

afford me an opportunity to raise any other subjects that I have missed in my speech this afternoon. I support the motion.

On motion by the Hon. F. D. Willmott, debate adjourned.

### ADJOURNMENT—SPECIAL.

**THE MINISTER FOR RAILWAYS**  
(The Hon. H. C. Strickland—North): I move—

That the House at its rising adjourn till 2.30 p.m. tomorrow.

Question put and passed.

*House adjourned at 5.55 p.m.*

## Legislative Assembly

Wednesday, 13th August, 1958.

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

### QUESTIONS ON NOTICE.

#### METROPOLITAN PASSENGER TRANSPORT TRUST.

##### *Issue of Debentures.*

1. The Hon. D. BRAND asked the Minister for Transport:

Regarding his statement which appears on page 2165 of Hansard dated the 10th October, 1957, "In fact I am certain it will not be required" made when he was asked whether Loan Council approval would be required for the issue of debentures in connection with the take-over of the private bus companies—

(1) Will he state whether he was then in possession of any written advice on this question from the committee which comprised the Chairman of the Transport Board, Parliamentary Draftsman and Assistant Under Treasurer?

(2) If so, will he table the relevant documents?

(3) If not, will he indicate the manner in which the advice referred to was given?

The MINISTER replied:

In reply to an interjection asking whether permission of the Loan Council would be required for the issue of debentures, I stated, "I do not think so. In fact, I am certain it will not be required."

My authority was a document prepared by the Treasury Department and submitted by the Deputy Under Treasurer to the

Joint Select Committee appointed to inquire into the Metropolitan Transport Trust proposal which stated:—

8. The issue of debentures and inscribed stock by an authority similar to the proposed Metropolitan Passenger Transport Trust would normally require the approval of the Australian Loan Council, but in the case of securities issued as compensation for assets acquired, it is not considered that an approach to that body would be necessary on the grounds that:—

- (a) No money is involved in the immediate transaction.
- (b) There is virtually no change in the nature of the present investment, and there is therefore no change in the availability of funds for other public investment.
- (c) The appropriate time for an approach to the Loan Council would be when the securities were due for redemption when, in order to meet payments, the Trust would need to borrow moneys either as part of the State's loan programme or by the issue of fresh securities under section 46 of the Bill.

A copy of this document was laid on the Table of the House last session and should have been studied by the Leader of the Opposition, as was his duty, in which case it is doubtful whether he would have sought to cast aspersions on my integrity in the manner that he has.

#### PENAL INSTITUTIONS.

*Contributions by Parents Towards Keep of Youngsters.*

2. Mr. JOHNSON asked the Minister for Justice:

(1) Are parents of youths committed to institutions expected to contribute to the keep of such youngsters?

(2) If so, what contribution is asked?

(3) Are parents of youths committed to Fremantle or other gaols expected to contribute?

(4) Are parents or relatives of criminals expected to contribute to the upkeep of such folk?

(5) Do criminals receive any form of payment while in custody?

The MINISTER replied:

(1) Yes.

(2) The contribution is fixed by the Children's Court, which takes into account the cost of maintenance and the parental ability to pay. The contribution cannot exceed £2 10s. per week.

(3) No.

(4) No.

(5) They receive 3s., 10s. or 11s. per week according to work being done and classification of inmate.

#### PERTH MODERN SCHOOL.

##### *Future Attendance.*

3. Mr. JOHNSON asked the Minister for Education:

Following the recent press announcement about Perth Modern School:—

- (1) Will children from each of Leederville, West Leederville, Wembley, Wandarra, Floreat Park, City Beach, and Jolimont primary schools be expected to attend Perth Modern School in post-primary years?
- (2) Is it anticipated that these children will join the school in 1959; if not, in what year?
- (3) Will both boys and girls attend?
- (4) Are any transfers from Tuart Hill or Perth Girls' High Schools anticipated?

The MINISTER replied:

(1) Children from Leederville, West Leederville, Floreat Park, City Beach and Jolimont primary schools will be expected to attend the Perth Modern School; children from Wandarra and Wembley will go to Tuart Hill.

(2) It is expected that these children will join the school in 1959.

(3) Yes.

(4) No. It is not the policy to transfer pupils from one high school to another unless a school is closing.

#### LEGISLATIVE COUNCIL BIENNIAL ELECTION.

##### *Tabling of Files re Postal Voting.*

4. Mr. JAMIESON asked the Minister for Justice:

Would he lay on the Table of the House for one month Electoral Department files containing any allegations of malpractice in connection with postal voting for the recent biennial election for the Legislative Council?

The MINISTER replied:

Yes; State Electoral Office files 68/58, 69/58, 74/58 and C.L.D. file 4196/58.

#### HOSPITALS.

##### *Plans for Mt. Hawthorn-Nollamara-Scarborough-Innaloo Area.*

5. Mr. MARSHALL asked the Minister for Health:

(1) In accordance with the advice received on the 19th June, 1957, have plans now been prepared for the proposed hospital to serve the Mt. Hawthorn-Nollamara-Scarborough-Innaloo area, on land acquired for this purpose between Balcatta Beach-rd., Hugo st. and Herthard., Osborne Park?

(2) When is construction of the hospital expected to commence?

The MINISTER replied:

(1) and (2) Plans are being prepared and provision has been made in the draft Loan Estimates for expenditure this financial year. It is hoped that work will commence towards the end of this financial year, but this is dependent on the availability of loan funds.

### EDUCATION.

#### *Tendency in Enrolments and School-Leaving Age.*

6. Mr. ROSS HUTCHINSON asked the Minister for Education:

(1) What is the tendency, or trend, in regard to enrolments in—

- (a) primary classes;
- (b) secondary classes (up to Junior);
- (c) secondary classes (post Junior)?

(2) Is it expected that classes mentioned in (b) and (c) of No. (1) will become more crowded in the period 1959-62, if the law relating to raising the school-leaving age is not implemented?

(3) Does the Government intend to implement the law regarding the school-leaving age next year?

The MINISTER replied:

(1) (a) and (b) The trend is towards the gradual elimination of large classes.

(c) No change is anticipated in post-Junior classes.

(2) No.

(3) No decision has yet been made.

### CROWN LAND.

#### *Availability for Agricultural Purposes, etc.*

7. Mr. HEARMAN asked the Minister for Lands:

(1) Does he know of any Crown land in the road board districts of Preston, Bal-ingup, Greenbushes, Bridgetown and Upper Blackwood, which is available for immediate selection for agricultural purposes and which the Conservator of Forests is prepared to release forthwith?

(2) If so, where are these areas, and how big are they?

(3) What has been the result of the consideration of the Land Utilisation Committee in respect of the application for land by Messrs. Mitchell Bros., at Newlands?

(4) When was application first made for this land by Mitchell Bros., of Newlands?

The MINISTER replied:

(1) Yes.

(2) Nelson

Location	Locality	Area (acres)
2461	8 miles south-west of Mudi-arup	222
9252	10 miles south-west of May-anup	144
12368	Tone River	1,525
12369	Tone River	1,320
12370	Tone River	1,229
12376	Tone River	1,144
12378	Tone River	1,262
12416	Tone River	1,163
12418	Tone River	1,026
12419	Tone River	1,152

(3) The Land Utilisation Committee has recommended that an area between Locations 2005 and 1374 be released for selection, and that the balance of the vacant Crown land surrounding Locations 1374, 2084, 1375, and 2224 be dedicated for Forestry purposes, subject to leasing under the Forests Act by the Conservator of Forests.

(4) As far as can be traced, in October, 1946.

### TONE RIVER BLOCKS.

#### *Survey, Allocation, and Timber Removal.*

7A. Mr. HEARMAN asked the Minister for Lands:

(1) When were a number of blocks of land first surveyed in the Tone River area?

(2) How many of these blocks have since been taken up and when were they taken up?

(3) Is the rate of removal of millable timber from these blocks, as arranged by the Forests Department, considered reasonable?

(4) Will he table the file containing correspondence between the Lands Department and Forests Department concerning the removal of timber from these blocks at Tone River?

The MINISTER replied:

(1) On the 10th April, 1956.

(2) Four: one in January, 1957, and three in January, 1958.

(3) Yes.

(4) Yes.

### SUPERANNUATION AND FAMILY BENEFITS ACT.

#### *Rectification of Anomalies and Retro-spective Adjustment.*

8. Mr. ROBERTS asked the Premier: Owing to the anomaly created since the passing last year of a Bill to amend the Superannuation and Family Benefits Act, 1938-1955—

(1) Has the Government taken steps to rectify the anomaly and/or anomalies?

- (2) If so, is a retrospective adjustment to be made to the contributors who took out four units prior to the 31st December, 1957, and who have retired since that date?

The PREMIER replied:

Legislation has been drafted for consideration by Cabinet.

#### TEACHERS' TRAINING COLLEGE.

*Establishment at Bunbury, Commencement and Location.*

9. Mr. ROBERTS asked the Minister for Education:

(1) Does the Government intend to establish a Teachers' Training College in Bunbury?

(2) If so—

- (a) where, exactly, will it be located;  
(b) when will work commence on the project?

The MINISTER replied:

No definite plans have yet been formulated, but consideration is at present being given to the acquisition of a suitable site.

#### MR. THOMAS WILLIAMS.

*Date of and Reason for Ceasing Employment, Age, etc.*

10. Mr. WILD asked the Premier:

(1) Will he state the Government department in which Mr. Thomas Williams, 25 Board Avenue, Belmont, was employed?

(2) On what date did Mr. Williams cease duty?

(3) What were the reasons?

(4) What was Mr. Williams' age at the time of ceasing duty?

The PREMIER replied:

(1) The Railway Department.

(2) On the 27th June, 1958.

(3) He was over the age of 65 years.

(4) He was 67 years of age.

#### IRRIGATION.

*Additional Weir for Harvey.*

11. Mr. I. W. MANNING asked the Minister for Water Supplies:

(1) Has a site been selected for an additional weir to supplement the Harvey irrigation supply?

(2) If so, where is the site located?

The MINISTER FOR MINES (for the Minister for Water Supplies) replied:

(1) No.

(2) Answered by No. (1).

#### METROPOLITAN PASSENGER TRANSPORT TRUST.

*Financial Arrangements.*

12. Mr. JOHNSON asked the Minister for Transport:

(1) Has approval for finance to establish the transport trust been received?

(2) From what source will the funds be drawn?

(3) Will these funds disturb other aspects of Government finance and development?

The MINISTER replied:

(1) Yes.

(2) The Trust will be financed by the issue of debentures to existing shareholders of undertakings being taken over by the Trust, plus an allocation from loan funds.

(3) Securities are to be repaid within 21 years from a sinking fund set up under the Metropolitan (Perth) Passenger Transport Trust Act, 1957, and not to become a charge on future semi-Governmental conversion programmes.

#### FISHING INDUSTRY.

*Recession and Corrective Measures.*

13. Mr. HALL asked the Minister for Fisheries:

(1) Is he aware that the wet fish section of the Western Australian fishing industry is having a slight recession, due to many causes, one of which is imports of package fish?

(2) If so, would he endeavour to have the matter looked into, and corrective measures made?

The MINISTER replied:

(1) Yes.

(2) At the recent Commonwealth-State fisheries officers' conference held in Canberra, on July 15 and 16, the delegates from New South Wales and Western Australia brought before the conference for discussion the matter of the impact which was currently being made on local fish by the recent great increase in imports.

In reply, the Commonwealth officers expressed the view that to meet the competition from overseas, local fishermen and processors would be well advised to present their product to the consumer in as attractive a form and at as attractive a price as the imported article. The matter of reciprocal trade was also mentioned.

Further representations have since been made direct to the Minister for Trade and the Minister for Customs and Excise.

#### WOOL.

*Transport to the Metropolitan Area from Albany.*

14. Mr. HALL asked the Minister for Agriculture:

(1) How many bales of wool considered unsuitable for export were railed from the Albany wool sales to the metropolitan area for treatment?

(2) What amount of money was paid by the Government to subsidise the rail freights on wool considered unsuitable for export?

(3) Has any wool, other than wool for treatment, been railed to the metropolitan area from the Albany wool sales?

(4) If so, what was the amount of money paid by the Government on wool suitable for export, and railed to the metropolitan area?

The MINISTER replied:

(1) 7,600 bales.

(2) £2,724 10s. 3d.

(3) Yes; 2,085 bales.

(4) Nil.

### ROAD TRANSPORT.

#### *Effect of Reduced Subsidy.*

15. The Hon. D. BRAND asked the Premier:

(1) In view of his promise to reconsider Government policy to reduce the road transport subsidy by one-seventh annually for seven years, will he make a statement on the outcome of this review?

(2) As two reductions have already been made, thereby increasing the transport cost burden to people furthest from the coast, has any inquiry been made as to the effect the reduction is having on the cost of production in these areas?

The PREMIER replied:

(1) No alteration to Government policy has yet been agreed upon.

(2) Inquiries have been made, but difficulty is being experienced in obtaining reliable data on which to base comparisons. From present indications the impact of increased transport costs does not appear to be unduly heavy, but it is yet too early to reach a conclusion.

### KULIN SCHOOL.

#### *Enrolments, Classrooms, and Extensions.*

16. Mr. PERKINS asked the Minister for Education:

(1) What is the present enrolment at Kulin school?

(2) How many classrooms are there, and what is their condition?

(3) When is it proposed to extend and improve this school?

The MINISTER replied:

(1) 123.

(2) Three classrooms, two of which are in good condition. Repairs and renovations were carried out in 1957.

(3) One classroom replacement is listed to be built when finance is available.

### CIVILIAN LAND SETTLEMENT.

#### *Development and Situation of Areas.*

17. The Hon. A. F. WATTS asked the Minister for Lands:

(1) Is development of land by the Government for civilian settlement under consideration?

(2) If so, is any such land situated in the area east and north-east of Jerramungup?

(3) Are there likely to be any developments in this matter within the next 12 months?

The MINISTER replied:

(1) Yes.

(2) Yes.

(3) Yes.

### GRAIN.

#### *Bulk Installations at Jerramungup.*

18. The Hon. A. F. WATTS asked the Minister for Agriculture:

What progress has been made regarding bulk grain installations at or near Jerramungup?

The MINISTER replied:

Co-Operative Bulk Handling Limited has not modified its view that a bulk grain installation at or near Jerramungup is unnecessary. Storage was provided at Ongerup for the 1955-56 season; and therefore, if storage were now provided at Jerramungup, it would be a duplication of the facilities available at Ongerup.

### RAILWAYS ROYAL COMMISSION.

#### *Extension of Terms and Visits by Commissioner.*

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

(1) What action has been taken to extend the terms of reference to Royal Commissioner Smith, pursuant to the resolution carried in the Legislative Council at the end of last session?

(2) When will the Royal Commissioner personally visit the various districts concerned?

The MINISTER FOR TRANSPORT replied:

(1) Appropriate action has been taken to extend the terms of reference.

(2) The Royal Commissioner will visit all districts concerned on completion of the urgent phase of the inquiries on which he is at present engaged.

### IRON ORE.

#### *Export from Tallering Peak.*

20. Mr. COURT asked the Premier:

(1) How much money would be available after paying all mining, transport and other expenses if the Commonwealth gave approval for the export of 1,000,000 tons of Tallering Peak iron ore through the port of Geraldton?

(2) How is this amount arrived at?

The PREMIER replied:

If it had been possible to exercise the option for Koolyanobbing ore, there would have been a profit in excess of 20s. per

ton, but the original option has now lapsed, and before this question can be answered a contract will have to be negotiated after an import licence is granted.

### CHARCOAL IRON.

#### *Cost of Establishing Industry in the South-West.*

20A. Mr. COURT asked the Premier:

What are the latest estimates of the cost of establishing a charcoal iron industry in the South-West?

The PREMIER replied:

Approximately £2,000,000, but subject to variation in respect to ultimate site selected.

### NORTH-WEST.

#### *Marketing of Cattle.*

21. Mr. COURT asked the Minister representing the Minister for the North-West:

(1) Has he seen the Press announcement in "The West Australian" dated the 7th August, 1958, under the heading "Dealer Plans 1,000,000 Cattle Sale"?

(2) Has he any knowledge of the details of this proposed transaction or has he sought information?

(3) (a) Is there any prospect of the Kimberleys participating in this trading, and to what extent?

(b) If not, what difficulties would prevent the Kimberleys from participating, and would the absence of a deep-water port near Derby be a material factor?

The MINISTER FOR NATIVE WELFARE replied:

(1) Yes.

(2) No.

(3) (a) The member can be assured that Kimberley cattle breeders keenly examine every prospect of new or better markets. The Minister is not aware of any trading with Austin Southern Corporation.

(b) Port facilities at Derby are adequate to handle all cattle available.

### DEVELOPMENT OF THE NORTH.

#### *Provision of Deep-sea Port.*

22. Mr. COURT asked the Premier:

(1) Does the last sentence of the answer given to my question without notice on the 7th August, 1958, regarding special Commonwealth grant for the North, mean that there will be considerable delay in the provision of a deep-sea port at Black Rocks?

(2) What is the Government's estimated date of completion?

