

21 years of age or of any age up to 30 from having even the right to offer for election to the Council. That is not a democratic procedure nor is it commonsense. I do not think the choice of electors should be limited at all.

The Attorney General: You do not approve of that system.

Hon. A. R. G. HAWKE: Which system?

The Attorney General: Free election.

Hon. A. R. G. HAWKE: The electors should be free to choose if they prefer the younger candidate.

The Attorney General: But you do not approve of that. You have your pre-election ballot. You select your candidate and do not allow any person at all to stand if he has not secured the selection.

Hon. J. T. Tonkin: Do you not have pre-selection on your side?

The Attorney General: But an individual is not liable to expulsion. You answer that one!

Hon. A. R. G. HAWKE: The Attorney General is now opening up an almost unlimited field of discussion.

The Minister for Education: And it has nothing to do with the Bill.

Hon. A. R. G. HAWKE: Quite so.

The Minister for Education: And is therefore out of order.

Hon. A. R. G. HAWKE: Any person in the Labour Party who is not endorsed could stand for Parliament, but would run the risk of losing his membership of that party. I could recite what happened in Nedlands recently in connection with the Liberal endorsement, but to do so would be out of order. The Bill merely proposes to give a person between 21 and 30 years of age the right to nominate at Legislative Council elections.

Mr. GRAYDEN: I support the clause for reasons that are fairly obvious. The Attorney General argued that at the age of 30 a man is far more responsible than is a man of 29 or 28. If the argument is sound, it should apply also to candidates for election to this House. The people are the ones to decide who their member shall be. There is very little risk of their electing anyone, of whatever age, who showed signs of being irresponsible. In recent years, many younger men have been elected to the Parliaments, and I have not heard of an instance where anyone of them has acted in an irresponsible fashion.

Clause put and passed.

Clause 3—Amendment of Section 15:

The ATTORNEY GENERAL: I move an amendment—

That in line 4 of paragraph (2), the word "that" be struck out and the word "if" inserted in lieu.

The Parliamentary Draftsman has advised that this alteration would improve the wording.

Hon. A. R. G. HAWKE: I have no objection to the amendment.

Amendment put and passed.

On motions by the Attorney General, line 3 of paragraph (e) amended by striking out the quote marks after the word "householder," by striking out the word "any" and inserting in lieu the word "a", by inserting quote marks after the word "dwelling-house," and by striking out of line 6 the words "at such" and inserting in lieu the word "the."

Clause, as amended, put and passed.

Clause 5, Title—agreed to.

Bill reported with amendments.

ADJOURNMENT—SPECIAL.

THE PREMIER (Hon. D. R. McLarty—Murray): I move—

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

Question put and passed.

House adjourned at 10.42 p.m.

Legislative Council

Thursday, 2nd October, 1952.

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

QUESTIONS.

MUTTON.

As to Wholesale and Retail Prices.

Hon. G. BENNETTS asked the Minister for Agriculture:

(1) Is he aware that a drop of over 100 per cent. has taken place in the wholesale price of sheep?

(2) Does he know that many pensioners and family units are without full supplies of meat owing to the present high prices?

(3) If the drop in the wholesale price is correct, will he endeavour to have the same adjustments made in the retail price and pass it on to consumers?

The MINISTER FOR TRANSPORT (for the Minister for Agriculture) replied:

(1) No. Since the beginning of the winter, the average price of sheep has fallen about 25 per cent.

(2) No.

(3) The question of revised wholesale and retail meat prices is under consideration, and a decision will be made at an early date.

NORTH-WEST.

(a) As to Drought Relief for Kimberleys.

Hon. C. W. D. BARKER asked the Minister for Transport:

(1) Is he aware that in answer to Senator Cooke, the Minister for National Development (Senator Spooner) said that if the Western Australian Government made a request to the Commonwealth for assistance in connection with drought relief for the Kimberleys, the matter would be given very sympathetic consideration?

(2) Will he see that a request is submitted immediately?

The MINISTER replied:

(1) Yes.

(2) No request for assistance has yet been received by the State Government.

(b) As to Use of Rails for Cattle Pits.

Hon. C. W. D. BARKER asked the Minister for Transport:

(1) Is it correct that the railway lines now being taken up at Port Hedland are being sold?

(2) If so, will he give an assurance that a supply will be kept for use in the construction of cattlepit "run-throughs" by the Main Roads Department?

The MINISTER replied:

(1) A small quantity has been disposed of locally, but the bulk of the rails is being retained for departmental purposes.

(2) A supply of rails, unserviceable for railway purposes, could be made available by arrangement between the departments concerned.

LANDS.

As to Projected Settlement, Hill River.

