Parliament House to the Town Hall without being overtaken by a tram. I trust the House will support the motion in preference to the amendment of the Minister proposing a large committee.

MR. CROSS (Canning—on amendment): I cannot support the motion of the member for Nedlands. It is easy to believe that he has not seen much of this problem recently in the Eastern States, where the experts have decided to do nothing.

Mr. SPEAKER: Order! We are discussing whether certain words should be struck out.

Mr. CROSS: I am giving reasons why they should be struck out. I support the Minister's amendment because I think it is more feasible. Other places have given the matter consideration and have decided to do nothing.

Mr. Doney: To what places are you referring?

Mr. CROSS: Melbourne and Sydney.

Mr. SPEAKER: Order!

Mr. CROSS: One goes on trams in Melbourne and—

Mr. SPEAKER: Order! Melbourne has nothing to do with the proposed striking-out of these words.

Mr. CROSS: I support the Minister's amendment.

MR. J. HEGNEY (Middle Swan—on amendment): I support the Minister's amendment to strike out certain words with a view to inserting "Transport Advisory Board." That is an authority set up for the special purpose, and one that has been in existence for years and in my opinion should function more actively than it does in the control of traffic. The activities of the board are limited, and do not extend to the present problem. The board deals only

with routes. It does not deal with alignment of buses. The same remarks apply to the Traffic Branch of the Police. The Minister's proposal is the most practical. I do not know why the Minister for Mines is laughing at me.

MR. SPEAKER: Order! The hon. member must get back to the question.

MR. J. HEGNEY: As regards the control of traffic, other people are concerned. We are anxious to get to the kernel of the question by having the subject examined; and the Minister's amendment is designed to further the object in view.

Amendment (to strike out words) put and passed.

THE MINISTER FOR THE NORTH-WEST: I move—

That the words proposed to be inserted be inserted.

HON. N. KEENAN (Nedlands—on amendment): In the present state of the motion on the notice paper, it is desirable to add something to it, even if the addition is not entirely in accordance with my view. I am not criticising the personnel of the proposed traffic advisory committee, but I would like the Minister to tell me whether it will hold its inquiry in public so as to enable members of the public to give evidence. Secondly, will it proceed to carry out the instructions contained in the motion at some reasonable date?

The Minister for the North-West: The committee would, of course, have the right to call evidence.

Hon. N. KEENAN: I am not asking that. Is it the intention that the committee should do so?

The Minister for the North-West: The chairman of the committee will be in control, and of course he would call for information from the public.

The Premier: He would afford people the opportunity to give evidence.

Hon. N. KEENAN: The reason I ask these questions is that the proposed committee may simply make an inspection at a time when there is nothing untoward to see, such as happened when the Minister for Railways made an inspection, whereas on every other day of the week there may be disgraceful scenes. People who use these conveyances should have an opportunity to give evidence before the committee and say, "We have seen these things, we were passengers or in-

tending passengers and were attempting to board the bus or tram when these happenings took place."

MR. F. C. L. SMITH (Brown Hill-Ivanhoe—on amendment): I support the amendment. I think it is desirable that some inquiry should be held into the best means of controlling intending passengers in buses and trams. I have had 17 years' experience in the traffic section of a tramway department, but I wish members to understand that I am not posing as any greater authority on the question of the loading and unloading of trams and of travelling conditions than is the general public, which is being subjected to the inconvenience and confusion that now arise in the loading and unloading of trams and in respect of travelling conditions. The control of intending passengers is not a question entirely confined to queues or to the matter of a policeman being handy to see that the people do not jostle and crowd each other. It depends on other factors as well. When bringing forward his motion, the member for Nedlands spoke of the orderly fashion in which he saw buses being loaded in London; but the orderly behaviour of those passengers was due to the fact that there were plenty of buses and plenty of room in them when the passengers got in. In London there is a bus every second or every minute. The people know that when they get into the bus they will have a reasonable chance of securing a seat, or at least of being able to stand conveniently.