(3) What is the Government's plan for the future of the town of Derby?

The PREMIER replied:

(1) No undue delay. A decision by the Commonwealth Government to approve the proposal would reduce the measure of delay.

(2) No estimated date of completion can be given at this stage.

(3) This matter is receiving consideration.

### WUNDOWIE CHARCOAL IRON.

#### *Particulars of Sales.*

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

(1) What tonnages of charcoal iron are under contract for sale for each of the next three years—

(a) within W.A.;

(b) in other Australian States;

(c) overseas?

(2) Is the price fixed or subject to variation on a formula or a world or other price basis?

(3) Is this price higher than prices experienced in 1956-57, and 1957-58?

(4) What non-contract tonnages are expected to be sold in 1958-59—

(a) within W.A.;

(b) in other Australian States;

(c) overseas?

(5) Are the tonnages referred to in Nos. (1) and (4) in excess of the expanded capacity of the Wundowie charcoal iron plant when in full production as predicted before the end of 1958?

The MINISTER replied:

(1) (a) Nil.

(b) Nil.

(c) 26,000.

(2) Varies with each contract.

(3) Generally lower.

(4) (a) 5,000.

(b) 2,000.

(c) 10,000.

(5) No.

### TOURISM.

#### *Caves at Augusta.*

24. Mr. HEAL asked the Minister for Lands:

What action has been taken by the committee, set up under the chairmanship of Bureau Director R. H. Miller, in investigating the development of the newly discovered caves near Augusta?

The MINISTER replied:

The committee, under the chairmanship of the Director, W. A. Government Tourist Bureau, is at present at Augusta investigating and will report in due course.

**DEPARTMENT OF PHARMACOLOGY.***Establishment in Western Australia.*

25. Mr. LAPHAM asked the Minister for Health:

- (1) Is a department of pharmacology to be established in this State?
- (2) If so, by whom will it be controlled?
- (3) When will it commence activities?
- (4) Will precedence in its work be given to the analysis of native flora?

The MINISTER replied:

The University of Western Australia is at present considering details of the establishment of a department of pharmacology. It is as yet premature to anticipate its programme.

**QUESTIONS WITHOUT NOTICE.****METROPOLITAN TRANSPORT TRUST.***Issue of Debentures.*

1. The Hon. D. BRAND asked the Premier:

(1) Can he give an unqualified assurance that—

- (i) The issue of debentures or other form of State security for the metropolitan bus take-over will not adversely affect the amount of loan moneys this State receives from the current or subsequent financial years?

- (ii) The approval received from the majority of State Premiers is for an amount sufficient to cover the take-over?

- (iii) The restrictions or the conditions imposed do not depart from the original intention that the securities would be negotiable in the hands of the holder?

- (iv) The maximum rate of interest set out in the conditions conforms with the provisions of the Metropolitan (Perth) Passenger Transport Trust Act, 1957; and, in particular, Sections 28 and 29?

- (v) The conditions of repayment can be met?

(2) How is it proposed to repay the debentures and, at the same time, conform to the conditions laid down by the majority of the States?

(3) How much will the approval fall short of the full requirement for the bus take-over and from what source will the difference, if any, be met?

(4) Do the conditions laid down preclude any further debentures of the type proposed?

The PREMIER replied:

The Leader of the Opposition was good enough to supply me with a copy of these questions earlier today. The replies are:—

- (1) Yes.

(2) In a similar manner to other loans raised by the State, i.e., the creation of a sinking fund.

(3) The amount approved is estimated to be sufficient for take-over purposes.

- (4) Yes.

**RURAL AND INDUSTRIES BANK.***Source of Funds for Building.*

2. Mr. COURT asked the Premier:

(1) From what source are the funds for the Rural and Industries Bank city building to be obtained?

(2) Will this project have any effect on the availability of funds from the R. & I. Bank for advances to rural and other industries?

The PREMIER replied:

The Deputy Leader of the Opposition was also good enough to supply me with a copy of this question earlier today. The replies are—

(1) From the R. & I. Bank funds—mainly reserves.

(2) Yes; but the progress of expansion of the bank's services demands the public be served from adequate, convenient and permanent premises, rather than from a series of inconveniently placed shops on short-term lease.

**METROPOLITAN PASSENGER TRANSPORT TRUST.***Assessment of Compensation and Method of Take-over.*

3. Mr. COURT asked the Minister for Transport:

(1) What stage has been reached in assessing the compensation payable to the first three bus companies to be taken over, and what is the approximate total amount involved?

(2) What progress has been reached in the negotiations with other bus companies, both as to the time and method of take-over and compensation?

The MINISTER replied:

I said that if questions were asked I would refer them to the Trust to see what came forth, and the following is what came forth:—

(1) and (2) The Trust is not prepared to disclose any details of present or contemplated negotiations with bus companies. The publishing of any details before the whole of the acquisitions is completed could adversely affect either or both the Trust and the negotiating companies.

## RURAL AND INDUSTRIES BANK.

### *Distribution of Proposed Building Fund to Farmers.*

4. Mr. BOVELL asked the Premier:

In view of his answer to the question of the Deputy Leader of the Opposition, in which he said that money for building the new palatial Rural & Industries Bank in Perth would come from the bank's funds, does he not consider that it would be more appropriate for the Rural & Industries Bank to distribute the funds to farmers with under-developed farms in order that they may bring up the productivity of the land and so increase the economic potential of this State?

The PREMIER replied:

That would appear to be so to anyone taking a very short-term view. However, to anyone who is capable of taking a long-term view, the opposite would be the case. The Rural & Industries Bank, as we all know, is a State bank; and it is not only desirable, but also in every way necessary, for this bank to develop and to be in a position, in every way, to develop from year to year.

I should think that it would be a fair suggestion to say that the private banks, by putting far less money into hire purchase business, could be in a position to make a lot more money available to assist the settlers referred to in the question asked by the member for Vasse.

## OLYMPIC POOL.

### *Legislation for Provision in King's Park.*

5. Mr. CROMMELIN asked the Premier:

Will the Premier advise whether he has been approached by members of the Perth City Council to ask him if he will introduce legislation to enable them to make provision for a pool in the park this year?

The PREMIER replied:

No official approach has been made to me subsequent to the decision made to stage the Empire Games in Perth in 1962.

The Hon. D. Brand: You should have quoted the long-range view on that one.

## ADDRESS-IN-REPLY.

### *Second Day.*

Debate resumed from the 7th August.

THE HON. D. BRAND (Greenough) [4.54]: In supporting this motion I would like, at the outset, to offer my congratulations to the hon. member who moved the Address-in-reply on the opening day. I feel sure that all of us were greatly impressed by the way he spoke here for the first time, and with the subject matter which he put forward. As I said last night,

it is not an easy matter for a new member to enter this House and make a speech—particularly on opening day—in the cold atmosphere of this Chamber. If the hon. member is able always to make a contribution of that nature to the debate—and provided of course he jumps several other hurdles which are being raised for him in the meantime—it could be that he will gradually move around from the cross-benches to some of these in the front.

The Minister for Transport: Not on this side of the House!

The Hon. D. BRAND: I said on this side of the House.

The Minister for Transport: You did not!

The Hon. D. BRAND: Yesterday we listened to Ministers moving motions to lay a number of papers on the Table of the House—papers which contain numerous regulations. I think it is fair to say that all members in this House have been concerned, over a long period, that so many papers are laid on the Table of the House and so many regulations are churned out during the period Parliament is not sitting and then laid on the Table of the House on opening day. In spite of what the Minister for Transport has said today about my responsibility—and it is the responsibility of all of us to pursue information and obtain any knowledge or data these regulations impart—nevertheless, because of the great number of regulations, it is quite impossible to peruse all of them.

Last year this House—and, in fact, this Parliament—discussed certain amendments which were passed through the Chambers; and, as a result, we are now able, as a Parliament, to move amendments to regulations. I think most of us realise that this will provide an opportunity to engage in unending debate should an unco-operative Opposition care to do so; and it may be that, before long, experience will prove that we will be inclined to adopt some other method of ensuring that the regulations which are placed on the Table of the House do not become law before we have an opportunity to peruse the list and know just what the regulations mean.

At the fourth Australian Area Conference of the Commonwealth Parliamentary Association branches in Australia, which met in South Australia, I understand this matter was raised under the heading of "Subordinate Legislation." It was raised by South Australia with the support of all the other members. The South Australian delegate's theme was that we should follow the line which has been laid down in South Australia; namely, that an all-party committee should be responsible for at least having a look through the regulations which are tabled and, in fact, ensure that regulations which are placed on the Table of the House conform with the statute under which they are made and laid on the Table.



However, I felt that in listening to the Minister for Health last night, we had a glaring example of just how many regulations can be laid on the Table of the House; and I feel sure that they will lie there for a long time before the majority of members have the opportunity of discovering what they are all about, and just what the impact of certain of the regulations will mean on the life of the community.

The Hon. J. B. Sleeman: For how long have you been of that opinion?

The Hon. D. BRAND: I am sure that along with many other people we do recognise how difficult it is under the existing system for members to fully inquire into and understand—if they are able to catch up with the regulations—what some of them mean.

The Minister for Education: The alternative system will have some difficulties also.

The Hon. D. BRAND: The alternative is one which is acceptable to the majority of State Parliaments according to the record of the conference which was held in South Australia. This principle appealed to them as against those systems which existed in their own States. However, we will watch with interest the outcome of the amending legislation which was passed through the House last year, to see how practical it was and how worth while was the idea of enabling the House to amend the regulations.

At present the Governor of the State is overseas enjoying a break and a holiday from the arduous and full-time duties of governorship of this State. I want to say at the outset that we wish him well; and we trust that he will return to the State in good health in order that he may carry on the job which he has done so well, so ably, and so satisfactorily to all parties since his appointment.

In the meantime the Administrator is Sir John Dwyer. We know him well, as he is an old Western Australian. I am sure that he will not find the job of standing-in so heavy. In any case, all of us will be prepared to co-operate with him in the important job he holds.

The Lieut.-Governor's Speech made reference to the Queen Mother's visit and mentioned how pleased we all were. I would like to add a word by saying that I believe the visit of the Queen Mother left a greater and more favourable impression on the people of Western Australia than any previous Royal visit. We have to recognise, of course, that some limitations were placed on Her Majesty the Queen when she and her husband visited Western Australia. I am sure that the Queen Mother made a lasting impression on the people of the State, and we look forward to her return whenever that is possible.

Reference was also made in the Lieut.-Governor's Speech to the fact that the Chief Secretary, the Hon. G. Fraser, has been ill for so long, and we wish him a speedy return to good health. Although he belongs to another place, I speak for the members on this side of the House when I say that he is a well respected Minister, a man who has done a very good job in that particular office and as Leader of the Upper House. I would like him to know that he is in our thoughts. We wish him a speedy recovery to good health, and if possible a return to the House.

The Lieut.-Governor's Speech was on one occasion referred to by members sitting on this side of the House as a colourless document.

The Premier: That is what someone said in the Federal Parliament about the Federal Budget.

The Hon. D. BRAND: Of course he was only imitating; but we are now dealing with this particular document. It can very rightly be said, in reading through what amounts to a programme of the Government for this year, or a report of the Government stewardship for the past few months, that the citizens of Western Australia must be very disappointed; for, in fact, it contains nothing imaginative, nothing new, but merely a record of common, ordinary, daily events which any administration would have to carry out, anyway.

The Premier: It is a good, solid and factual statement.

The Hon. D. BRAND: No doubt it is a good, solid and factual statement because we can always be factual by just recording ordinary everyday actions of a Government. If one reads from paragraph to paragraph, one finds nothing new whatsoever. Nothing really worth while is contemplated. If there is any source from which we might hope for some relief and some increase in our fortunes, it will be the visit of the Deputy Premier who is overseas—accompanied by other members of the trade mission—and who is seeking capital and private investment.

The Premier: Look at the 1952 Speech with which Parliament was then opened!

The Hon. D. BRAND: Whatever else happened in 1952, we were successful in attracting the oil refinery. No one can deny that that was one of the greatest contributions and boosts to the economy of Western Australia in recent years, and that it is still contributing in a very worth-while way to the stability and general prosperity of the State.

The Minister for Transport: We have just finished paying for the debts you left in connection with that venture.

The Hon. D. BRAND: I would like to say this: Whatever debts our Government may have left behind, they can be considered

as a premium on a very worth-while national investment. The Minister for Transport does not want to open his mouth too wide, because the present mission is rushing around with a blank cheque, and no one is sure what it is committing this State for. The Premier himself said that in 1960 we will have some idea. If the mission is successful to the extent which the newspapers lead us to believe it is, then glory only knows for what we will be committed. Most likely this Parliament will not be asked for its approval in any case.

The agreement reached between the Government and the B.P. Company, or Anglo-Iranian as it was then known, was ratified by this Parliament and approved of in every detail. The Premier, who was then the Leader of the Opposition, in one of his kindly moments was complimentary to the Government at that time for its success in attracting an important industry to this State.

The Premier: I praised your Government in the 1953 election campaign, especially at Carnarvon.

The Hon. D. BRAND: At Carnarvon he mentioned something about the finances of the State being grim. Of course they have gone from one stage to another, growing grimmer and grimmer.

The Premier: The member for Murray and I were up there on the same night.

The Hon. D. BRAND: It cannot be denied that in 1952, by attracting the industry to this State the McLarty-Watts Government contributed in a very worth-while way to its progress and prosperity; and, indeed, in such a way as to carry that right on to this point of time. It is fair to say that since then industry in this State has not had a shot in the arm, and the present Government has failed dismally to achieve anything of that nature to boost the economy of the State. It is absolutely necessary for that to be done.

The present season throughout the State can be looked upon as one of the best we have experienced for years. The Lieut.-Governor's Speech does make mention of the fact that we can look forward to a very good season, although in many cases the rain was late. Because of the widespread rainfall, not only in the southern area but right throughout the Murchison and the North-West, I should imagine that the State will be provided with security and stability in respect of rural industries and production for a long time. We can look forward to a record harvest, and a record wool production; and, indeed, a very marked increase in all other primary products.

The Leader of the Country Party mentioned last night the down-turn in the price of wool and the fact that many farmers who have not yet been fully established on the land will be facing financial difficulties. Whilst we realise

that they will have to be helped financially, I think the time has come for those who are associated with this industry to give a great deal of thought to meeting the situation by cutting down their costs and endeavouring to produce more sheep, and a greater weight of wool than they have hitherto produced; because it must be admitted that the national income from the high price of wool has caused us to some extent to be rather reckless in our spending.

It is said that money is made round to go round. I think the people of this generation who have enjoyed such large incomes as a result of the high price of wool will now have to give a little more thought and concentration to the management of their farms and businesses associated with wool. Let us hope that the price of wool will not drop further; that it will be maintained at this level to enable us to settle down while the price of wool still enables the farmer to enjoy some margin of profit.

During the year, great publicity was given to the fact that we were suffering from a plague of web-worm and cut-worm. The papers played this subject up for quite a number of days and made it appear to be a greater problem at that time than it actually was. Nevertheless, let us admit that had this plague appeared a few years ago there would have been much greater difficulty in limiting it in the way farmers were able to on this occasion. With the co-operation of private industry, officers of the Agricultural Department, and the farmer himself, through the use of aircraft and insecticides this plague was quickly brought under control.

All of us can imagine the concern of a farmer who looking out one day on his crop sees a very prosperous looking area with luscious growth, but finds the next day that the crop is gradually disappearing and is reduced by plague. This does point to the fact that we must be ever vigilant and constant in our research to help the farmer to overcome the impact of pests and the insecurity which he suffers when they appear from time to time.

Whilst a great deal of publicity was given to the damage done by vermin to the actual crops, the ravages continued in the pasture; and in many cases farmers suffered. They did not take the preventative action—or the majority did not—in the pasture, which was available to them. So I say that in this particular respect, the more money we put into research, so as to learn how to be prepared to deal with these pests, the greater security will we be able to offer to the rural industries; and, indeed, to our economy generally.

I wonder how many people in Western Australia, or in Australia, realise the total cost to the Treasury or to the State of

the impact of these plagues of vermin which appear from time to time. I refer to such pests as the grasshopper, the lucern flea, rust in cereals, tick in cattle, lice in sheep, red mite; and, in the fruit-growing areas, codlin moth, and fruit-fly. In addition, we have the rabbit, the kangaroo, and the emu.

The Treasurer, I am sure, would acknowledge that unless these pests are kept under control; and unless we as a State are prepared to spend money to keep them down, by whatever means are available to us, the total cost of the damage done by them will be immense. I imagine it would run into millions of pounds. We have only to think of the great saving myxomatosis has meant to Australia in the destruction of the rabbit. Even the farmer himself did not realise just what damage was being done to his property by the rabbit until, by the action of myxomatosis—and, later, 1080 and other means of destruction—he became aware of the actual saving.