Hon. J. McI. THOMSON (for Hon. L. A. Logan) asked the Minister for Transport:

In view of the urgent need for extension in land settlement where loan money will not be needed to any great extent, will he advise when the Hill River settlement project is likely to commence?

The MINISTER replied:

Reconnaissance of the Hill River area showed that the land south of the river was not likely to be accepted by the Commonwealth as a project. It is intended to send a surveyor and land classifiers to the area about March next year with a view to preparing the necessary information for submission to the Commonwealth Government.

WATER SUPPLY.

As to Geraldton Scheme.

Hon. J. McI. THOMSON (for Hon. L. A. Logan) asked the Minister for Transport:

Can he inform the House of the total annual consumption of water from the Geraldton scheme, for the last five years?

The MINISTER replied:

1947—122.17 million gallons.

1948—159.11 million gallons.

1949—170.51 million gallons.

1950—170.64 million gallons.

1951—164.55 million gallons (Wet year—dam filled).

FARM IMPLEMENTS.

As to Importations.

Hon. J. McI. THOMSON (for Hon. L. A. Logan) asked the Minister for Agriculture:

Can he give the House the total number of each of the undermentioned farm implements brought into this State for the years ended the 30th June, 1950, 1951 and 1952 respectively—

(a) disc ploughs (10 disc and over);

(b) sanderseeders;

(c) disc drills;

(d) combines;

(e) scarifiers;

(f) harvesters;

(g) headers?

The MINISTER FOR TRANSPORT (for the Minister for Agriculture) replied:

(a) (b) (c) and (d) Not available in form required.

(e) Scarifiers 1949-50—139
1950-51—179

(f) Harvesters 1951-52—620
1949-50—227

(g) Headers 1950-51—161
1951-52—200

1949-50—238
1950-51—224
1951-52—231

MARGARINE.**As to Ingredients Used in Manufacture.**

Hon. J. McI. THOMSON (for Hon. L. A. Logan) asked the Minister for Agriculture: Will he please advise—

- (a) the ingredients used in the manufacture of margarine;
- (b) the percentage of each ingredient;
- (c) the source of supply of each ingredient?

The MINISTER FOR TRANSPORT (for the Minister for Agriculture) replied:

- (a) Hydrogenated Coconut oil. Palm Kernel oil as colouring matter. Salt and water.
- (b) Coconut oil 83 per cent. Salt 1 per cent. Water up to maximum 16 per cent.
- (c) Coconut oil—Australian Mandated Territories and New Guinea. Palm Kernel oil—ditto.

BILL—PHARMACY AND POISONS ACT AMENDMENT.

Received from the Assembly and read a first time.

ADDRESS-IN-REPLY.*Seventeenth Day—Conclusion.*

Debate resumed from the previous day.

THE MINISTER FOR TRANSPORT (Hon. C. H. Simpson—Midland) [4.42]: I should like, first of all, to extend my congratulations and my welcome to Hon. C. W. D. Barker, Hon. L. C. Diver and Hon. F. R. H. Lavery, who were elected to this House after the close of the last session of Parliament. There can be no doubt that the infusion of fresh blood and new ideas is of immense value to Parliament and to the State, but from a purely personal point of view, there are many regrets at losing good friends from our ranks, whatever their political beliefs may be. To the newly reappointed Chairman of Committees and to his deputies, I also offer my congratulations and trust that they will be faced with few difficulties in the exercise of their exacting duties.

My colleague, the Minister for Agriculture, and I listened attentively to each speech that was made, and I pay tribute to the uniformly high quality of the debate. A considerable amount of constructive criticism was submitted and a number of interesting suggestions were made. While I do not propose in this speech to deal with every question or grievance that was ventilated, I assure members that all such matters have been referred by me to the appropriate department or authority.

It has been said before, and also during this debate, that little attention is given to the advice tendered by members

during the course of the debate. I feel, however, that the Address-in-reply fills an important role in Parliament in that it provides members with an opportunity to discuss at parliamentary level, matters of State importance and those affecting their provinces. Many valuable suggestions are made, and, despite the pessimism expressed by some members, are often adopted.

Turning now to various of the points made during the debate, Mr. Logan, in discussing the current loan programme, said that the curtailment of work by the Government seemed out of proportion to the reduction in the available funds, which were little less than the amount provided last year, and went on to suggest that the curtailment might be due to the placement of too many orders for plant and equipment. The hon. member was correct in his assertion that the funds available for loan works in 1952-53 will not be materially different from the amount spent last year. This, in itself, means, of course, that some reduction in activity is necessary because, with increased costs, a given amount of funds cannot finance the same volume of work as in the previous 12 months.