Personally, I do not think this question will be resolved by queues. The conditions here do not compare unfavourably with those prevailing in the Eastern States. The member for Nedlands ought to be in Melbourne and see people getting on buses which have only one entrance and one exit, compared with the number of exits and entrances in some of the buses in this State, most of which have two exits and two entrances. Some control is exercised in this city over the loading and unloading of passengers on trams. A person can go to the Town Hall on any day and see both the motorman and conductor preventing people from getting on the trams until the passengers who intend to alight have alighted. To that extent the passengers are controlled; the situation is governed by the authority of the motorman and the conductor. The question of forming queues of passengers at the city terminals of trams or buses is quite impracticable.

In Melbourne large numbers of people congregate at various points at Flinders-street, Collins-street, Bourke-street, Lonsdale-street and so on right up to the Victoria Markets. As the member for Canning said, it would be quite impossible even to think of forming those people, standing in safety zones in the roadway, into queues. I do not think the question would be solved in that way here. There is great difficulty in controlling people desiring to board a bus and obtain a seat in it, if possible. In most queues people have a reasonable chance of reaching their objective, if the objective is not to board a tram or a bus. In view of the fact that our trams are very much out of date, some consideration should be given to the convenience of the passengers who have to stand. All our transport facilities apparently have no consideration at all for the passengers who have to stand, yet they cater for the public on the basis that some passengers will stand. That is done in Melbourne and other cities as well.

In many of the trams in Sydney there is no standing room for passengers although sometimes passengers manage to squeeze between the people who are seated very close together. I have seen it in Melbourne—and I think it is a ridiculous state of affairs there—and I have seen it here. But Melbourne administers it better. In the central portion of the tram there is accommodation for 16 people sitting down. I have counted 46 people standing up in the central portion whilst 16 were sitting down. That is to say there were 62 people altogether and 16 of them took up as much room as the other 46, whereas if the seats were taken out of the central portion altogether the whole of the 62 passengers could stand up with some comfort and convenience. That is what I have seen in Melbourne. The people over there are so used to standing up on trams that they do so even when seats are available. They cannot get out of the habit. One can see that happening frequently.

The question should be gone into in this State. I venture to say that where 16 people can be seated in one of the big cars we have in the city, 40 could comfortably stand. But there is no catering for the people who have to stand. A trolley-bus with seating accommodation for 35 has sometimes as many as 90 passengers. Where are they crowded? They are crowded up the central aisle that was never intended as standing accommoda-

tion for anybody. It is an exit and entrance for those who are sitting down. If the transport facilities generally are to be allowed to cater for the people in this fashion, in which they seek the patronage of so many standing passengers against those sitting down, it is only a fair thing that the convenience of those who of necessity have to stand under existing conditions should be considered and large numbers of seats taken out in order to make comfortable standing room for the passengers so catered for.

Mr. Withers: They are given a strap to hold on to.

Mr. F. C. L. SMITH: We know that. I am not putting this forward as a novel suggestion or as an original idea, because 25 or 30 years ago in Rome they dealt with peak passenger traffic by taking out all the tram seats.

Mr. Triat: That would be impossible on occasions. It is nonsensical.

Mr. F. C. L. SMITH: It is not nonsensical.

Mr. Triat: Of course it is!

Mr. F. C. L. SMITH: The hon. member might think it is but what about the people who have to stand? In those trams in Rome they arrange comfortable rails so that people can stand and have something to hold on to comfortably. I suppose they are doing that there to this very day. There is some justification for consideration being given to people who have to stand. Get on any tram when all the seating accommodation is gone and what does one find? The people who are sitting down are set for the rest of the journey but what about the people who have to stand up? It is a case of "Move up to the front, please" and "Move down to the back, please," and the conductor jostling backwards and forwards to the great inconvenience both of himself and the passengers, whereas if about 16 seats were taken out there would be room for all that the bus could accommodate standing down the aisle. I would not mind if all stood up. It would be better than the existing conditions. In Sydney when they went into the question of providing more seating accommodation on the electric trains they found it would cost £1,000,000, and decided instead to take out some of the seats and provide more standing accommodation. I hope that the Committee, when going into this question of the control of intending passengers who are looking for-

ward to some sort of comfort in the trams, will take into consideration the points I have mentioned.