Whilst I am on this subject, I might make reference to an address I heard Mr. Tomlinson deliver to a group of farmers at Mingenew, when he brought to their notice the fact that the effect of myxomatosis was wearing off—that the rabbit was becoming immune to it—and we would have to find some other means of dealing with the problem. I remind those members who travel through the country that Mr. Tomlinson's statement was only too true, because now we see an occasional rabbit; and it is evident that unless we are vigilant and take some very direct action, the rabbit will quickly breed and multiply to a point where once again it will become a threat to the industry.

The suggested recommendation at that stage was that we should follow the killer system of New Zealand; in short, we should take direct action by filling in his burrow, and by poisoning and organising in such a way as to ensure that there is no means of his reappearing; that we should exterminate him completely.

I would like to add a word of congratulation to Mr. Casey, the Federal Minister who controls the research department of the C.S.I.R.O. This research department has done a wonderful job for Australia; and I trust that, irrespective of the Government in power, the policy of providing the necessary finance and obtaining the experts required to keep this research and investigation right up into the collar, as it were, will be continued, and that we may keep abreast of all other countries of the world in this respect; because unless we do so—and I am making particular mention of research into the problems associated with our rural industries—we must be left behind in regard to the advances which other countries will make. And I would mention, also, that research generally is so important that we cannot afford to be left behind.

I know that the money set aside for research does not bring spectacular results, or show an immediate return; but it is vital that we pay this premium for our future security, whether it be for research into ways of how to kill the grasshopper, or whether it be for research into nuclear energy. It is all very important to us.

Whilst I am making mention of the rural industries, I would like to refer to a point which was raised—I think by the member for Blackwood and others last night—in connection with the large areas of land which are still available in a virgin state throughout Western Australia—land which is situated in secure rainfall areas. There is, of course, the lighter land which is found inland, away from the coast, in lesser rainfall areas; but which, nevertheless, in recent years has proved to be very productive and can no longer be referred to as "marginal."

In the Great Southern and the South-West there is heavier land which is held as forestry reserves, and the question of this land is a very vexed one. It has been one of controversy between the Forests Department and the agriculturists for quite a number of years. As far as I can see, the forestry industry has won out up to this point. The Forests Department still holds many hundreds of thousands of acres of land as forestry reserves—as distinct from State Forests—but the department is not, I feel sure, justified in holding this land against the claim for its subdivision and settlement by the agriculturists.

The Minister for Transport: But only a fraction of the land that is privately held is developed.

The Hon. D. BRAND: I am referring to this vast area of land which is held as forestry reserves where, quite obviously to the layman, the timber could never be an economic proposition.

The Minister for Transport: But the farmer has not the foggiest notion of the value of timber. There is a case here where the Forests Department, by paying £300, bought some land from a farmer—who willingly sold—and there was £9,000 worth of timber royalty on it.

The Hon. D. BRAND: All right. I will acknowledge that the farmer and the layman would not have any idea of the value of it. But if it is valuable, I cannot see why the timber should not be taken, since the land would never provide for the regeneration of that particular kind of timber because it would take so long to reproduce a worth-while tree. The immediate value is there; but I imagine that once the timber is cut out, it would be a long time before that area could reproduce a tree that would be worth while. At this stage I believe we should subdivide it and attempt to produce some more payable crop.

The Minister for Transport: Strangely enough, the timber is more payable, year by year, than most farm production.

The Hon. D. BRAND: I am interested in this subject from the practical point of view. I have been through the South-West and those areas to which I referred, and this problem raises a question to every farmer there. We have undertaken to have a direct investigation made into the wisdom of a policy of handing over some of these reserves. Let me make myself quite clear. I am not talking about the heavy karri forest areas which are held under separate Act of Parliament, but those which are simply held as forest reserves, because I believe they are not being utilised to the best advantage of Western Australia. It is up to the Conservator of Forests to justify the position. At this stage I am afraid he has not put forward any information which would justify the case which, he says, is one which would be in the interests of our economy. Nor are we sure that the timber would be a more payable proposition than any other form of agriculture.

The Minister for Transport: The reason for most of this outcry is that the farmers prefer to get land at a few shillings an acre from the Government rather than pay some pounds per acre for it from private sources.

The Hon. D. BRAND: That is no argument whatsoever. The same could be said of all the people in the Eastern States who are applying for the land which becomes available from time to time. They want virgin land. But let me add that they have no idea whatsoever that they are going to get it for nothing. It is going to cost them thousands of pounds—£10 to £20 an acre—to develop the land.

They are conscious of the cost of developing it to the point of production, but they are interested in obtaining more land—perhaps to add to a farm they already have. Or it may be that instead of developing light land they are prepared to expend more capital in clearing what they feel is a better farming proposition on heavier land in a more secure rainfall area. However, this argument goes on from time to time, and it does seem to me that the time has come when we should decide what is best for this State, and just how much of the area we should set aside as forestry reserves for the regeneration of hard or light timber.

The Minister for Transport: You made some pretty extravagant statements some time ago when you travelled through that area.

The Hon. D. BRAND: I did not make any extravagant statements, but said we would investigate it; and so we will.

The Minister for Transport: In a morning's run you said you had seen hundreds of thousands of acres that you thought should go for farming.

The Hon. D. BRAND: We travelled for miles, and there would be hundreds of thousands of acres.

The Minister for Transport: It would be impossible.

The Hon. D. BRAND: No.

The Minister for Transport: You could not do hundreds of thousands of acres in a month, let alone in the morning.

The Hon. D. BRAND: Don't be silly!

The Minister for Transport: You have not been out in the bush.

The Hon. D. BRAND: It is possible to travel from here to Geraldton in a day and go through millions of acres.

Mr. Ross Hutchinson: You can see thousands of acres at King's Park.

The Hon. D. BRAND: That is so.

The Minister for Transport: I wonder how many you have seen, as a matter of interest.

The Hon. D. BRAND: I saw thousands of acres down there; and I was justified in saying, in respect to this problem, that the Minister was doing nothing about it, and that we should do something in the way of carrying out an investigation which would be representative of the agricultural and forestry interests.

The Minister for Transport: As a matter of fact it is being investigated by a committee on which there is a preponderance of agriculturists and those associated with agriculture, and only one forestry man.

The Hon. D. BRAND: It is chaired by the Conservator of Forests.

The Minister for Transport: Who told you?

The Hon. D. BRAND: It is the Land Utilisation Committee.

The Minister for Transport: There is one forester out of six.

The Hon. D. BRAND: He is the pre-dominant figure, I would say.

The Minister for Transport: You are casting aspersions on some pretty outstanding public servants.

The Hon. D. BRAND: The debate that has gone on here is indicative of the thinking—the confused thinking—of people in respect of this problem. I hope the Government will take some action, not only to investigate the matter, but also to assure the people who want the land or feel that it should be taken from the department, that what is now being done is not a waste of money.

The Minister for Transport: I will have to give you a little forestry talk, I think. You do not know much about it.

The Hon. D. BRAND: If the Minister will give a little forestry talk to some of the people down there, I shall be prepared to listen in afterwards. Finally, there is a

lot of land on the coast. Of course, this development is of recent years, and one which represents a vast capital outlay. On the 12th September the Premier is going to Mr. Smart's property at Erragulla, near Mingenew, officially to open a field day. I am certain that all those who attend will be very surprised at what they see, and at the progress that has been made, not on a few acres but on thousands of acres of land which only a few years ago was referred to as sand plain.

Mr. Smart tells me that hon. members will see there some 47,000 acres of lupins including 43,000 acres of first-class lupin country. While those lupins are growing, they are building up the fertility of the soil—they are a legume—and ultimately, through this process, Mr. Smart hopes to improve the fertility of the soil to such an extent that it will enable him to grow other crops as well as pasture, thereby building up his capacity to carry stock—in the main, sheep, at present. But that development has cost the State nothing; it is a private enterprise show, and it has been a most successful one. I should like to compliment Mr. Smart on his foresight and initiative and his organising ability which has enabled him to achieve so much.

I know there are some people who look upon his achievement with a degree of jealousy. Nevertheless, that achievement is there for all to see; and in itself it has been most worth while. Ultimately it will mean, I should say, a subdivision of some of the area when it reaches a stage where it will carry more people.

Down at Esperance, on the light land there, the local people are carrying on with the same progressive development. Two years ago, the Government introduced into this House legislation which contained an agreement between the Government and the Chase Syndicate. That legislation was passed by both Houses; and at this stage I only want to say that all has not gone as well as was planned in respect to that project.

It cannot be denied that Western Australia received wonderful publicity as a result of the agreement. The Esperance district, and its potential were brought before the eyes of many people overseas, and in the Eastern States. Because of certain happenings, many changes of staff, resignations and lack of information, I have, on a number of occasions, sought an official statement from the Premier, or from any other authority, which could inform the people of Western Australia—or the Opposition if hon. members like to put it that way—as to what was taking place. But apart from a sketchy comment, we could not obtain that information.

I should say that the reluctance on the part of most people to raise the question was because of the fear of undermining confidence in the area itself. But everyone realises that this area has a great potential.

It has been proved by the research station which was established by our Government; it has been proved by the many settlers who are there—some of whom have been there for a considerable time. Provided the money is available, the land can ultimately be brought into a state of production.

But it is obvious that unless money is forthcoming, or in sight, to enable a progressive year by year development, the project will ultimately fail. I am sure that it is the feeling of most people that unless this syndicate can produce the necessary cash for the minimum requirements, and indicate that it intends to continue with the future development of the area, the project will fail. We believe that that must not be allowed to happen.

I have indicated to the House that we will move for some inquiry to be made, not into whether Esperance will produce pasture, because we know that—it has been proved—but into the possibility of the project falling down owing to a lack of capital. My farmer friends have mentioned on a number of occasions that the capital required would run into millions of pounds, and no one could say that it was forthcoming.

The Minister for Health: They were unlucky in 1957 because they had the driest season ever.

The Hon. D. BRAND: I agree with all that. I admit what the Minister has said; but it was only after the visit of Mr. Johnson and his colleagues to this State in recent weeks, and after I had seen them in my office, that I discovered that there was some change of plans. They have admitted that up to this point the necessary finance has not been tied up, and the plan which they had for obtaining capital has fallen down. However, we wish them all the best; and if they have any new ideas, and they are out to get new capital to help them to overcome their teething troubles, they can be assured of the help and co-operation of hon. members on this side of the House, because we realise that the scheme must be proceeded with.

However, if by any chance the scheme is not continued, we urge the Government to make some of that land available immediately to those Australians and people from overseas who desire it, because that has been one of the points of criticism. From time to time the Premier has made statements calling attention to the really keen interest being shown in the area, and the number of applications being received from people in the Eastern States for land in the Albany-Esperance area.

We should do our best to assist those people, make the farms available and thus take advantage of the capital which is offering to develop the land without cost to the Government. Having said that, I repeat that we sincerely hope that the

efforts of Mr. Johnson and his colleagues to obtain the necessary capital to enable them to succeed will be successful; and, even if their schedule of progress is slightly slower, we are all behind them in their efforts to bring about the settlement of this part of the country.

We must develop these downs, as they are sometimes called, on a rather large scale in order that ultimately we can attract and justify the establishment of such essential services as super manufacturing works, better harbour facilities, and an abattoir or meatworks. I should think that one of the difficulties of developing those areas is the distance from the built-up areas and the major ports of the country.

I now want to refer to a less attractive picture. I speak of our secondary industries in respect of which we have made a little progress, and that could not be helped, because these smaller industries are part of our every-day development. But, as I said at the beginning, we have not been able to attract any worth-while industry to this State; and, in view of what is happening in other States, I believe we should have been able to attract some. Certain companies and people have been interested in investment in Australia, and I cannot see why we have not been able to attract some of them here.

The Minister for Transport: There have been a couple of new factories established almost every week.

The Hon. D. BRAND: I have to accept the Minister's word for that. If he can name those industries, we will be very interested; because, as yet, they have not had a very great impact on the general economy and the employment situation in this State.

The Minister for Transport: You know that many a mickle makes a muckle.

The Hon. D. BRAND: We have got to the muckle stage now! It is most important that Western Australia should not continue to be fully dependent on primary production. We should have a better balanced economy. Hitherto the Premier and his Government have defended their actions against anything that we on this side have said, and against Press comments. However, apart from sending the Minister for Mines overseas, shortly after the discovery of oil—and I think he went to Canada mainly to look at the oil industry there, and the laws that governed it—nothing has been done.

Finally—and I do not know what caused the Government to do this—it decided to send a mission overseas; it was done very hurriedly, and at this late stage. It is a mission that is following those which other States have sent overseas. Mr. Bolte from Victoria went to America; Mr. Cahill also went to America; the Deputy Premier of

Queensland, Mr. Morris, went to England; and Sir Thomas Playford, of course, has always been on the ball.

We trailed these other missions on the Continent and in the United Kingdom, and finally in the United States. However, I only hope that the mission is successful in attracting capital here—it has certainly made very attractive offers of free land and financial assistance, and the provision of houses, water, lights, roads, transport, etc. Yet we were criticised by the Minister for Transport for accepting similar obligations.

The Minister for Transport: No; I was criticising the £8,000,000 debt you left us.

The Hon. D. BRAND: It was not £8,000,000.

The Minister for Transport: Yes it was!

The Premier: It was only £7,750,000.

The Hon. D. BRAND: It was not anything of the kind! I shall look up the figures and see what they were on the 30th June of the year we went out of office. It was nothing like £8,000,000. It was £2,666,000.

The Premier: You went out of office before the 30th June.

The Hon. D. BRAND: That was the position at the end of the financial year. The Premier moans—I do not really know what he is doing—but he is agreeing with me because that was the position with respect to our overseas commitments on railway stock and the like.

The Premier: Your Government went out of office months before the 30th June, 1953.

The Hon. D. BRAND: And left sufficient in the Treasury to pay the difference between £2,666,000 and £8,000,000, the figure mentioned by the Premier and his colleagues.

The Premier: We will leave something for you in 1965.

The Minister for Transport: So soon?

The Hon. D. BRAND: That is only wishful thinking. If an election were to be held tomorrow, the Government would be swept out of office because of its lack of achievement in any one direction.

The Premier: Just as we were at Warren recently!

The Hon. D. BRAND: I will have a word to say about that a little later on.

Mr. Court: What about the Suburban Province?

The Hon. D. BRAND: As my colleague has just said, the Suburban Province was supposed to be tied up and placed in the Labour bag; but we all know what happened. It seems as though the Labour Party could not reach the workers in that area with threats and intimidation.

Mr. Jamieson: You had a lot of people down there.

The Hon. D. BRAND: That may be so; but the Labour Party had all its Ministers in that area.

The Premier: The member for Cottesloe was at No. 1 State Mill.

The Hon. D. BRAND: The fact remains that although the Premier refers to the winning of the Warren seat by Labour, we in turn could mention other elections in which we were successful, and the comparison, when drawn, would mean nothing at all. There is no doubt, however, that at present Western Australia is lagging, and is right behind the other States in its development of secondary industries.

The Minister for Transport: You hope!

Mr. Hall: It has been for many years.

The Hon. D. BRAND: That at least is an admission. One of the contributing factors to this state of affairs is the attitude of the Government towards private industry in this State. Whilst on the one hand it has sent missions abroad, and claimed that it has attracted private industry to this State, on the other it has pursued and persevered with a policy which has reflected most adversely on Western Australia; and I refer to the Unfair Trading Act.

The Minister for Education: I told you so!

The Hon. D. BRAND: The Minister for Education knows all about it, because he has heard this piece of legislation mentioned on numerous occasions.

The Minister for Education: You have nothing else to talk about.

The Hon. D. BRAND: This Act has affected Western Australia most unfavourably in its publicity throughout the world.

The Minister for Transport: Exaggerated tosh!

Mr. Ross Hutchinson: It is no exaggeration.

The Hon. D. BRAND: As reported by Mr. Wallwork last night, there has been only one case where a charge was made in which the Government failed, though there have been a number of investigations in an attempt to bring a particular company to heel. It eventually finished up costing the Government quite a lot of money by way of dearer cement. Had this company been one of less stability, and with less backing it could quite easily have gone under as a result of the attack made upon it by the Government and the Commissioner of Unfair Trading. The net result would then have been an insufficiency of cement in Western Australia to meet our demands, apart from which the monopoly would have moved from one point to another, because there would have been only one manufacturer producing cement.

Yesterday I asked the Premier to lay upon the Table of the House a circular which is most indicative of the attitude of the Government towards industry. This circular calls upon Government instrumentalities, and Government departments, to have their printing done at the printing works.

The Premier: Which printing works?

The Hon. D. BRAND: The Government Printing Office.

The Premier: Terrible!

The Hon. D. BRAND: It certainly is terrible. The Premier has used his position, and influence, as Leader of the Government, to call upon such instrumentalities as perhaps the Metropolitan Transport Trust to have their printing done by the Government Printing Office. Hitherto private bus companies have had their printing executed by the job printer. The circular to which I refer is dated the 2nd April, and reads as follows:—

It has been brought to my notice that some Government instrumentalities and trading concerns . . . . . and that would refer to the State Hotels, the State Engineering Works, Wundowie and all the others—

are having their printing and other requirements filled other than through the Government Printing Office and the Government channel set up for that purpose. I desire it to be a Government instruction that where the Government facilities are available they must be used by all Government departments, trading concerns and Government trusts.

That is why I mentioned the Metropolitan Transport Trust. It will also refer to the Potato Board, the Egg Marketing Board, and all the other boards. This will affect a large amount of printing that is normally done by the ordinary job printer who, to some extent, has shared this trade in the past. I understand that when this circular went to Wundowie, those who control the business there were somewhat concerned. I would also say that Mr. Adams, who has been responsible for the management and efficiency of the Transport Trust would also be concerned that he cannot have his printing done at competitive prices.

He will not be able to do so because this instruction from the Premier directs that it will be placed in Government channels with the Government Printing Office, and that no tenders will be called. I feel it would be in our own interests to demand certain standards and call tenders for all our printing jobs. During our period as the Government, construction work was approved, as it was felt by the experts that the existing printing works on the corner of Murray and Pier-streets was limited in its efficiency, and it was thought that the structure had been weakened.

We were advised that another building was the answer, and we proceeded with it. But when we did so we envisaged that the printing associated with Parliament and other establishments would be carried out there. This circular of the Premier's, however, envisages a rapid and direct expansion of the work to be done by the Government Printer. In conclusion, the circular to which I have referred points out that non-compliance with the instruction is permitted only with the approval of the Minister concerned.

The Premier: That is reasonable.

The Hon. D. BRAND: That would be a matter of courtesy to the Minister.

The Premier: It is interesting to note that your Government expanded this.

The Hon. D. BRAND: It is God Save the Queen! It does not matter what the Premier says with reference to our Government, the fact remains that we set about replacing the existing printing works. I understand that the Premier has a committee investigating as to how best to secure a modern and up-to-date building to do the work which is essentially governmental. It was certainly never our intention that the printing work at Wundowie, the State Hotels, and every other business concern should be carried out by the Government Printing Office.

The Minister for Education: Why didn't you sell the Wyndham Meat Works?

The Hon. D. BRAND: For the same reason that we did not sell the State Hotels. But if we ever have another opportunity we will do so.

The Minister for Transport: It will be a long time!

The Hon. D. BRAND: If we ever have the opportunity we shall get rid of as many State trading concerns as we can. We have no intention of giving them away; but we shall try to restore some balance, in an endeavour to prevent this onward march of socialism, which will ultimately bring this State to its knees—in spite of the hilarious laughter from the Ministers opposite. We are being left behind in the industrial race of Australia. Nobody can deny that. The employment situation is causing considerable alarm in Western Australia at present, and the migrant intake is probably the lowest in the Commonwealth. What is wrong with this State of Western Australia?

The Minister for Education: Nothing.

The Hon. D. BRAND: All these setbacks are being experienced because of the Government's socialistic efforts; though I must admit the Government is most open in what it does in this direction. We have been told that it was Government policy to build the Albany hospital by using day labour. This Government policy is, of course, socialism.

The Premier: Your Government expanded the socialist State printing works, the socialist State Brick Works, and the State Meat Works.

The Hon. D. BRAND: We expected the Premier to say all those things. But what we are concerned with is that this expansion is continuing and undermining private industry. The Government has provided money to build works and manufacturing concerns which are already provided by private industry. We all know that at the present time private industry is facing an economic setback simply because it is not getting the work it should obtain through Government channels.

The Minister for Transport: We shall have to push Menzies out very shortly.

The Hon. D. BRAND: Quite recently a statement was made by the employing groups—the manufacturers and the Chambers of Commerce, in which they said there were 42 Government jobs proceeding at the present time, all of which were being done by day labour.

The Premier: Mostly schools and hospitals.

The Hon. D. BRAND: That may be so. But they are there, and some of them are very big jobs. Their main concern is, however, that this work is being done by day labour; and very few tenders are being called with respect to materials they require. In many cases the timber is being bought direct from the State building industry or State Saw Mills. For quite a long time the Fremantle Harbour Board obtained its timber from private sources but now it obtains its requirements from the State Saw Mills. That would apply to many government instrumentalities.

I would like to say something more about this monopoly that the Government exercises. It has a monopoly of the supply of salmon bricks. I understand that these bricks are much sought after; and because of that, the hard word—if I may use that expression—is often put on the purchasers. They are told that there is a long waiting list for these bricks, but that if they want them they had better get them from their timber supplier. Then the suggestion is that if the timber is purchased through the State Saw Mills, some of the bricks will be forthcoming.

This is the sort of method which the Government is employing against private industry; and it is little wonder that that industry is looking to the future with not a great deal of confidence, because although these methods are gradual, they are positive.

A statement was made recently regarding glass, and it is headed "Squeeze" and reads as follows:—

Local industry is complaining that it is being given the air so far as State Government contracts are concerned, an unsubstantial diet for any



enterprise. The absurd results of this exclusion are shown in an import licence from the State Building Supplies for more glass.

The Minister for Transport: What are you quoting from?

The Hon. D. BRAND: I am quoting from "The West Australian" of the 12th July, 1958. I understand that people who have established glazing concerns and installed the necessary machinery to do this work are not fully occupied and are indeed concerned, as the Premier knows; yet there is a request for the import of glass to be brought in from outside when glass is available in Western Australia.

The Premier: Your Government in the Commonwealth sphere brought in building stone from Sydney.

The Hon. D. BRAND: That does not matter. The fact remains that at this point of time private industry is able to produce the goods. It has the capacity. What is the use of people investing money in this State and starting an industry—these little industries mentioned by the Minister for Transport—if later on the Government, ever extending its socialistic grip on this State, is to direct that goods be bought through State enterprises such as the State Engineering Works?

The Premier: Some members say that the member for Dale was one of the greatest socialistic Ministers in Western Australia.

The Hon. D. BRAND: I am not concerned with the remark concerning the member for Dale. At this juncture I am concerned with the Premier expanding a policy which is having a detrimental effect on the attractions to this State of industry, worth-while companies and manufacturers.

His attitude, of course, is reflected in the letters which he wrote to Sir Halford Reddish, and which were printed in "The Financial Times" of London. I understand that his first letter was published about the same time as the mission from this State arrived in London. If anybody in England had not known about our Unfair Trading Act at that stage they knew then.

The Premier: I shall read a letter from the Agent General concerning that.

The Hon. D. BRAND: The Agent General, being strictly neutral, no doubt would write a letter which the Premier could read here in opposition to what I am now saying! The fact remains that in his letters the Premier indicated his attitude of mind towards private industry, and I should think created a real handicap for Mr. Tonkin and his mission colleagues in emphasising that Western Australia was an attractive and worth-while proposition for investment.

The Hon. J. B. Sleeman: I thought the gentleman you referred to came back to this State and visited the Premier a few weeks ago.

The Hon. D. BRAND: Being a courteous gentleman, Sir Halford called on the Premier. I should imagine that when he returns, the Premier will be quite pleased to see him again. He does not concern himself with personalities just because he happens to be a man of some wealth and standing in the commercial world, able to stand up and defend himself and fight against the arguments of the Premier, because I am sure the Premier came out on the wrong side of the argument.

The Premier: Not when we were face to face.

The Hon. D. BRAND: That may be so. From what I have heard, it was just a matter of opinion as to who really was successful. What the Premier said to frighten Sir Halford I do not know.

Mr. Roberts: What was the French quotation he referred to?

The Hon. D. BRAND: I do not know any French, but he said something to the effect that when one attacks an animal it will turn and defend itself.

The Premier: You should not reflect on Sir Halford by referring to him as an animal.

The Hon. D. BRAND: That was the situation, and I am sure the Premier cannot score in that way. Sir Halford Reddish is a man representing large capital and industry. We are anxious to see it attracted to Western Australia. If we are to adopt this attitude towards such people, human nature being what it is, of course they will not come; and they will go to where they are more welcome—South Australia, Victoria, New South Wales and Queensland.

The Minister for Transport: Are you suggesting that business people are welcome in South Australia, with price control as there is in that State?

The Hon. D. BRAND: I am not interested in what the Minister has said. I did not say anything about those people welcoming price control. I am saying this: The Premier of South Australia is following the line of supporting private industry and attacking private industry.

In this State we are governed by the Labour Party, wholly pledged to socialism. Some members grin as if this is something new. We have all read the edict which certain people distributed at Fremantle wharf about supporting the Evatt line and the socialistic platform.

The Minister for Transport: It has been there since 1921.

The Hon. D. BRAND: Has the Minister done anything to take it out of the platform? Not only do they leave the

socialistic policy in their platform but they pursue it, with the effect that Western Australia is missing out very badly, because under socialism we will not attract the necessary capital. People will not be willing to make an investment; they want to see some return for their capital.

Mr. Johnson: They want the right to exploit.

The Hon. D. BRAND: Do not talk rubbish! That is the sort of interjection which indicates the thinking of the member for Leederville, who sometimes envisages himself as being Treasurer of this State. Good Lord, help us! That is the sort of interjection which is frightening away people because they believe he is dinkum! They think he believes in what he says. Do not let us get away from this position in which we find ourselves at the present time.

I also want to refer once again to the fact that the State timber works has shown a loss of £50,000. It showed a loss of £50,000 last year, and I understand the State brick works also showed a loss this year. I am reliably informed that in South Australia the State Building Supplies—a State trading concern—

The Minister for Education: Socialism!

The Hon. D. BRAND: Yes. The State Building Supplies is dumping timber in South Australia at a price well below the cost of production; and I am told that it could be assessed at £3 to £4 per load below the cost of production. It would be very interesting to hear the Minister, or anyone else for that matter, explain why this is being done at the present time. I have had messages expressing the greatest concern of the small private millers—and indeed the associated millers—at what is being done by way of undercutting prices on the South Australian market.

The Premier: That is because your Federal Government allows timber to come in from overseas at very low prices.

The Hon. D. BRAND: If that is the case—

The Minister for Transport: And it is.

The Hon. D. BRAND: —the Premier should express his concern at a Premiers' conference, because we are showing a substantial loss in the State building industries here, a loss which must be met by the taxpayer. Why should we go into the market in South Australia and sell below the price which is being offered by the small timber sawmill owners in this State—forgetting big and established mills?

The Minister for Transport: How many small millers mill karri?

The Hon. D. BRAND: I do not want to mention any names, but I could mention three or four. One is at Walpole, and it has been there for a long time. We could

not sell our karri in South Australia, because we would not supply them with karri during the difficult post-war years. The Premier of that State established contact with oregon interests overseas and continued with the purchase of oregon because he was assured of supply.

The Minister for Transport: Whilst the Commonwealth compelled us to sell jarrah sleepers instead of exporting them to a better market overseas.

The Hon. D. BRAND: I cannot see how the Commonwealth could make the Government do anything at all. I do not think it has any control.

The Minister for Transport: Yes, through export licences.

The Hon. D. BRAND: I would say it was an agreement between the Government and the Commonwealth.

The Minister for Transport: It is the same machinery as with iron ore. They are anti-Western Australia.

Mr. Court: Fair go!

The Hon. D. BRAND: No tenders, or very few tenders, are being called for the Government's requirements of timber; it is being purchased direct from the State Building Supplies at prices which are not competitive. The State Building Supplies, which are showing a substantial loss, are able to compete in South Australia. Why? Because, as stated in his report last year, Mr. Gregson, the manager, has been directed by the Government to maintain a certain level of production, whether he could sell it or not.

The Minister for Transport: Why did you establish the Shannon River mill?

The Hon. D. BRAND: The State Building Supplies are establishing huge reserves which are in excess of requirements; and, because of their financial predicament and the need to keep men employed at Pemberton, Manjimup and other mills until after the State elections, they are still dumping timber on the market to get some financial return.

The Minister for Transport: To keep them employed at Shannon River which you built.

The Hon. D. BRAND: Incidentally, I understand that the Government is building a mill at Holyoake; it goes on expanding these activities at a time when all requirements can be met by private industry. Is it any wonder that private industry and the normal channels of trade and commerce look upon this State with some suspicion?

The Minister for Transport: Tommy rot!

The Hon. D. BRAND: They do, and the Minister cannot deny it. I would like to hear Cabinet discussions about the Unfair Trading Act, because I am sure some members talk with their tongue in their cheek.

Having supported the motion to His Excellency the Lieut.-Governor and Administrator in respect of the Address-in-Reply to that extent, I would like to move an amendment. I move—

That the following words be added:—

but regrets that, owing to your Government's policy of extending State Trading Concerns and applying unfair trading methods, private industry is being hampered to the detriment of trade and industry as a whole, the stability of our economy and employment opportunities for the people of Western Australia.

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

Ayes	.....	18
Noes	.....	25
		—
Majority against	.....	7
		—

#### Ayes.

Mr. Bovell	Sir Ross McLarty
Mr. Brand	Mr. Nalder
Mr. Cornell	Mr. Oldfield
Mr. Court	Mr. Owen
Mr. Crommelin	Mr. Perkins
Mr. Grayden	Mr. Roberts
Mr. Hearman	Mr. Watts
Mr. Hutchinson	Mr. Wild
Mr. W. Manning	Mr. I. Manning

(Teller.)

#### Noes.

Mr. Andrew	Mr. Lapham
Mr. Bickerton	Mr. Lawrence
Mr. Brady	Mr. Marshall
Mr. Evans	Mr. Molr
Mr. Gaffy	Mr. Norton
Mr. Graham	Mr. O'Brien
Mr. Hall	Mr. Potter
Mr. Hawke	Mr. Rhatigan
Mr. Heal	Mr. Rowberry
Mr. W. Hegney	Mr. Sieeman
Mr. Jamieson	Mr. Toms
Mr. Johnson	Mr. May
Mr. Kelly	

(Teller.)

#### Pairs.

Ayes.	Noes.
Mr. Thorn	Mr. Tonkin
Mr. Mann	Mr. Nulsen

Amendment thus negatived.

*Sitting suspended from 6.20 to 7.30 p.m.*

**MR. ROWBERRY** (Warren) [7.30]: I desire first of all, Mr. Speaker, to express to members of all parties, my personal appreciation of the friendliness, kindness, courtesy and consideration shown to me since I made my appearance in this House. It is most comforting to know, on a nerve-racking occasion such as this, that members of all parties are with you, for once.

The Minister for Police: It will be the only occasion.

**MR. ROWBERRY**: I would like also to express, to the Leader of the Opposition, appreciation of his kind words on behalf of myself and the member for Pilbara, when speaking to the Supply Bill yesterday. His congratulations were mitigated,

to some extent, by the fact that he mentioned that the Hon. F. J. S. Wise advised the House, on one occasion, that speaking to a Supply Bill gave members an opportunity to bring forward their grievances; and I hope the Leader of the Opposition does not consider that the presence of the members for Warren and Pilbara constitutes a grievance.

He also said that we must not get on pedestals. I have the assurance of my colleague from Pilbara and I, personally, can assure the House and the Leader of the Opposition, that we have no intention of mounting pedestals, either ornamental or utilitarian. I must also make mention of the fact that the Leader of the Opposition reiterated a slogan which was very much in evidence in the Warren district at the beginning of this year. I refer to the slogan "Vote for Joe, the man you know."

The Leader of the Opposition, in the course of his remarks this evening, said, "If there was an election tomorrow—", and I go on from there and say, "If there was an election tomorrow I would invite him to visit the south-western part of this State and repeat his words." It would give me the greatest satisfaction.

In more serious vein, I am of the opinion that, were I to do justice to this monumental report to the House, I could continue speaking for the rest of the session, let alone the rest of this sitting; but I intend to confine my remarks to my own electorate.

I wish first to thank the Government for the additions it has made to the Department of Agriculture. Mention has been made tonight of the need for research into agriculture and horticulture, and I am convinced that research of that nature will be of great benefit to the State as a whole and to my electorate in particular. All the orchardists in the Warren electorate and in other fruit-growing parts of the State are greatly concerned at the disease which is attacking apple orchards and which is known as "Dieback." As far as I can ascertain, it is not known whether the trouble is caused by a soil deficiency, a germ, a virus, or a combination of all three. I am very pleased to note that the additions to the Department of Agriculture will allow research to be carried on more intensively than hitherto, so that this problem will be dealt with.

I have been informed that "Dieback" may have been caused by waterlogging, by drought, by temperatures either too high or too low in summer or winter, by lack of mineral nutrients, or by parasites attacking either the roots or the trees themselves. But the answer to the whole question will lie in research; and for that reason we, in Warren, are thankful for what the Government has done in providing opportunities and means for research in an endeavour to discover the cause of this deadly affliction.

In an electorate which produced some 200,000 cases of apples for export last year, and which is threatened with a 10 per cent. destruction of its orchards by this disease, hon. members will realise the impact on the economy of the electorate and of the State as a whole which would result were this affliction, "Dieback," not properly dealt with. Therefore, with the Leader of the Opposition, I commend the Government for its action in providing added facilities for research, and I hope it will continue to spend money in that direction.

Next I desire to address a few remarks to the question of land settlement, as it is a matter which vitally concerns the sons of farmers in the far South-West, and especially those who have not the capital necessary to start them on properties of their own. I would suggest to the Government that, when the war service land settlement scheme is terminated, and all the applications have been satisfied, it should consider starting a civilian land settlement scheme, financed by funds from the R. & I. Bank.