THE MINISTER FOR WORKS—(on amendment): I think that what the member for Nedlands and the House desire to know is whether this committee will actually conduct a proper investigation. The Government is aware of the problem of the overcrowding that takes place at peak periods, not only in respect to the routes mentioned by the member for Nedlands but generally. This Advisory Committee was formed as a result of representations made by local authorities and public bodies, including the Automobile Club and it comprises representatives from the Automobile Club, the City of Perth, the Road Boards Association and competent Government officials. When it is asked whether a proper inquiry will be made, the answer is that an instruction will be given to the committee to inquire properly into this problem. We are not taking it lightly. We are anxious, if possible, to overcome the difficulty. So far, the committee has advised on matters having to do with traffic regulations. The difficulty was that regulations were presented to this House and were the subject of acrimonious discussion. We found that by referring matters to the committee we had the advantage of the knowledge of representatives of the Automobile Club, the local authorities and our departmental officers and that regulations were presented which met with the approval of the House and did not excite disapproval. So already the committee has done good work. The member for Nedlands desires to know whether evidence may be given to that committee. I would say, "Yes, certainly the committee will receive evidence." But I hope the hon. member does not think that the committee will hold public meetings.

Hon. N. Keenan: Oh no! Certainly not!

The **MINISTER FOR WORKS**: I hope he does not think evidence will be taken from all those complaining people who write to the Press and are alleged authorities. The committee will take evidence from representatives of public bodies including the Nedlands Road Board and, I should think, the Perth City Council and generally those who are competent to advise. It will have a proper investigation and I should say that it will make a report and recommendations

to the Government setting out its idea of how the difficulty may be overcome, or at least minimised. That is what will be done. Members need have no fear that the committee—which is a very competent body of selected men—will not report and deal exhaustively with this question.

Mr. Doney: Will the taking of evidence be left to the committee's discretion or will it be authorised to call for it?

The **MINISTER FOR WORKS**: It will be left to the committee's discretion. The members of the committee are capable of knowing the evidence they desire and of making up their minds on that point so that the evidence taken may be of value and assist the Government in dealing with this problem. The Committee is a very competent one and will conduct a proper inquiry, and as a result should find means of minimising the difficulty, if not of solving the problem.

MR. MARSHALL (Murchison—on amendment): I want the assurance of either the Minister for the North-West or the Minister for Works that when the report of the Committee has been presented to the Government it will be presented to this Chamber forthwith. I hope it will not be treated, as so many of these reports are, as a departmental document and that there will be no further delays on the subject. I trust that the report will be lodged as early as possible, and that after it has been made we shall be able to see what is going to be done and see that it is done. That will facilitate a solution of the question the member for Nedlands has rightly raised in his motion.

The Minister for Works: We shall not hush it up.

MR. CROSS (Canning—on amendment): I would like some attention to be given to the phase of this question which is causing the greatest amount of trouble. I venture the opinion that the time concerning which there is most complaint is twenty minutes past five in the city of Perth every working day except Saturday. A similar state of affairs occurs in Melbourne.

Mr. Sampson: How do you know that?

Mr. **CROSS**: It has been known by the Tramway Department for years. The greatest peak period is at 20 past five in the afternoon. There is a reason for that peak traffic. That is the time when most manual

workers are returning to their homes, and it is also the time when the frying-pan brigade—the people, mainly women, who have been to the city picture shows and other amusements—is going home. That position arises in Melbourne and Sydney just the same. I want consideration given to the question of the staggering of traffic so that the city shows could all finish their afternoon entertainment by 4.30 p.m. and thus allow these women to get out of the city at an earlier time. The people do not come into the town all together. One crowd comes to work at 7 o'clock in the morning, then there are the 9 o'clockers and then the shoppers who come in at 10 o'clock. They do their shopping and go on to a picture show, and then the whole crowd go home in the period of an hour. They cannot be satisfactorily catered for because twice the number of vehicles is required to convey these people home in an hour compared with the number it took to bring them into the city in three hours.

Mr. J. Hegney: Is that provided for in your five-year plan?