I believe that the old Agricultural Bank was inaugurated for the purpose of settling on the land people who had no capital; and I hope hon. members will not hold up their hands in pious horror when I say that the R. & I. Bank could advance the money, as it is merely a question of bookkeeping and of raising money against the assets of the bank. If that were done, I am sure these people could be comfortably settled on the land without undue debt, except the debt incurred in the issuing of the capital. That may sound like heresy to some hon. members; but I am convinced, from a study I have made of the position, and from my own observations, that it could be done. Although I do not think my request will be agreed to, I am putting forward my views in the hope that the Government will do something in this direction.

There is one action which I would object to in settling people on the land, and that would be the taking of forest land for the purpose of agriculture. At present in this State too small an area is devoted to the planting of forests for us unwittingly to destroy our natural forest areas. Beautiful timber would be destroyed if forest lands were used for the purpose of agriculture. It is heartrending to go through the South-West and see great spectres of trees which could have been turned into an income for the State, standing there stark and naked, killed unwittingly and unknowingly. I repeat, I would object to the taking of forest land for agricultural purposes.

The electorate which I represent derives 60 per cent. of its income from timber; and that being so, it provides an immediate consumer market for farmers; and to destroy any part of that forest would, in

my opinion, be false economy. Let members consider this fact: It would cost £45 to £50 an acre to clear that forest country; and when one considers how many acres a man would need to pay off his principal, and earn a livelihood, one realises that the position is well-nigh impossible.

Let us take the other side of the question and see what happens when the land is devoted to timber. Timber provides employment for a greater number of people than does agriculture, on a similar area; and we on this side are particularly concerned about the employment of people, not only from the viewpoint of their own welfare, but also taking into consideration the economy of the State. Some of the land which settlers in the South-West are wanting to obtain—and which is being much sought after—is second-class forest land; and I have been told by competent authorities that  $4\frac{1}{2}$  loads of jarrah and other timber per acre were taken from it—just a drop in a bucket. The land has been cleared and the timber used. It was sown with pines, and in seven or eight years that land produced 40 to 50 loads to the acre. From that example hon. members can see the advantage of having that land under forest instead of using it for primary production.

The type of land to which I am referring is more suitable for the planting of timber; and as the State needs forests, and the world requires timber, and will always require it, we can see how important it is to conserve our forest land. As I look around the Chamber I notice the beauty of the indigenous timber with which it is lined and built. I ask hon. members: Could we reproduce that beauty in iron and steel or bricks and mortar? I think not.

So we must not allow inroads to be made into our forest areas. I repeat, the South-West forest area supports a much larger population, because of timber, than it would do if it were used for primary production. Also, let us not forget that timber is a very valuable primary product and can take its place, and does take its place, in the economy of the State.

There are thousands of acres in this State available for settlement which, with the proper treatment of minerals and trace elements, could be brought under production and used as farming lands. I say to hon. members advisedly that I will resist any attempt to destroy our timber, or to encroach upon the forest lands which we have at present. We have all heard much about the need for a larger population; therefore, let us not destroy the means of supporting that population, and let us go elsewhere and expand our primary industry.

I know that the coastal plains—the blackboy and sand country—when treated with certain trace elements and lime can be brought into production and first-class

pastures sown. This can be done with a minimum of clearing; whereas the dairy farms which are established in the forest areas were so heavily over-capitalised at the beginning that they now have no possible chance of becoming solvent. Therefore, if we must have a greater settlement on the land, and an increase in primary production, let us use the light lands for that purpose, or use land which does not carry heavy timber.

In common with Ministers—and, I believe, the vast majority of people in this State—I am keenly disappointed at the failure of the Commonwealth Government to grant the State Government a licence to export iron ore. I cannot understand why the licence was refused when one takes into consideration the fact that if a charcoal iron industry were established in the South-West, it could very well be the trigger which would set off a chain reaction and bring about a great expansion in other secondary industries.

It is patent to me that the greatest disability suffered by this State at present is the lack of population, which means a lack of markets for our primary and secondary production. In my opinion one of the main reasons for industries being established in the Eastern States in preference to this State is our distance from markets.

The distance from centres of population has a great bearing on markets. Before any large secondary industry can be established in this State it is necessary for the people conducting such establishments, whether Government or private employers, to be assured of a market close at hand which will, at least, enable them to recover their cost of production. One of the greatest circumstances that militates against the establishment of secondary industries in this State is that fact.

I have heard it said that the principal reason why secondary industries cannot be established here is the Unfair Trading and Profit Control Act. However, in my opinion, this legislation would not militate against the establishment of any industry. It would have been a wonderful thing for this State in general, and for most of the people in the South-West in particular, if we had been permitted to export iron ore; and, with the profits—because I am certain that there would have been profits from the sale of that iron ore—could have built up the economy of the State, especially when it is considered that Great Britain imports iron ore from centres all over the world.

She imports 75 per cent. of the iron ore she uses in her steel production from countries spread over the entire globe. She imports this iron ore at a price of £A7 15s. per ton, and she is still able to produce steel at a price second only to B.H.P., which gets iron ore at the price of 6d. per ton. It can readily be seen that the establishment of an iron ore foundry

in the South-West would have been of inestimable value to the economy of this State. It would have meant that the timber which was left in the forests and is either wasted or burnt could have been put to good use. Those great karri trees, which take from 300 to 400 years to reach maturity, produce only one-third of millable timber; only one-third of a log is sold as millable timber.

I have been told that our indigenous eucalypt trees are ideal for the production of iron ore; so, had an iron ore industry been established in the South-West of this State, all that timber which goes over the fire chute, and the dead wood that lies in the cockies' paddocks, could have been utilised for the production of iron ore. This, in turn, could have led to timber being sold at a competitive price, which would have offset the cost of production and allowed the millers to sell timber at a price cheaper than now.

This again would have assisted in the economic use of timber, because it would have been obtained by those in the building industry at a cheaper rate, and so encouraged building; and I think everyone will admit that the state of the building industry is the criterion of the economy of a country. When the activity of the building industry recedes, this immediately reflects on the general economy of any country.

Even the Prime Minister, during his tour of the North-West, was reported in "The West Australian" of Monday, the 30th June, 1958, as saying—

I feel an excitement about these northern developments. You cannot develop great enterprises, even in remote localities, without creating subsidiary industries, without having massive water supplies established, and without having quite an amount of production from the soil for feeding the population.

I share the Prime Minister's excitement when I think of the establishment of an industry for the production of iron ore in the South-West, because what is true of the North-West is doubly true in regard to the South-West. We cannot bring about the establishment of secondary industries without endeavouring to increase the demand for our primary products. The same would apply in the South-West.

Could we but start this chain reaction—which is so vitally necessary to the economy of this State—industries such as that producing carbon black would be encouraged here. I am convinced that the reason the company which surveyed the potentialities of this State for the establishment of a carbon black industry only recently, transferred its attention to the Eastern States was the absence—as I have already stated—of a market which would enable the company to at least cover its cost of production in the initial stages.

At Pemberton, in the South-West, we have the exciting vision before our eyes—which must become a reality at some time—of having a paper pulping industry established. Such an industry would require a population of from 1,000,000 to 2,000,000 people. That is the information I have gleaned from different authorities. That is the population we would need before we could reasonably expect such an industry to conduct its activities in this State.

For a number of years, ever since the No. 2 Mill was destroyed by fire, there has been much concern among the people at Pemberton about unemployment. That concern is shared not only by those employed in the mill, but also by those who have invested thousands of pounds in businesses and commercial ventures. The people of Pemberton depend upon the State sawmill for their existence. They have depended upon the mill for their existence during the past two years, because the Government was willing to build up great stocks of timber, as members have already been told. These large stocks of timber do not represent a loss; but, instead, they represent the welfare of hundreds of families and the prosperity of businesses that are established in that centre.

Therefore we are vitally concerned about this charcoal iron ore industry—and I will keep hammering at this point—because if such an industry were established in the South-West of this State, it would afford an opportunity for the population to increase; which, in turn, would provide greater markets, and so other industries would be able to flourish.

I am told that Pemberton is the ideal place for the establishment of a paper pulping industry. It has the raw materials; it has the water supply; it has the labour force; it has the beauty of surroundings; and it has the amenities for the workers which it has created for itself without any help from the Government, or without even asking for help from the Government.

So I say to the members of this Assembly who contemplate selling State trading concerns—and the State Saw Mills in particular—that they should think again. I am more concerned about the welfare of people than I am about money. The true wealth of any State or country is its people and its resources. If these are readily available, we need not worry about money very much. I say this with all sincerity, although my forbears might turn in their graves as I say it.

The Hon. D. Brand: There are one or two also turning here.

Mr. ROWBERRY: I have touched upon the disabilities at Pemberton as they exist at present. I am very concerned at the loss of markets for karri timber in the Eastern States; and also that greater protection has not been given to our home

industries, so that we could engage in these markets in the Eastern States on a competitive basis. I am convinced, however, that the day has arrived when we must face up to the fact that timber will not sell itself. In all sincerity I say that greater skill and research into the presentation and use of timber will have to be gone into. I leave that to the Government, knowing that it will not let that plea go unheeded.

I would now like to pay a personal tribute to a member in this Government who receives more kicks than ha'pence. I refer to the Minister for Transport and Housing. I want to personally assure him of my conviction that, in the matter of the housing problem of this State, he has done a magnificent job; and I will go further and say that the majority of the people in the State realise that fact.

On the matter of transport, it is indeed a pleasure for a country yokel like myself to come to the metropolitan area and be able to drive to a parking space whenever I wish to—despite the fact that it costs 6d., which I pay quite willingly for the privilege. I would say it is a reflection on those people who have passed derogatory remarks about Scotsmen being now prepared to pay 6d. for the privilege of parking; whereas previously, when it was free, they would not!

I would like also to commend the Minister for Transport for his fearless handling of the traffic problem in the metropolitan area. Having had in my little way some small experience in the handling of traffic, and the assessing and solving of problems which arise from parking and handling a great number of vehicles, I appreciate the fact that it is possible nowadays to drive through the streets of Perth without adding to one's grey hairs. This is not possible in my case today, but it was certainly an exciting adventure a few years ago. Accordingly it is a great pleasure for me to pay this tribute to the Minister for Transport. I consider he is a man of vision and courage.

The Hon. J. B. Sleeman: How do you like that, over there?

Mr. I. W. Manning: That is one we never heard before.

Mr. ROWBERRY: One only needs to look at the record concerning the handling of traffic in the metropolitan area over the past few years, to realise that what I have said is perfectly true. A few years ago there were boards representing this and committees representing the next thing; and by the time they made up their minds to disagree, the traffic problem was in a bigger mess than ever before. These difficulties have now been cleared up; they have been handled with great efficiency and courage; and I say to the Minister for Transport, "Good on you! It is a job well done."

I have run the gamut of my remarks for tonight, but I will not take my seat until I have expressed my appreciation to the hon. members of this Chamber for the very quiet and appreciative hearing they have given me. I do not expect to be dealt with so leniently when next I take the floor. I am accustomed to hard knocks, however, and I can also give them when necessary. As one of the characters in Sir Walter Scott has said—

Come one, come all, this rock shall fly  
From its firm base, more soon than I.

With those few remarks I shall resume my seat. I have much pleasure in supporting the motion.

**MR. BOVELL** (Vasse) [8.7]: I desire to bring to the notice of this House, and this Parliament, an industry which I believe could mean an additional £2,000,000 a year to Western Australia. I refer to the tourist industry. In recent months there has been discovered at Augusta, caves which are commanding the attention of all the people in Australia. From time to time publicity has appeared in our local Press and I am very pleased to see that in the July issue of "Walkabout" five pages are devoted to the discovery of those caves at Augusta.

Apart from the five pages describing the caves, there are also contained in "Walkabout," seven illustrations of the caves and the situation of Augusta, and also of some of the people who discovered and explored the caves. The article in "Walkabout" is headed "Cave Man's Glory—Exploring a New Cave at Augusta within Western Australia." by Lennox V. Bastian.

Some months ago, two very excited young men came into my office at Busselton and told me that they had discovered some caves at Augusta which, they believed, would add considerably to the tourist attraction of the already well-endowed South-West. They outlined the discovery they had made and asked me to do all I could in my parliamentary sphere to encourage the development of these caves. The two young men were Mr. Lloyd Robinson of New South Wales, and Mr. Lennox Bastian, a university student of Western Australia. The article in the July issue of "Walkabout" was written by Mr. Lennox V. Bastian, one of the two gentlemen who made the first discovery.

So much notice has been taken of this wonderful discovery throughout Australia that the Government should now—and I mean now—capitalise on it. The Minister in charge of tourist bureaus has already received a deputation from the Augusta-Margaret River Tourist Bureau, and he is now in process of negotiation to fully explore the potential of these caves. I would say to the Minister that no time should be lost in developing these caves; because I believe that if they are left, now that they

have been discovered, vandals may do immeasurable harm and damage to the natural beauty of the caves themselves.

Mr. Lawrence: Can you tell me if a geological survey has been made?

Mr. BOVELL: The member for South Fremantle can peruse the July issue of "Walkabout" when I have completed my speech. At this stage I am not going to make a geological survey of the caves for the benefit of the member for South Fremantle. I intend to impress on the minds of the Government and members of this House the need to proceed forthwith with the development of these caves, because I believe they will add materially to the tourist attractions in Western Australia. We have in this State, in the north, south, east and west, natural attractions which would be relished by people from all parts of the world if suitable action was taken by the Government to see that these attractions were publicised in the right quarter.

The Hon. D. Brand: Have you any idea of the money involved to bring them into a tourist attraction?

Mr. BOVELL: The actual money needed has not yet been ascertained. As I said, the Minister has appointed a committee, and matters are proceeding to ascertain what finance will be needed. In relation to the importance of the caves, my estimate is that the finance would be very little.

The Minister for Health: Would these two young men be entitled to a royalty?

Mr. BOVELL: I think they should be rewarded for their discovery. At the deputation to which I referred the proposal was to employ the services of Mr. Lloyd Robinson in the development of these caves. He came from New South Wales; but unless he can be employed to develop the discovery, he will have to return and seek employment in his home State, because he cannot grant us any more time in respect of the discovery he made.

This discovery only highlights the natural attractions that we have in Western Australia. The Government should consider the overall tourist policy for the South-West of Western Australia. I urge that consideration be given to a good tourist road being constructed from Augusta to Manjimup, Pemberton, Northcliffe, Nornalup and Denmark, through to Albany. That would then link up the most scenic beauty spots of the South-West of Western Australia. It is necessary for a comprehensive proposal to be prosecuted. I feel that must be done immediately.

The other States of Australia are furthering with great vigor their tourist attractions. Recently I visited Queensland, and every attention is given to tourists in that State. I have here an itinerary given to a lady and gentleman who were touring Queensland under the guidance of the

Queensland Government Tourist Bureau. The itinerary indeed is very comprehensive. The wants and needs of tourists are catered for in every direction. These two people from South Australia had not visited Queensland previously.

I met them in Brisbane, and they gave me this printed itinerary which I have in my possession, although they were travelling on their own. This was no organised tour in company with 20 or 30 other people with the itinerary arranged. They were merely two individuals travelling on a holiday tour of Queensland. In some cases when they arrived at certain places the itinerary informed them that they would be contacted by certain people. I give here an example—

Monday, the 26th May, 1958, 9.10 p.m.  
Depart Townsville by "Sunlander"  
1st class seats 26 and 27, Car 9,  
reserved.

Tuesday, the 27th May, 1958, 3.05 a.m.  
Arrive Proserpine—Detrain. Please  
contact either Mr. Ward, Mr. King  
or Mr. Patullo for taxi transport  
from railway station to "Avalon  
Ova-Nite," 36 Herbert-st., Proser-  
pine.

I could go on and outline their full itinerary, but this is an example of how individual travellers in Queensland are being catered for.

I believe similar facilities should be available to individual tourists in Western Australia. Tours that are arranged for individual tourists in Queensland indicate that road, rail and air transport are provided in the itineraries. I suggest that the itinerary which could be arranged for a tour of the South-West would be a train journey on the Australind from Perth to Bunbury; a stay overnight in Bunbury; then going on by road to Busselton, Margaret River, and Augusta to see the natural beauty spots that are found there; travelling by road from Augusta through Karridale to Nannup, Bridgetown, Manjimup, Pemberton through the big karri country down to Northcliffe, across to Nornalup, Denmark, and through to Albany; a stay in Albany for an allotted time, and then return from Albany to Perth by the Perth-Albany express.

That is one itinerary which, if it could be arranged, would appeal especially to visitors from the Eastern States or from overseas. That itinerary could also include, whilst the tourist was in Bunbury, a short visit to the Collie coal field to show the industry there. It would appear to me that the tourist industry in Western Australia, with all the natural advantages, is a Cinderella industry.

I know that the present Minister in charge of tourist bureaus desires to develop the tourist trade; and with the assistance of the Treasurer—it will be necessary for the Treasurer to assist in this direction—I believe that we can attract an

industry to this State which, as I said at the outset, will provide us with an extra £2,000,000 annual income.

In Busselton and Augusta-Margaret River—as, no doubt, in other towns—local tourist bureaus are operated very enthusiastically. The Tourist Bureau in Busselton, in conjunction with the Chamber of Commerce, is doing everything possible to display to the people of Western Australia and outside Western Australia the natural advantages which are to be seen there. Busselton, in addition to possessing natural advantages, is one of the most historical centres in Western Australia.

The early pioneering settlers of this State first settled at Augusta, and later moved to the Vasse River Settlement; and in the area from Flinders Bay to Busselton exists a scene of the early rural settlement in Western Australia which, I have noted in my travels throughout Australia and overseas, is a very great attraction to travellers. People like to know the history and the historical significance of the early settlements, and the area which I have just described provides everything for visitors in that regard.

To show the interest in cave scenery, I would point out that last year 2,944 adults and 1,041 children viewed the Lake Cave of Margaret River, while 1,682 adults and 513 children visited the Mammoth Cave. At the Moondine Cave there were 865 adults and 273 children. Moondine Cave is in close proximity to the caves recently discovered by Messrs. Lloyd Robinson and Lex Bastian; and I believe that the first essential is to see that the passage into these new caves is made safe and that they are lighted. One of the local guides, Cliff Spackman, who has spent a lot of time with Messrs. Robinson and Bastian, is the guide at the Moondine Cave, and I know he is very willing to do what he can to show visitors the caves in that vicinity.

The Augusta-Margaret River Tourist Bureau recently held its annual meeting, and during the past year its total earnings were £1,753, which is £253 in excess of the £1,500 required to gain the maximum subsidy from the Government. Therefore, in its activities this year, the Augusta-Margaret River Tourist Bureau has earned the maximum subsidy from the Government; and, with its own earnings, can do something towards providing tourist attractions. However, it will be necessary for the Government to not only foster and provide finance for the development of this new cave discovery, but also provide an adequate all-weather road through the area and territory which I have mentioned. I do ask the Government's earnest consideration of this proposal, because I believe that the tourist industry in Western Australia can be made to be one of our most important industries.



I hope that the Government will give immediate consideration to the development of these caves, and I would emphasise the need for close co-operation with the local authorities and local tourist bureaus in any negotiations. I appeal to members to secure a copy of the July issue of "Walkabout". The illustrations in it are very good indeed, and I intend to read some of the captions that appear below the illustrations. Here is one of them,—

Cave explorer Lloyd Robinson climbs down the sixty-foot ladder which at present is the only way into Western Australia's new fairyland—the recently rediscovered caves at Augusta. On the right is a tree-root which has grown through the cave to reach an underground water supply. The pile at the bottom is soil which has fallen through the cave opening. Here is another—

Cave explorer Lloyd Robinson (in rubber dinghy) and guide Cliff Spackman of Augusta, Western Australia, at one showpiece—a magnificently tall "organ-pipe" structure, beautifully symmetrical and rich red in colour.

There also appears an illustration of the cave itself. It is not a photo but is a drawing and shows the shaft leading down to the main cave, the main cavern, the flows and canopies, and the tunnels leading off the cave. This is the caption—

The cave appears to be a draining system for the coastal limestone ridge that runs northwards from Cape Leeuwin but does not drain into the sea. All the water courses followed eventually became too low for further exploration, and probably drain into nearby gullies.

There is also an illustration in this book of a plan of the Augusta caves. The lakes and water courses are shaded and it contains a scale. If I had time, perhaps I could inform the member for South Fremantle in regard to his inquiry; but after I resume my seat we could work out the scale.

Mr. Lawrence: You seem to know a lot about it; but you cannot answer.

Mr. BOVELL: We could discover the exact distance for which he has inquired.

Mr. Lawrence: Perhaps we can move for an extension of time.

Mr. BOVELL: There is a further illustration in the July issue of "Walkabout" showing the author of this article, Mr. Lex Bastian, examining a whiter than white delicately curved shawl. A whole group of growing ivory "shawls" hang from the roof on another tunnel. Those who have seen the caves believe that they are the most beautiful in Australia. I do hope that the Government will realise the importance of the discovery of these

caves. In conclusion, I will quote the caption on the final illustration in this article—

Exploring the jewel casket. One of the loveliest formations in the Augusta cave system of Western Australia. Photographically the cave is a paradise for the colour camera man.

**THE HON. J. B. SLEEMAN** (Fremantle) [8.31]: I wish first to say a few words on a matter most important to one section of the people I represent, as I believe they are the most unfortunate section in Western Australia, because they seem to be in trouble all around. I refer to the people of North Fremantle—

The Minister for Transport: No!

The Hon. J. B. SLEEMAN: There is nothing to say "Oh" about. The matter to which I refer concerns the western portion of North Fremantle and has to do with the installation for the bulkhandling of wheat. Not only does that place handle bulk wheat, but also bulk oats and barley. The people in that area had a bad enough time before, but their position will be 10 times worse when the handling of oats and barley does get really going. Our farmer friends opposite know the difference between the dust from wheat and that from oats and barley—

The Hon. D. Brand: And all the dust coming from the Government.

The Hon. J. B. SLEEMAN: Our farmer friends are all supposed to be on that side of the House.

The Hon. D. Brand: And how many are there on your side?

The Hon. J. B. SLEEMAN: Who is making this speech?

The Hon. D. Brand: We all are.

The Hon. J. B. SLEEMAN: I think this is the most mysterious thing ever done in Western Australia, because I remember that the Minister for Works, when a private member—he was member for North Fremantle—had scouts out making inquiries, but could not find out who was building the structure, yet it went up, nevertheless. The State Government did not know how it came to be there and the Commonwealth Government did not know. The bulkhandling people also said they did not know, but the structure went up just the same; and the funny part of it was that the Commonwealth demanded that a number of places in Fremantle be pulled down because they were good targets for the enemy, in spite of which this structure, which was an ever so much better target for the enemy, went up. I have made a lot of inquiries and have heard a large number of rumours, but I cannot get to the bottom of what is going on, and I find myself in the same position as the Minister for Works was when, as a private member,

he made inquiries in a similar matter. I have been told that the new installation is to be erected at North Fremantle and I am trying to find out who will own it, who will own the site and what will be paid for it. The last report I have is that Co-operative Bulk Handling will finance the business but the Fremantle Harbour Trust will have complete control—

The Hon. D. Brand: What Minister would give the approval?

The Hon. J. B. SLEEMAN: I will tell the Leader of the Opposition something about that. I want to know who will own the installation and how much will be paid for the site. As I say, I have been told that C.B.H. will build it and that the Fremantle Harbour Trust will control it, but I do not think that situation will work, in view of the old saying that the man who pays the piper calls the tune. I cannot visualise C.B.H. spending all the money that this structure will cost, while leaving it in the complete control of the Fremantle Harbour Trust, so I hope the people of North Fremantle will be told what is to happen there—

Mr. Perkins: Where do you want to put it?

The Hon. J. B. SLEEMAN: Where the hon. member and his friends wanted to put it some time ago, and where the Government also wanted to put it—at Kwinana. But I cannot get anything in the way of concrete information. Where would the hon. member like it put?

Mr. Perkins: The Government says it is to go where it is going.

The Hon. J. B. SLEEMAN: Then the Minister for Works should know a lot about it and he should be the last one to say it is going there. At first we could not find out anything about ownership, but now I hear that the State paid the Australian Wheat Board over £36,000 for the buildings, structures, plant, etc., during the term of bulkhandling, which expires in 1975. I do not know whether that is true, or not. I understand inquiries were made from the Fremantle Harbour Trust to find out what it thought was a reasonable rental for the place and I am told the result—this is going back I think to about 1956—was that the Commissioner of Railways got £18 annually, the Fremantle Harbour Trust a peppercorn rental annually and the State, during the period of the licence, got an amount of interest at the rate of £4 10s. per centum per annum on the capital expenditure on the bulkhandling installations from time to time as certified by the Auditor-General. That is the information I have.

Now we go back to 1956 when Mr. McLean, who is very well known to our friends opposite, at a deputation sought information from the then Minister, about the Government's idea of moving it to

Kwinana. He also wanted to know whether the Government intended that the facilities should remain at Fremantle; and if so, would it give approval for the erection of wheat hospitals for the next harvest or arrange finance with C.B.H. He wanted to know, whether, if transfer to Kwinana was contemplated, when it was expected and he said they must have some security of tenure at Fremantle. I would like to know whether they are going to Kwinana or whether they will remain at Fremantle to the annoyance of everyone in North Fremantle.

On the occasion I mentioned, the Government apparently had the idea that the installation was going to Kwinana and our friends opposite, connected with C.B.H., said that when the additions were made they would be shifted to Kwinana and the bulkhandling business carried on there, but now I am informed that the new wheat hospitals are to be erected at North Fremantle to handle wheat, oats and barley, which will make the position of the people in that district ever so much worse than it is now. I would like the Government to send someone to make an inspection of that place, but the inspection should not be made in wet weather, when the dust nuisance is much less than in dry weather.

A further point is that no one should be told when the inspection is going to be made. Inquiries of the North Fremantle Municipal Council would reveal what has happened in the past when that body has advised that it was going to make an inspection of the installation. I say, also, that any departmental officer who is sent on such an inspection must have some feeling for his fellow human beings; because when a departmental head went down there not long ago and the proposition that the installation might be shifted was put forward, he said, "All you have to do is to condemn these houses and the people will have to get out." The people concerned have their life's savings invested in their homes and have grown old in the houses concerned, yet this man would condemn their dwellings and tell them to walk out; which would suit those who want to build the wheat hospitals. Just to tell members what the place is like I will read a few paragraphs from Hansard of 1941, starting at page 82.

Mr. Roberts: Read the lot.

The Hon. J. B. SLEEMAN: This is what was said—

What I myself saw convinced me that had any member of this Chamber been living in the district, he would have been creating a furore long ago. I spoke to many of the residents this morning. One man has lived there for 40 years. He gradually added to his house, improved it and planted a garden. He is now a pensioner, with an affection for his home, but he has been so affected by the nuisances I

have mentioned that he is prepared to walk out of his home and leave it, to drag himself up by the roots, as it were.

Further on there is a little paragraph—

Now the Government has dumped these storage bins in their backyards, as it were, and has created nuisances that no private person would be permitted to create. The Government should do the proper and only thing by buying those people out and allowing them to escape from nuisances that are absolutely intolerable; and that is no exaggeration.

Mr. Hearman: Who said all this?

The Hon. J. B. SLEEMAN: If the hon. member waits I will tell him in a little while. It goes on—

This street is within 40 or 50 yards of the bins. There is another nuisance which escaped my memory and that is the smell from decaying wheat.

The Hon. A. F. Watts: Who told us all that?

The Hon. J. B. SLEEMAN: The same member who said what I am going to read now. I will tell members who it was later on. This was a motion moved to have a select committee appointed to inquire into North Fremantle properties and wheat storage. It reads—

That a select committee of this House be appointed to inquire into and report upon:—

- (1) The effect on the living conditions of the inhabitants and the extent of the deterioration of property in North Fremantle consequent upon the construction of wheat bins and the operations of the Australian Wheat Board on land in proximity thereto.
- (2) What action should be taken to deal with the situation which has arisen, with justice and equity to the person concerned.

The next is a good one—

- (4) The circumstances under which the Australian Wheat Board was able to have the structure known as "The Wheat Hospital" erected on Crown lands at North Fremantle, and in particular—

- (a) into the terms and conditions of the lease made between the State Government and the Commonwealth Department of the Interior in connection with Crown land upon which a wheat hospital has been erected at North Fremantle;

- (b) whether a fair rental is being received for this area and whether it is consistent with the value of such land;

- (c) whether the State Government or its departments permitted or encouraged the erection at this time of a structure of this character which the Minister for Lands recently stated was "most undesirable and wholly inappropriate in this situation during war-time."

The Hon. A. F. Watts: It seems as though the member for Melville might have been talking in that way.

The Minister for Education: There was no member for Melville then.

The Hon. A. F. Watts: The person who is now the member for Melville but who was then the member for North-East Fremantle.

The Hon. J. B. SLEEMAN: To quote further—

The other matter about which I am concerned is the erection of a wheat hospital on an area which is not far distant from the section about which I am speaking. Members know that there is an area of Crown land close to the North Wharf, and that this land is not far distant from the nest of oil tanks that provide storage for a great proportion of the motor spirit used in this country.

And so on. He goes on—

I could not see how the Australian Wheat Board could proceed with the erection of this structure on land belonging to us without the Minister's agreeing. I had been previously told, also, that there was very little wrong with our wheat.

Now we come to the remarks of the Minister himself who, at that time, was the Hon. F. J. S. Wise—now a member of another place. He said—

I have been greatly interested in the case presented by the member for North-East Fremantle. It is quite true that the hon. member wrote to me some time ago inquiring as to the arrangement that had been made, and expressing surprise that I had granted the facilities and made it possible for such a structure as the wheat hospital to be erected in that position at this time. That is the part of the motion with which I am most concerned. The other part of the motion goes back to the original complaint of the hon. member and is one that involves the whole of the terminal proposals for the handling of wheat at the port of Fremantle.

Members know that within the Fremantle Harbour Trust area there is a spot selected—and relevant plans have been prepared—for the ultimate erection of a structure to serve as a terminal for bulk wheat handling at Fremantle. The site is much nearer the mouth of the river, and nearer the entrance to the harbour than is that of the structure now towering to the sky.

Mr. Boyle: And the cost was to be £150,000.

The then Minister went on—

But subsequently a proposal was put up that a structure to be known as a wheat hospital, for the treatment of wheat prior to shipment, should be erected on an area which the Australian Wheat Board requested this Government to sell to it, so that facilities would be available for the immediate erection of the building.

The Hon. Norbert Keenan then asked—

Who gave the Board authority to enter the land?

The then Minister went on—

I do not know. It was Government land. The whole of the official documents will show that the Government, while not wishing to place an obstruction in the way of the Australian Wheat Board to accommodate its wheat, was strongly opposed to a structure of this nature being proceeded with at that time.

The then member for South Fremantle—and this should interest the present member for South Fremantle—the late Mr. Fox, had this to say—

I support the motion. I have every sympathy for the people at North Fremantle who have been driven out of their homes by the dust, the weevils and the moths that have been introduced there as a result of the erection of the silos. The dust is harmful not only to the men, but also to the women and children. I do not know whether this is news to the farming community, but we had the dust analysed at one time and the analysis disclosed a fair quantity of silica in it.

Mr. Perkins: You should have a lot of sympathy for the people who grow the wheat, and have to handle it.

The Hon. J. B. SLEEMAN: We have sympathy for them; but the people who handle the wheat should not erect these bins in housing areas when there are other places for them to go.

Mr. Perkins: How do you think the people who handle the wheat on the farms fare?

The Hon. J. B. SLEEMAN: They eat their share, the same as these people do; but evidently the farmers like the life

and they prefer to eat a bit of dust rather than come back and live in the city. I shall now quote portion of the report of the select committee. It states—

Whether the State Government or its departments permitted or encouraged the erection at this time of a structure of this character which the Minister for Lands recently stated was "most undesirable and wholly inappropriate in this situation during wartime."

It was decided then that a letter should be dispatched to the then Minister for Defence, seeking permission for Commonwealth civil servants, whom the committee wished to call, to appear for the purpose of giving evidence and producing the relevant files. Amongst the conclusions appears the following:—

No agreement had been reached between the State and Commonwealth Departments with regard to the use of the land for the erection of a hospital silo, nor had permission been granted to enter the land. On the 30th January, 1942, the Prime Minister wired the Premier that the Wheat Board policy was being seriously delayed by the absence of authority to enter the land. On the 10th February, 1942, the Minister for Lands (Hon. F. J. S. Wise) by lettergram to the Prime Minister, refuted the statement contained in the latter's telegram. On the 12th February, 1942, the Premier replied by letter, quoting Mr. Wise's lettergram, and advising that that communication expressed the view of the Government in the matter.

Further on it states—

The Minister for Lands sought the opinion of Co-operative Bulk Handling Ltd. and being advised by them that "under existing war conditions the work of building should be temporarily suspended" informed the Premier that he thought the Commonwealth should be advised that for the time being no construction of this nature was advisable at the Port of Fremantle. This the Premier did. An acknowledgment of the Premier's letter by the Prime Minister's Department by letter dated 8th April, 1942, advised, "that the State Government's attitude towards the erection of a wheat hospital had been noted." This indicated that some notice was to be taken of the State Government's wishes in the matter. During the first week in May the Director of Works (Mr. Dumas) discovered that building operations had commenced on the hospital silo and had been in progress for some time.

Nobody knew anything about it until Mr. Dumas woke up that the silo was being built. It goes on—

When this information reached the Minister for Lands, it was the first intimation the Government had that their protestations had been disregarded.

The Minister advised the Hon. Premier (who was then in Canberra) and suggested a discussion with the Prime Minister (the Rt. Hon. John Curtin).