Mr. CROSS: That is one phase to which consideration should be given. The question of closing shops has been discussed in the past and at one period they were closed at different times in order to relieve the peak traffic. Members can see trolley-buses arriving from Nedlands and Claremont of a morning, and 85 per cent. of the passengers are women who could easily shop in their home suburb. As a result of this great problem, some towns in Great Britain have issued priorities for travel.

Mr. Sampson: On a point of order, Mr. Speaker! May I ask what item the hon. member is speaking to?

Mr. SPEAKER: The member for Canning is in order.

Mr. CROSS: In order to deal with the restricted transport priorities for travel have had to be issued and some people are only allowed to travel once a week or once a month. Hundreds of the people who travel into town each day could be doing something far more useful than that. It is all right when there is plenty of transport, but not under present conditions. Preference will have to be given to essential workers. The longer the war lasts the worse will become these transport difficulties. The time will arrive when not one private motorcar will be on the road. That state of affairs

will increase the burden on public transport. Even now the public vehicles are breaking down because of lack of parts. This committee will have to give consideration to the question of staggering traffic, particularly in the peak period of the afternoon.

Amendment (to insert words) put and passed; the motion, as amended, agreed to.

MOTION—AGRICULTURAL BANK, CASE OF A. J. ADDIS.

To Inquire by Select Committee.

Debate resumed from the 1st September on the following motion by Mr. Watts:—

That a Select Committee be appointed to inquire into and report upon the case of A. J. Addis, formerly of Pingrup, farmer, particularly in regard to—

- (a) Whether there was sufficient of both legal and moral justification for his being dispossessed of his property, and whether the handling of his case by those then in control of the Agricultural Bank was just and equitable?
- (b) Whether a tender was bona fide submitted subsequently by his wife or himself to acquire the said property through the Agricultural Bank? If such tender was made, was the rejection of such tender justified? If its rejection was not justified, what loss has the State suffered?
- (c) Whether any, and if so, what compensation or other assistance should be given to Addis?

MR. SEWARD (Pingelly) [10.10]: In supporting this motion I point out that in the course of his reply the Minister did not answer the case set up by the Leader of the Opposition. As a matter of fact, by getting up immediately the hon. member sat down at the conclusion of his speech, and replying then, he gave evidence that he was replying to the motion moved in the Legislative Council in 1938 because obviously he had not heard the case put up by the Leader of the Opposition on this occasion. There was, in the two cases, a very big difference to which I want to draw the attention of the House. The case before the Chamber on this occasion is that further evidence has been brought to bear on the matter by reason of the inquiry conducted by the Royal Commission which investigated the Agricultural Bank in 1934—practically two years after the case had been dealt with by the court.

The Minister laid special emphasis on the proceedings that took place before the court and quoted the remarks of the learned

judge on that occasion. He referred to his high standing and integrity. That is not called into question, but I point out to the House that the judge gave his verdict at that time not on what one might term the merits of the case, but on the merits of the case from a legal point of view as put before him. There was a great difference in the two. I would like to illustrate that by a case that arose subsequently. A mortgagee—not on this occasion the Agricultural Bank—applied for the re-possession of a farm. The case came before the court and the order was granted, but that farmer is still on the property. It so happened that in this particular instance an affidavit, drawn by the mortgagee or his solicitor, was served on the farmer who did not lodge in court an answering affidavit. When the case came on, therefore, the judge simply said, "I cannot take any notice of your case; you are not before me." As a consequence the order was granted to the mortgagee, but the mortgagor is still on his property. I venture to say that that might have been the result in the case of this man Addis had the additional evidence that has been brought forward by the findings of the Royal Commission been placed before the court on that occasion, but it was not.

I want to quote from the findings of the Royal Commission at that time because a great deal of the merits of this case lie in the question whether this man Addis received proper assistance from the bank at the right time. I think that when the Leader of the Opposition was stating his case he told us that the man was supplied with cornsacks in January and February. That alone would be sufficient reason for the man acting as he did. This is not the only occasion on which I have known things of this sort to happen. Many years ago I went through a man's crop which he was trying to harvest in the month of March. I have other instances of men who have been held up in their seeding operations by reason of the fact that they did not get their superphosphate until June. That happened to Agricultural Bank clients before the re-organisation took place consequent upon the findings of the Royal Commission. In the course of its findings, this is what the Commission had to say about the Bank in those days—

The organisation of the Bank did not keep abreast of the development of settlement, the

increased work and responsibility accepted by the trustees, and the consequent work thereby entailed.