(b) The land to be leased to the Commonwealth at a peppercorn rental was idle land, and came fairly within the terms of the agreement arrived at between the Premiers and the Commonwealth—that where land being used by the Commonwealth was vacant Crown land which had not been purchased by the State, and for which the State had no immediate need—

(c) It is perfectly clear that the State Government was opposed to the proposal to erect the hospital silo. It resisted the efforts of the Commonwealth to acquire the title to the land on which the silo has been built, and succeeded in getting the Commonwealth to agree to a lease. Without a doubt there existed a danger that the State would lose control of the land, and that the title might ultimately pass out of Government hands, with the result that the State Government's plans for the future erection and control of a bulk storage terminal would be prejudicially affected.

(d) It is clearly established that the Western Australian representatives on the Australian Wheat Board considered that the erection of a wheat hospital silo in this State was unnecessary, and by their voices and votes, opposed the proposal.

There we have their own representatives opposing it. They said it was unnecessary. Continuing—

In the absence of direct evidence on the point it must be assumed that the Australian Wheat Board when it commenced the erection of the hospital silo without a title or permit to enter the land did so with the authority and sanction of the appropriate Commonwealth Ministers . . .

The recommendation is this—

It is recommended that the State Government make representation to the Commonwealth Government for the purpose of making it possible for the Australian Wheat Board to give effect to its decision that the land adjacent to No. 5 Storage Bin be acquired and the persons residing there freed from the nuisance resulting from the Board's operations.

That would be better than what they are going through at present. I suggest that if they went to Kwinana it would prove to be the best site. Those connected with the bulk wheat industry have told me that themselves. The Government was previously in favour of their going there; and if they did move to Kwinana they would be out of the road, and would not be a nuisance. The best thing to do is to buy these people out at the present-day value. Unless that is done, lack of consideration will be shown for the people who for many years were represented by the Hon. J. T. Tonkin, who fought for them when he was a private member. I hope, therefore, that something will be done to overcome this great difficulty.

Mr. Perkins: How do you suggest the removal of the silo to Kwinana will be financed?

The Hon. J. B. SLEEMAN: I suggest that the Government and the Wheat Board should get together to decide that Kwinana is the place for the silo to be. Already representatives of both parties have agreed that that is the best place for the silo to be erected.

Mr. Perkins: You don't expect the wheat industry to pay for that, do you? Don't you think the Government should meet any costs in connection with its removal?

The Hon. J. B. SLEEMAN: I believe that a fair deal should be given. I do not think it should be a one-way transaction. The hon. member is thinking only about the removal of the silo and what it would cost. I think he will agree, however, that Kwinana would be the place for the silo to be built.

The Hon. D. Brand: Have you any idea what the cost would be?

The Hon. J. B. SLEEMAN: No idea at all. If they are not going to remove the silos, it would be better to buy these people out at their present-day values. It is not fair that they should be allowed to suffer year after year. Somebody tried to make out that these houses are slums, but that is not true. They are respectable working men's homes. The people concerned should get enough out of the silos to get a decent sort of a place to live in.

Mr. Perkins: Who is the Minister responsible for getting these people out?

The Hon. J. B. SLEEMAN: The hon. member is asking me something. I could not even tell the hon. member whether I should approach the State or the Commonwealth Government in regard to the matter. Nobody seems to know who owns the silo or anything else. Everything is so secret. They will not or cannot tell one who owns the place or what rental the occupiers are paying.

The Hon. D. Brand: That applies to another set of houses in the State, too, doesn't it?

The Hon. J. B. SLEEMAN: I will leave it at that, and hope that something will be done. The acting Minister for Works can tell the Minister for Works about the position when he returns, and I hope that it will not be long before something is done to alleviate the position of the people who are living in the vicinity.

Mr. Perkins: If the Minister does not take any action, will you move a vote of no confidence in him?

The Hon. J. B. SLEEMAN: I suppose the hon. member would like me to move a vote of no confidence against everyone on this side of the House, but we do not move a motion such as that so easily. We are quite unlike the members of the previous Government who just walked across the floor of the House and said, "25-18 and that's that." At that time the hon. member just threw the matter under discussion into the ring and said, "Here you are, have a go!"

The Hon. D. Brand: And no one answered; they were absolutely dumb-founded.

The Hon. J. B. SLEEMAN: The Leader of the Opposition said that if he got back into office he would sell all the Government State trading concerns. Would he sell the State ships?

The Hon. D. Brand: I said, "If we could get rid of it."

The Hon. J. B. SLEEMAN: I want to know if the Leader of the Opposition would sell the State ships.

The Hon. D. Brand: If we could reasonably do so, yes.

The Hon. J. B. SLEEMAN: I want to know whether the Leader of the Opposition would or would not. Would he advertise the sale of the State ships?

The Hon. D. Brand: Yes; we would advertise them.

The Minister for Transport: I bet you wouldn't!

The Hon. D. Brand: We would ignore the new ship until you fixed it up and made it safe.

The Hon. J. B. SLEEMAN: There are quite a few Government trading concerns that are showing a loss; but still, at the same time, they are of great value to the State. The Leader of the Opposition, however, would no doubt sell the State trading concerns and send the work out to be done by private contractors. This would be something similar to what he did with the railways some years ago when he subsidised the road cartage of superphosphate. He did not worry then about the railways getting any profit. He subsidised the road transport operators for a large amount out of loan money.

When I went down to see His Excellency, he said, "Go back and report to Parliament."

I ask you, Mr. Speaker: Would you have come back and reported to Parliament at that time? The Government was sitting here with a majority; and if I had reported back, I would not have been in a similar position to Premier Lang when Sir Phillip Game said to him, "You make an alteration in this by 11 o'clock tomorrow or else."

The Hon. D. Brand: Your argument then fell on much more fertile ground than now.

The Hon. J. B. SLEEMAN: I do not think so.

The Hon. D. Brand: You wait and see!

Mr. Hearman: Now tell us about the railways.

The Hon. D. Brand: No; leave him on this for a while longer.

The Hon. J. B. SLEEMAN: Would the Leader of the Opposition sell the State Engineering Works? If he did, the private concerns would be in a terrible mess. I can tell the Leader of the Opposition that they are big firms which take on contracts and then find that they cannot fulfil them; and so, as a result, they send a portion of the work to the State Engineering Works. It is only by this means that they are able to complete their contracts. They only make use of the State trading concerns when it suits them. I will not keep the House any longer, but I hope something will be done in regard to the bulk wheat handling at North Fremantle with a view to some arrangement being entered into so that the handling of wheat, oats and barley will be done at Kwinana.

Mr. Hearman: Tell us about the bridge!

MR. WILD (Dale) [9.0]: I regret having to get up to speak extempore. I did not think that the members on the Government side would not carry on with this debate and, not realising that the debate would collapse, I have unfortunately left some relevant papers at home. This being so I shall have to speak without their support. I have given notice of a question, which I hope will be answered tomorrow, asking why the Government is not going on with the Metropolitan Regional Town Planning Bill, which we were told by the Deputy Premier, last year, would be brought down this session.

When he introduced the interim measure last year he told us it was the last occasion that it would be brought down. From His Excellency's Speech, however, we now find that interim legislation is to be brought down, which means that the main Bill will not be presented to the House until at least next year. I do not know whether the Government realises the fact that there are a number of people who are in a complete dither; they do not know what is going on.

They have been told that this town planning scheme is to be put into operation, but now we find that the whole thing is to be deferred, which means that for another 12 months they are to be left in the air, not knowing whether their land is to be resumed or not. I now await the Premier's answer as to the reason why the Government is not going on with it, and I will take the opportunity later in the session to express my view on that point.

The Minister for Transport: If there is any blame attachable, it is not at Ministerial level.

Mr. WILD: The papers which I mentioned earlier, and which I have left at home, related largely to the resumption taking place in the Dale electorate for the access roads, namely the Beechboro-Kwinana road, and the Beechboro-Gosnells road. Without these papers I shall have to use my memory, but I would like to say at the outset that a large number of people in this area are most upset—they have been upset for some considerable time—by the notices of intention to resume that have issued. This of course is quite normal, but we find that a few days before the statutory period expires, the authorities back-pedal and withdraw their notice, which means that another period of 90 days goes by after which the Government gives a further notice of intention to resume. And so it goes on.

If the Minister representing the Minister for Town Planning were to go out to that electorate, he would find that from Canning Vale to Kenwick, from Kenwick to Orange Grove and from Kenwick to Maddington there are people who are not in a position to know whether their land is to be resumed or not; nor do they know what they are going to get for it. They are no wiser than they were three years ago, and at the same time a complete blanket has been placed over this area. The first question asked is: "Is this land to be one of the sites for resumption for access roads?"

Even if these people submit a plan of subdivision to the Town Planning Board it is rejected on that ground, namely, that it is to be used for access roads. Among other complaints that have been made to me, are those that have reached the stage of compensation. On many occasions in this House, and in my electorate, I have said that I did not object to the overall plan, provided the Government would get on with the job, and also provided the people concerned were paid a fair compensation. But the haggling that is going on is too bad for words.

I know of one man, for example, in the Orange Grove district who has had two visits in recent weeks from one of the officers of the Land Resumption Office. This person has been offered a figure by word of mouth—the office will not put anything on paper. There was a case of

a man who was offered £2,400, and, after much further argument, a settlement was made for over £7,000. It is not good enough. But that is a typical case of what the Government would like to get away with if it were at all possible.

I brought this matter up time and again until finally we were able to secure something firm from the Government. In this matter of valuations, one can appreciate that there might be a disparity of between £500 to £1,000 in the final settlement, but to offer a man £2,400 in the first instance, and then give him three times as much, goes to show how ridiculous the whole set up is. This is the sort of thing that is happening in the case of some of the small resumptions which the Government is endeavouring to effect in that area at the moment.

Realising these roads have to go through, and that in the long run they will possibly be a benefit, the people concerned are anxious to help. They appreciate it is something that must be done, but at the same time they feel it is not good enough for a man to be told—as many of them have as far back as two years ago—that portion of his land is to be taken, which means that he is unable to carry out any developmental work, and then for nothing to be done. There may be people who have decided it would be better to sell out and move to another locality, but as things are they are not able to do so. They are tied hand and foot. They cannot dispose of their land or get any money for it. Try as they might, all they get from the Government is this backing and filling—one day they are told the Government is going to resume the land, and shortly before the statutory period expires the notice is withdrawn and another notice of intention to resume is issued later. So it goes on.

If the Minister representing the Minister for Town Planning were to visit this area, he would find people there not knowing if they were Arthur or Martha in the matter of their land resumption. In the Dale electorate, a further matter in connection with town planning that causes a lot of concern is the question of subdivision of areas, and I particularly refer to the Gosnells district. In the overall Stephenson plan, which has not yet been ratified by Parliament or by the local authorities, we find it laid down—or it was intended to be laid down—that certain residential areas are to be defined. There are also to be rural areas, industrial areas and others known as non-conforming areas. The authorities have, however, intimidated, in so far as the belt in the rural areas is concerned, that they will not accept any subdivision that is less than 5 acres.

I suggest that if they were to look at the size of many of the blocks in the area now known as the green belt—where they will not accept anything less than

five acres—they would probably find more blocks of less than five acres than blocks of that area. Some residents may already have a house on a three-acre block and decide to either sell a portion, or alternatively give a portion to one of their children. This person may wish to subdivide, to dispose of, or to hand over to one member of his family  $2\frac{1}{2}$  acres of such a block. Because it happens to be in this belt which has been laid down as a rural belt—like sausages coming out of a machine—the applicant gets back from the Town Planning Board a stereotype answer: "This is in a rural belt where nothing less than five acres will be allowed."

What happens next is that the owner approaches the member for the district who then makes an appeal to the Minister. I want to dwell for one second on this point. Up to a few months ago when the Chief Secretary was well and able to perform his outside duties he did to my certain knowledge—at least in the Dale electorate—inspect the blocks himself to see what the argument was about. It is interesting to note that last year at one stage out of 20 appeals that I put before the Chief Secretary, 19 were upheld; this goes to indicate that the Town Planning Board seemed to have their heads completely in the clouds.

However, getting back to the question of subdivision in this rural belt where in many cases the blocks are already less than five acres, we have the spectacle of a man with three acres desiring to retain only half an acre with the house on it and to dispose of the other  $2\frac{1}{2}$  acres. Unless one is in a particularly fertile piece of land, what could one do with the  $2\frac{1}{2}$  acres?

At the present moment, speaking purely from memory, I have at least three appeals against decisions lodged with the Minister on this particular type of case where the land involved is less than five acres which the owners desire to subdivide. On these particular pieces of land I venture the opinion, that on not all of them, but most, one could not grow more than could be grown on the floor of this Chamber. They are absolutely useless. To decide with a sweep of the hand that this is a rural belt and nothing less than five acres shall be the size of blocks will mean that all that land is to be left idle and to waste.

Furthermore, in these days when one has the milkman calling at the back door, who keeps a cow? In the olden days regarding these five-acre blocks—which I suggest are not capable of growing feed—people did keep a cow and they needed the five acres. But in these days if a person has a block of three or four acres of what use or ornament is it, because it is absolutely useless other than for subdivisional purposes as house blocks.

The Minister for Transport: What area would you need to rear poultry?

Mr. WILD: That depends on the size of the flock one desires to keep. In these days, and this is purely my own opinion, it is uneconomical to endeavour to carry less than 2,000 birds. Even on the intensive system 2,000 birds would require at least three acres of land because there must be a couple of acres set aside for the growing of green feed. The difficulty with a lot of this land is that even grass will not grow on it.

Only a few months ago when the Chief Secretary was fit and able to go about he inspected four or five properties with me in respect of which I had launched appeals. One of them was at Orange Grove. It was a five acre block with a house on a half-acre block at the corner. There were two road frontages—the Maddington-Orange Grove-rd. and the road towards Gosnells. The owner desired to subdivide this land into half-acre blocks and from memory, if approval were given, he would have five blocks with road frontages. When the Minister got out of his car I said to him, "Could you grow anything on this land Mr. Minister?" He went over the land; it was hard ground like granite. He recognised immediately that that type of land would be absolutely useless for anything else but house-building.

Very frequently when such applications are made to the Town Planning Board for subdivision they are rejected, not on the grounds that I have outlined, but because, in respect of the Gosnells area, the board has been in the habit of saying the water table was too high. This question of the high water table in the Gosnells area has been exercising the minds of the local authority for, I understand, 28 to 30 years. When Mr. Rushton, who is now the Commissioner at Mandurah, was secretary of the Gosnells Road Board—and that is going back 30 to 31 years—he told me that exactly the same bogey was raised. As far back as that time such things as septic tanks were unknown. It is only in the last four or five years that, in the main, this bogey has been raised on nearly every occasion when the owners of land have endeavoured to subdivide.

There are hundreds of houses in the Gosnells Road Board area and the local authority has clamped down on residents using the pan system because a regulation issued within the last 12 months or so sets down that every new house built must be provided with a septic tank. So, the Health Department has taken a deep interest apparently in these subdivisions because the applications go not only before the Town Planning Board but also the Health Department. Very frequently a reply is received that owing to the high water table in the area the land is not suitable for house-building and the application to subdivide is rejected.



The Minister has on very many occasions upheld these appeals. When one goes out and shows the Minister that there is a house on this side and one on that side, both with septic tanks installed probably within the last four or five years, he is forced to take notice of the representations, because it is obvious to him that if a septic tank can function in those two houses, a septic tank can also function on the block in between.

This should be a matter for the local authority. An applicant applies to that authority and the application is approved. The local authority in turn forwards it to the Town Planning Board but often it is rejected on account of the high water table. Then the whole affair starts all over again and the member for the district is approached and he appeals to the Minister.

I repeat that on many occasions these appeals are upheld. So the people affected in the meantime, over a period of four or five months, are inconvenienced. The owners cannot get on with the job. It is apparent that local authority approval does not mean a thing. It is not necessary for the member of the district to do this but, we do it because it is part and parcel of our job. Why in the name of fortune is not the local authority allowed to be the determining factor in matters such as this? It seems to me that the Government wants to gradually fritter away the power of the local authority; it wants the power vested somewhere in Perth.

In regard to the subdivisions, I am firmly of this opinion: that provided an overall plan is laid down by the Government of the day through its town planning board, it should be left to the local authority to make the decision. Its people are on the spot; they are people who can be contacted very easily; and surely we are not going to be so foolish as to say in this Parliament—or any other Parliament for that matter—that six, eight or 10 men sitting round a table—men who give their time absolutely gratis in the interests of local government—provided they keep within the bounds of the principles that have been laid down by the authority in the city, cannot be trusted to say whether a block of land is suitable or otherwise for building purposes!

I do hope the Government will take notice of what I have to say in regard to this matter, because it causes a tremendous amount of unnecessary friction. I repeat: When the people finally put in appeals and find they are upheld, they realise what a terrific waste of time has taken place simply because they are seven or eight miles from the city. They receive a stereotyped reply that the land is either in the rural belt or, alternatively, there is

a high water table. When an appeal is made to the Minister he looks into the position and the people finally get what they want.

The Minister for Transport: A wonderful tribute to the Minister.

Mr. WILD: I will say in fairness to the Chief Secretary that he is a very fair-minded man. He goes out and sees for himself; and, with all other members in this Chamber, I regret very much the fact that he is laid low and is unable to see to his duties, because without a doubt he did what he could and was very fair. When he went out he looked at things reasonably. He is a Minister with very definite qualities, and I only hope that whoever is going to act for him during his illness—which we hope will be very temporary—will adopt the same commonsense attitude that the Chief Secretary has adopted since he has held that portfolio.

The Minister for Mines: How long have these appeals been lodged?

Mr. WILD: Unfortunately I did not bring them with me. I started to collate them before I left home this afternoon. I looked at two or three that were submitted in June and concerning which nothing has happened. On account of the illness of the Chief Secretary, I have not pushed them along, but I have no doubt that the Minister will realise that we have responsibilities towards our people, and I must ask that in the not too distant future some decision will be arrived at. If the Minister who has just interjected is going to act on behalf of the Chief Secretary, I only hope that when I submit the names to him—as I will—he will give an answer, even if it is unfavourable, in order to let the people know.

The Minister for Mines: I have been out in your district.

Mr. WILD: I know that the Minister was out only a couple of weeks ago, and I thought he was coming out to look at one or two subdivisions. However, he had a particularly big job to do and could not get around to it.

The Minister for Mines: I have no knowledge of the cases.

Mr. WILD: There are one or two other small points to which I want to refer while I am on my feet. Unfortunately the Minister for Education is not in his seat; but I hope he will at least take the opportunity at some future time, to read the word or two I have to say. I refer to the Karragullen school.

I have spoken about this particular school on previous occasions. Without doubt it is very much in the wrong place. It is situated in a position where all of the children—when I say all, I mean nearly 90 per cent.—come from the northern side of the school. Normally one expects that a school will be as near as possible to the centre, and the children will radiate to that

school from the four points of the compass. I understand that that school was put there many years ago when there were several small mills in the area and timber cutting was going on. Most of the development in that area was where the school is situated. However, some years ago the department purchased a block of land in what is now known as the Karragullen townsite.

I want to draw the attention of the Minister to the fact that children are coming from one direction to the existing Karragullen school; but if it were placed in a central position, such as the block of land which has been purchased by the department, it would save a lot of unnecessary trouble. Furthermore, I have no doubt that some of the children in the southern extremity, who go to other schools, would find it much more convenient to go to the new school if it were situated on the block of land which was bought.

The final point I wish to make is this: Whilst I gather that the Minister for Transport is more or less having nothing to do with the Metropolitan Passenger Transport Trust, there is one question that is exercising the minds of the people in the Orange Grove-Canning Vale district. Possibly he will do for me what he has done for my Deputy Leader and see that these representations go to Mr. Adams and that an answer comes back to him to be transmitted to me.

Some three or four years ago, the Metro Bus Co. instituted a bus service which was very gladly received by the people of Canning Vale and Orange Grove. They had a bus that moved up the main road to Kenwick, and turned west to Canning Vale. It only ran once a week, but it did provide a necessary service. The people had to travel to Kenwick and then to Canning Vale, finishing up on the Albany Highway and on to Perth. The same applied to Orange Grove.

The result was that most of the ladies in those areas were able to do their shopping in town. From memory, I think they went in in the morning at 10.30 a.m. and came back in the afternoon at about 3 p.m. or 3.30 p.m. The same applied to the people in Orange Grove. However, in recent months the two buses have been deleted, and one substituted. The result is that no one travels on the bus at all because one bus goes through Perth to Maddington, turns east, goes down to Orange Grove, goes back from Orange Grove to Maddington, then to Kenwick and on to Canning Vale. Therefore, the Orange Grove people have a tour of the district in order to go to town, and the same thing applies in reverse coming home. They have a tour of the Canning Vale district and then return to Albany Highway and on to Orange Grove.

At the last meeting of the Gosnells local authority, a report was received to the effect that during the previous week only

one passenger had availed himself or herself of this bus. I submit that the company has brought this on itself by having depleted the service to such an extent that no-one will now use it. People in the area served used to be able to get into town in about half-an-hour, whereas it now takes nearly an hour to do the trip although, as the crow flies, the distance to the city is only six or seven miles.

The Minister for Transport: If you asked a question about it, the Transport Board would no doubt know the reasons for the change.

Mr. WILD: I know that the local authority made representations to the Metro Bus Company, although I do not know whether they inquired from the transport trust.

The Minister for Transport: The trust does not come into it yet.

Mr. WILD: They asked the Metro Bus Company, which threw it back on the local authority and the local people.

The Minister for Transport: If the hon. member asks me a question about it, I will take the matter up with the Transport Board.

Mr. WILD: Thank you! The people concerned do not like spending an hour on a trip that used to take perhaps a little less than half-an-hour.

The Hon. D. Brand: Wouldn't the transport trust have some say in deciding bus routes in the future?

The Minister for Transport: Only a say. Any departure from present routes or timetables can be made only with the sanction of the Transport Board.

Mr. WILD: I will bring this matter to the notice of the Minister and ask him to take it up with the Transport Board and the transport trust as from the date given in answer to a question today, because the people to whom I have referred are entitled to a bus service. I repeat that at present they are forced to waste so much time when they travel by bus that almost all of their patronage has now gone to private vehicles.

My final point relates to a matter with which the Minister for Police may be able to deal, and here I refer to police protection in the Gosnells-Armadale district. On the Estimates for the Police Department last year I referred to the disabilities suffered by the police officer at Armadale, in that he had a most peculiar district to cover, shaped rather like a goose's neck. There is only one officer at Armadale, and he is responsible for providing all the police protection necessary for many miles up the Williams-rd. and right down to Canning Vale on the western side of Albany Highway. If he is called out to

the more remote parts of his district, there may be hours during which there is nobody in attendance at the Armadale police station; and not only are the public inconvenienced, but also the necessary police protection is not there should it be required.

At Kelmscott there is a police station that was instituted many years ago and where dog licences, gun licences, traffic licences and so on were dealt with. But in recent months those facilities have been depleted; and, while there are two officers at Kelmscott, at Armadale—only three miles away—there is the one officer who has to look after the tremendous territory to which I have referred. Representations have been made from time to time to have some police protection provided at Gosnells.

Members may recall that last year or the year before there was a sequence of robberies in that district; and, while it is a law-abiding community, the fact remains that some person or persons came to the district from outside; and, with no policeman between Victoria Park and Kelmscott, some shops were broken into. Although in a number of instances the offenders were caught and punished, that was little consolation to the people of the district, who had to ring Victoria Park, Kelmscott or Armadale, in order to get a police officer to investigate the complaints.

The Minister for Police: I know that special provision has been made for the Victoria Park police station to give extra police protection to that district, in recent times.

Mr. WILD: Yes; I believe there is a motor cycle patrol—

The Minister for Police: I think it is a motorcar that is provided.

Mr. WILD: This district is growing to such an extent that I believe there should be some reorientation of the duties of the police officers in that area. Whether further police officers are to be provided at Gosnells or Armadale is for the department and not for me to say, but I believe the area warrants something more than one officer to cover the tremendous territory to which I refer. I hope the Minister will take notice of what I have said, and that provision for greater police protection in this area will be made in this year's Estimates. This is particularly necessary in view of the fact that I understand that police officers are shortly to have a 40-hr. week. If that is so, and if the officer at Armadale works only 40 hours, Armadale and the rest of the district which he has to protect will have a lean time during his hours off duty.

Mr. Bovell: They will have to put up a notice reading, "Policeman off duty; no robberies allowed."

Mr. WILD: As this district has reached a stage where it warrants—in my opinion—a sergeant and a couple of police constables, or something such as that, I hope the Minister will take this matter up.

The Minister for Police: I will look into it and see what can be done.

Mr. WILD: Both the local authorities that I have mentioned are concerned about the position. Although they have previously made representations in the matter, they have always received the stock reply that there is no money available, or no bodies, or something of that nature. This question is of considerable importance to the law-abiding people of the district concerned.

MR. EVANS (Kalgoorlie) [9.38]: Like the previous speaker, I have been taken somewhat unawares; but, in order to prolong the debate and give other members an opportunity to speak, I will on this occasion draw attention to certain matters which I believe to be of great importance to my electorate—particularly to Kalgoorlie—and to the Goldfields in general, not to mention the State as a whole.

One of the subjects to which I will refer will be of interest to many members, including the Leader of the Country Party whom I have heard refer, more than once, to the problems of interstate traffic into and out of Western Australia. As we know, Section 92 of the Commonwealth Constitution lays down that there shall be free trade between the States, and it has been the subject of many court actions and appeals to the High Court of Australia.

At present, road transport in Western Australia is making its presence keenly felt on the economies of the railways, and also on our Main Roads Department. At Kalgoorlie, any day, it is not an uncommon sight to see huge motor transports making their way down our main street, which connects up with the main highway to Perth. These transports have come from a railway siding, or a railway terminus of the Commonwealth railways, situated at Parkeston. They bring the goods which they convey from the Eastern States by road as far as Port Augusta. There they are run on to flat-top trucks, naturally provided by the Commonwealth railways to cater for the trade. This practice is in the interests of the Commonwealth railways and also in the interests of the road hauliers.

By using rail transport across the desert, the road hauliers are overcoming the difficulties that would be encountered if they travelled over that vast distance by road. However, when the trucks reach their destination at Parkeston they are run off the flat-tops and proceed to the City of Perth by road. Observation shows that these vehicles are licensed in the Eastern States; therefore it is only natural to assume that this State receives very little, if

anything at all, in licence fees from these road hauliers. But at the same time hauliers are using our roads—and naturally use, if not properly controlled, must bring abuse; and that is what is happening. Our roads are being torn up and are not being maintained by contributions from road transport interests.

At the same time these road transport hauliers are competing with our State railways. That is a problem which is gradually but boldly arising in this State. In Victoria they have legislation operating entitled "The Commercial Goods Act." The passing of this Act represents a triumph not only for the present State Government of Victoria but also for the previous Government—I refer to the present Government composed of a Liberal-Country Party coalition, and the previous Cain Labour Government. Victoria felt this problem many years ago—the same problems as we are confronted with today—and the Government of that State set about doing something concrete to try to overcome it.

Legislation was passed in the State Parliament of Victoria which would have had the effect of placing a tax on interstate hauliers. Naturally this legislation was challenged by the road hauliers in the Supreme Court of Victoria; and finally the High Court of Australia was asked to give its opinion as to whether the Victorian legislation was in contravention of Section 92 of the Federal Constitution. I am not sure of the number of times that the High Court upheld the interests of the road hauliers, but I know that legislation was declared invalid by that august body. However, an Act has now been passed in Victoria—the title of which I have already given members—and it operates in such a way that a tax is levied on interstate and also intrastate vehicles carrying tare beyond a certain limit.

The Hon. D. Brand: The Minister for Transport is not listening to you.

The Minister for Transport: My word he is!

Mr. EVANS: In Victoria the pressure of interstate traffic is quite considerable, and therefore this legislation has been found to be quite suitable. However, even if legislation along similar lines was passed in Western Australia, the problem arises as to whether it would be suitable, even though such legislation had been declared valid by the High Court. Would we be taxing a few interstate hauliers to the detriment of those who are rendering a good service within our own State? This is a problem that must be confronted in the future.

Mr. Court: Are you advocating a ton mile tax for Western Australia?

Mr. EVANS: No; I am drawing the Government's attention to the problem; and I reiterate that unless consideration is given to it, the position will become worse in the very near future.

Mr. Court: In view of your experience of the off-loading point, how many loads a week do you think would come from Kalgoorlie to Perth?

Mr. EVANS: From my experience I would say that at present there would be no more than 12; and that number would include the Ansett pick-a-back units and the big units that come right through on the flat-tops. However, the number will grow.

Mr. Court: I think it would be dangerous—

Mr. EVANS: The point is that these hauliers are bringing their trucks across on the flat-tops, and they are not going to sit back and let Ansett steal all the plums. It is only natural that they will work out a system to compete with Ansett; and when that happens the number of pick-a-back units will increase, and the problem will become worse than it is at present. It is something that will have to be tackled by the Government of this State.

I would now like to say a few words about the hope that we all have of there being a new surge of interest in the gold-mining industry. Firstly I would like to speak about the Goanna Patch on Webo station near Leonora. Leonora was once my home town and I know the area in question. I have read the reports of certain white prospectors who have visited the area; and, despite their pessimistic views, I am hopeful that the reef which has thrown out these nuggets will be found.

This morning, I was interested to read an article which appeared in the "Kalgoorlie Miner" and which was written by an old lady who lives in Kalgoorlie at the present time. She produced a letter to the editor of that newspaper which had been written by her mother many years ago. In this letter her mother stated that her husband believed that a huge gold find would one day be made beyond Leonora. Apparently some person had discovered gold in those parts; but, like Lasseter, he had disappeared. However, this man expressed the belief that gold would eventually be found there. The letter which was sent to the "Kalgoorlie Miner" was a result of a question being asked whether the gold find mentioned in the letter was the one which the natives had found. I hold the belief—as I am sure all members do—that something will arise from this new gold find.

Whilst speaking of the goldmining industry, it is only natural for one who represents the people engaged in that industry to speak in support of an increase in the price of gold. I was interested to learn that a move had been made by the Kalgoorlie Rotary Club a few weeks ago to put forward a case for an increase in the

price of gold; and, in fact, it did submit an extraordinarily good case and a copy of it was forwarded to every Rotary Club in America.

The members in those parts were invited to discuss the question and encouraged to seek further information if they desired it, the whole endeavour being to incite those people to talk on the subject of gold so that perhaps something might be done to increase its price and to make the responsible authorities in America aware of the importance of that metal and the difficulties confronting the industry that produces it.

At the same time, I believe that the Commonwealth Government—and here I am not being party political, because it is far too serious a matter—must show a practical realisation of the importance of the industry. The prospector and the small leaseholder must be encouraged still further, and the large companies which produce gold should be given greater stimulus to increase their production. I am speaking now for an increase in the Commonwealth gold subsidy.

Mr. Bovell: It is not the Commonwealth Government that is preventing an increase in the price of gold, but the United States of America.

Mr. EVANS: The hon. member has misunderstood me. I am asking now for an increase in the Commonwealth gold subsidy. I now wish to touch on another matter which not only affects my own electorate directly, but which will, eventually, affect the whole of the people of this State indirectly.

This afternoon I was interested to see a question on the notice paper from the member for Bunbury in regard to the proposal for the establishment of a teachers' college outside the metropolitan area. I know that there was a move, or a suggestion made, in 1952, for a regional branch of the Teachers' Training College to be established; and, at that particular time, Kalgoorlie was mentioned.

I would now like to point out to the member for Bunbury and to other hon. members also, that I had some correspondence with the Minister for Education—not only the present occupant of the office but also the previous one—even before I became a member of this Assembly, in which I asked that earnest and urgent consideration be given to the establishment of a regional branch of the Teachers' Training College on the Goldfields.

I have pointed out to the Minister that in Kalgoorlie, which has a population of 23,000 people, there are several primary schools—both large and small—two high schools, and a technical school.

Mr. Bovell: And a two-up school.

Mr. EVANS: There is also a School of Mines. Fortunately, my mind is reaching to a higher level than that of the member for Vasse. We also have, and we are very proud of, an Olympic pool, which would be a definite advantage insofar as the training of teachers is concerned because at this pool trainee teachers could obtain controlled instruction in the art of swimming. Kalgoorlie, fortunately, enjoys all the amenities that are found in a large town. As I have already mentioned, it has a population of 23,000 people; and I fail to see any centre in this State, outside the metropolitan area, where better facilities are available for the training of teachers.

Therefore, I hope that even though the Minister for Education is at the moment unavoidably absent, he will somehow read this speech I am now making and thus be sufficiently cognisant of the facts I have put forward.

Before concluding, as instructed, and at my discretion, I would like to pass on the gratitude of the Eastern Goldfields Transport Board to the Government—and particularly to the Minister for Transport—for its generous gesture, last year, in granting to that board seven second-hand omnibuses in good condition for the purpose of replacing seven Ford omnibuses that had outlived their usefulness.

The Hon. D. Brand: Did they make any mention of the previous Government's generosity? They should have done so.

Mr. EVANS: For the information of the Leader of the Opposition, I would point out that the board is very grateful for any gesture that is made by any Government. I can assure the Leader of the Opposition that the members of the Kalgoorlie community also share that view. These buses have been appreciated not only by the Eastern Goldfields Transport Board, but also by the general public and, in particular, by the workers who use them most.

The Hon. D. Brand: There will be a few more going up there after this passenger trust gets going.

Mr. EVANS: With those few remarks I will conclude by thanking hon. members for the indulgence they have shown in listening to the remarks I have expressed tonight.

On motion by the Hon. A. F. Watts, debate adjourned.

## COMMITTEES FOR THE SESSION.

### *Council's Message.*

Message from the Council received and read notifying the personnel of sessional committees appointed by that House.

*House adjourned at 9.59 p.m.*