An attempt at decentralisation was made in the year 1922, but as very limited authority was given to branch managers, no great measure of relief was obtained by head office. The result was delay in attending to correspondence of settlers, accompanied by late deliveries of superphosphate and cornsacks, and the inability of settlers to obtain spare machinery parts expeditiously at seeding and harvest times.

That is the very thing of which this man Addis was a victim.

These delays have occasioned a feeling of great dissatisfaction among the settlers, which is being intensified owing to the Bank having had to find sustenance since the year 1929, and to exercise the statutory lien over the crops, which was granted to it by the 1930 legislation.

If the complete decentralisation had been effected, much of the trouble would not have occurred. Head office does not appear to have been willing to lose control. The district managers had, or should have had, that local knowledge of the conditions applicable to their various districts, which head office never could acquire from the perusal of files and reports. By "local knowledge" we mean the knowledge of the quality of the land, of the client, his methods of farming, his capabilities as a farmer, of the condition of his machinery, plant and stock, of his habits and manner of living.

The district managers should have been granted greater powers and decentralisation made effective. Files seem to have been continually passing to and fro from district to head office, and the time taken up by the Trustees in perusing and initialling files should have been given to the major operations of the Bank.

In addition to granting greater powers to the district managers, travelling inspectors should have been appointed to regularly visit and report on the work of the district managers and field inspectors, and thus form, through the district managers, the connection between the mass of clients and the trustees. No, the trustees, although having, as before mentioned, insufficient administrative ability, retained control, and if a client required superphosphate, cornsacks, or a release of £10 or £15 from his crop proceeds, the matter had to be referred to the trustees, and the trustees had to decide whether the client was to be allowed the six tons of superphosphate he requisitioned for, or whether he should be allowed only four tons; whether he should be allowed five bales of cornsacks he said he would require for harvesting, or whether he should be allowed only four bales.

When the Leader of the Opposition was moving his motion, he pointed out that Addis had not been visited by a field inspector from January to April. This man

was located 16 miles from a siding; he did not have his cornsacks; he did not know when he would get them; and nobody from the Bank came near him. That placed him in an intolerable position. Further on, the Royal Commission stated—

Your Commissioners are of the opinion that the management and control of the district managers and field staff have been very ineffective. The managing trustee admits he should have appointed more executive officers, including a chief inspector.

The Minister, in the course of his speech, referred to the integrity and capability of the late managing trustee. Everyone agrees with his remarks. The Royal Commission, however, pointed out that the Bank had a system in operation that was ineffective and was not conducive to the successful handling of clients' affairs. In the course of the report, the Royal Commission pointed out the amount of work some of the field inspectors were called upon to do. In the Katanning district there were four inspectors with an average of 280 accounts under their control, whereas in Geraldton the number was 136, Kellerberrin 143, Narrogin 179, or an average for the State of 157. So Katanning inspectors had practically double the number of accounts of any other district office. This fact, in my opinion, bears out the contention that in consequence of the system in vogue in those days the clients of the Bank did not get as close attention as their cases merited.

Addis was dispossessed of his farm in May, 1932. Yet, in November, 1932, two merchants wrote to him offering to supply him with 20 tons of superphosphate on credit in order to enable him to put in his crop in the following year. Therefore somebody had confidence in this man. Under date the 1st October, 1932, Westralian Farmers, Ltd., wrote to Addis as follows:—

We have notice that the Agricultural Bank has issued a writ against you for the possession of your property. If there is anything we can do to help you retain possession, please advise us, as we will be only too pleased to assist if at all possible.

Thus that firm expressed its willingness to do anything possible to help him in his difficulties and assist him to retain possession of his farm. From the Kent Road Board, Addis received a letter dated the 12th November, 1932, as follows:—

This to state that the Kent District Road Board has always found Mr. A. J. Addis, of

Pingrup, a most desirable member of the community, an efficient settler, and a most worthy member of the board.

For and on behalf of the Kent Road Board, under its instructions, by resolution, C. R. Mitchell, Secretary.

There again we have an expression of confidence. Road board members, I take it, knew this man and, that being so, there is room for an investigation. It is nothing unusual to hold an inquiry into a case after the court has dealt with it. We have had the verdicts of courts set aside after evidence has come forward that was not available to them when the cases were first heard. For these reasons I support the motion, and in doing so point out that there is no suggestion of raising any question regarding the trustees who were in control of the Bank.

There is one point I noticed in going through some papers. This man took up his property in April, 1929, and was dispossessed in May, 1932. Consequently, he had been on the property only three years. The Royal Commission, in its report, stated that many of the settlers had been allowed to remain on their farms so long that they cared nothing about their accounts with the Bank so long as they were enabled to pay other creditors and to carry on. Apparently that was not the experience of Addis. He was only three years on the property, and it looks as if the Bank had reached a stage when an alteration had to be made in the old policy of carrying settlers indefinitely. Unfortunately, Addis was picked upon and was made the victim of the new policy. For that reason I consider that the Minister overlooked this part of the case put up by the Leader of the Opposition, and judged it only on the evidence available to the court when the case was heard. I support the motion.

Mr. SAMPSON: I move—

That the debate be adjourned.

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

Ayes	11
Noes	18
Majority against	7

AYRA.

Mr. Berry
Mr. Boyle
Mr. Hill
Mr. Kelly
Mr. McLarty
Mr. North

Mr. Perkins
Mr. Sampson
Mr. Seward
Mr. Watts
Mr. Doney

(Teller.)

NOES.

Mr. Coverley
Mr. Cross
Mr. Fox
Mr. Graham
Mr. Hawke
Mr. J. Hegney
Mr. Marshall
Mr. Millington
Mr. Nulsen

Mr. Pantou
Mr. Rodereda
Mr. F. C. L. Smith
Mr. Styants
Mr. Tonkin
Mr. Triant
Mr. Willcock
Mr. Withers
Mr. Wilson

(Teller.)

Motion thus negatived.

MR. SAMPSON (Swan): I very much regret that in the opinion of the Government side of the House the vote on this motion should be taken tonight. The case is one which has created a great deal of interest and a great deal of sympathy. In fact, it is an uncommon case in many respects.

The Minister for Justice: It is a case that has received a great deal of consideration.

MR. SAMPSON: Yes, but not consideration of the right kind. It has, one may say without misuse of terms, I hope, proved to be a notorious case, a case where a man who had strenuously endeavoured to get through as a farmer found that certain circumstances were such that he was unable to succeed. Perhaps the crowning trouble of this unfortunate man's life was that in 1932 he was evicted from his farm. Now, that word "evicted" is a very unfortunate word. It is not one often used in Australia. It is not often used in any British country. But unquestionably this man was evicted from his farm. If one were to give consideration to that statement, then a story could be told of long and arduous efforts to build up an asset, to build up what he had hoped would prove to be a sufficient competence for his later years. But it was not to be. He did not go on the land in a casual, half-hearted sort of fashion endeavouring to do what was necessary in order to secure success. He put a large sum of money into the land—£700—and that in addition to a long period of hard work. He was unsuccessful. But why was he unsuccessful? There were circumstances over which he had not sufficient control, and so the final result was as stated—he was evicted. He was not only in trouble because of circumstances which have been specially mentioned, but rain fell and his

crop was very seriously damaged. It is estimated that he lost an average of not less than seven bushels per acre, and that where the average is not a high one. So of course it was a very serious matter indeed.

Mr. Watts: He lost half his crop.

MR. SAMPSON: He lost half the crop as a result of a fall of rain. It is described sometimes by a term which I do not use in a blasphemous way—an act of God. This man had no power over the weather. The rain fell, and the half of his asset so far as it related to the crop was thereby lost to him. I can quite understand that those who were concerned with this property were losing heart. Perhaps they felt that Mr. Addis had not done everything that he should. But only those who have gone through similar experiences could understand and fully sympathise with a man who had done what this unfortunate man had striven to do. Mr. A. J. Addis had faced unusual difficulties; and while there may be some justification for the action which was taken, I cannot do other than doubt very seriously the justification for what was done. We have heard during the course of this debate something of what this man has had to face—something of the difficulties which confront the man on the land, especially when circumstances are against him. All that is asked is that a Select Committee be appointed to inquire into and report upon his case. As members will have heard, Addis was formerly a farmer in the Pingrup district, and the first question which the Select Committee would consider is—

(a) Whether there was sufficient of both legal and moral justification for his being dispossessed of his property, and whether the handling of his case by those then in control of the Agricultural Bank was just and equitable.

The Premier himself realises that that is the point at issue and the point the House will be asked to decide. Surely, no one could find it in his heart to refuse to give to a man, who has admittedly worked hard over a long period, the right to put his case to an independent tribunal. I do not say that is the right of every farmer, but in the case of Addis there is justification for the inquiry. I appeal to members to give this unfortunate man at least the satisfaction of being able to place his case before his peers—for that is what it amounts to—so far as it relates to the justification for the eviction

of which he was the victim. The next question to be submitted for inquiry is—

(b) Whether a tender was bona fide submitted subsequently by his wife or himself to acquire the said property through the Agricultural Bank? If such tender was made, was the rejection of such tender justified? If its rejection was not justified, what loss has the State suffered?

We learn that actually the position was that a tender for £1,000 was lodged for the property, and money—so it is said—talks all languages. The tender was not accepted and I appeal to members to give Addis the opportunity to learn whether the tender was clearly submitted, whether it was rejected and, if it was rejected, to what extent the State suffered a loss. The matter is all contained in that interrogation. The next point proposed to be inquired into is—

(c) Whether any, and if so, what compensation or other assistance should be given to Addis?

Those are the questions. The case is simple. The inquiry will not cost the Government more money and those concerned will have the satisfaction of knowing whether this man—one of our own kith and kin, who put up a hard fight on the land—was given an opportunity to show whether the statements made were correct and whether there is justification for submitting this request to the House.

MR. PERKINS (York): This case is one of which I had no personal knowledge before it was brought before this House by the Leader of the Opposition. From what has been already said, however, I am of opinion that there is ample justification for the appointment of a Select Committee. Many farmers were affected by the conditions of which apparently Addis was a particularly unfortunate victim. Any of us who were farming prior to the depression years and were caught in the bad slump in wheat prices in 1929, and particularly in 1930, will know the difficulties which farmers, even those carrying on under fairly good conditions, had to face in those unprecedented circumstances. Addis's temperament apparently made it difficult for him to work under the rather onerous administration of the Agricultural Bank.

The administration of that Bank should be more flexible when dealing with cases such as this. I am not saying that Addis was treated by the Bank in a harsh manner, but he certainly received less than sym-

pathetic treatment from that institution, and his reactions to such treatment would bring him into conflict with its officers. Indeed, that seems to have been the origin of his trouble with the Bank. A sufficient case has been made out by the members who have already spoken to this motion to warrant the appointment of a Select Committee. The circumstances surrounding the farming industry at that time were quite out of the ordinary. After the 1914-18 war many men were put on the land who previously had been working in other industries. Naturally, it would take them some time to adjust themselves to farming conditions and that would account, to a greater or lesser extent, for the financial difficulties into which they fell and which they might not have met had they had longer experience of the industry. That is another factor to be taken into account in the case of Addis, who was so unfortunate as to strike the set of circumstances which he did.

Taken all in all, it appears to any dispassionate observer, when considering the evidence submitted to the House by the various speakers, that the unfortunate financial difficulties in which Addis found himself, coupled with the harsh administration of the Agricultural Bank, or rather the unsympathetic treatment he received—I should not use the word "harsh," because harsh treatment has not necessarily been proved—these circumstances, I say, make one feel that the Government might at least agree to further consideration being given to the man's case. He has had a pretty hard time and, although in the opinion of the Government everything was done by those institutions that were dealing with him to give him a fair deal, in view of other evidence that has been brought up and with the object of removing any possible doubt about the man having had a fair deal, the Government should, as an act of grace, agree to the appointment of a committee to make further inquiries.

On motion by Mr. Boyle, debate adjourned.

House adjourned at 10.46 p.m.