The principal factor affecting the works programme, however, is the heavy accumulation of contractual commitments in connection with plant and machinery on order with manufacturers overseas and in Australia, and other obligations. An estimate of the payments due in 1952-53 on such commitments, made within recent months, indicated that they would amount to £15,190,000, excluding the various contractual obligations of the State Housing Commission. This amount exceeds the general allocation for loan works made through the Loan Council. Through negotiations with overseas and Australian contractors, the Government has been able to arrange deferment of payment or the slowing down of deliveries to an extent which has rendered possible the continuation of the great bulk of the loan works in progress.

It may well be asked why a situation should have developed whereunder the Government has been obliged to effect some reduction in the rate of progress on current works when, as the hon. member pointed out, it has been apparent for some time that there would be no increase in loan money for the current year. An examination of the circumstances leading to the accumulation of current commitments will indicate that the present situation was unavoidable, and arose largely from developments over which the Government had no control. The facts are that the great bulk of the contractual commitments for the current year are in respect of orders placed with contractors two or more years ago, and in some cases as far back as 1946 and

1947. They represent largely a commitment on plant, machinery and materials which had been scheduled for delivery before the current year.

Had deliveries been made as anticipated, the relevant amounts falling due for payment in 1952-53 would actually have been met prior to the current year. Anticipations were not realised. There were unforeseen delays in delivery owing to the impact of the Korean war and rearmament, and on top of this, there has been a rapid recovery in the delivery capacity of contractors. These developments have had the effect of telescoping into a single year, the commitments on deliveries and progress payments that properly belonged to a much more extended period. To add to the strains which have arisen in this way, the telescoped commitments have themselves been enlarged by reason of the higher costs loaded into contract prices because of delivery delays.

The effect of these factors in the inflation of commitments for the current year may be illustrated by reference to the wagonstock contracts of the Railway Department. Without allowing for the deferments arranged with contractors, our commitments for the current year for wagon orders, originally placed in 1950, amount to £5,155,000. When the tenders were originally accepted, it was estimated that the cost of these contracts would be approximately £6,375,000, of which all but about £1,800,000 would have been paid prior to the current year. Because of delays in delivery, the total estimated cost of these contracts is now in excess of £8,370,000 while actual loan payments made on this behalf to the end of June last amounted to only £1,042,000. This has left a balance of £7,332,000 for payment subsequent to 1951-52, of which £5,155,000 falls due for settlement in the current year, compared with the original estimate of some £1,800,000.

The opinion was also expressed by Mr. Logan that the Government had, in his own words, been guilty of indecent haste in expediting the provision of water to the Kwinana oil refinery site, and he compared the speed of this work with that of similar work done in country areas. I do not think the hon. member will dispute the importance of the refinery project to Western Australia, and he may be interested to know that the provision of water to the site was the most important aspect for early commencement. The Government therefore went ahead with the provision of a 10-inch steel main, with a 1,000,000 gallon summit tank and small pumping station, which work, as a whole, made provision for 200,000 gallons of water a day to Kwinana, together with estimated requirements for housing development. Further work was deferred until the commencing date was announced by the Anglo-Iranian Oil Coy.

With regard to Mr. Logan's comparison with the time taken on other water schemes, it is of interest to record that at Kwinana the 12 miles of pipes were laid at an average rate of two miles per month, while at present pipes of slightly larger size are being laid to Bullfinch at the rate of four miles per month, and that, for a period while suitable steel and finance were available, pipes were laid on the Wellington-Narrogin pipeline at a rate of three miles per month, notwithstanding that the tonnage of steel per mile was four times that of the Kwinana line. Members will realise that it is comparatively simple to lay pipes as an extension to an existing system compared with the development of a water supply scheme where water has to be found by boring, or conserved by the provision of storage and then pumped and distributed.

For several years the progress of a number of water supply works has been retarded by the difficulties of obtaining pumps, engines or motors within anything approaching a reasonable period as tenderers frequently would not guarantee delivery dates. In addition, the very big demand for all sorts of piping, including concrete and fibrolite—a demand much in excess of the available supply in many cases—caused unavoidable delays. In spite of all these problems, very substantial developments have taken place as regards water supplies in the past few years in both town and country areas, and it is unfortunate that now when supplies of some materials are becoming more readily available, the Government is unable to obtain sufficient loan money to enable works to be carried out as rapidly as desired.

In his most interesting inaugural speech in this House, Mr. Lavery referred to the considerable increase that has taken place in bus fares. This is correct, but the rise in fares has not kept pace with rises in operating costs. Since 1939, the basic wage has increased by nearly 200 per cent., which, together with the overtime which has been necessitated by staff problems since the war, the introduction of the 40-hour week, and the increase in other operating costs, has created many financial problems for the bus companies. Mr. Lavery also suggested that a portion of the fees paid by the bus companies to the Transport Board should be utilised in the improvement of roads.

The hon. member is apparently unaware that the State Transport Co-ordination Act requires that all surplus funds of the Transport Board must be distributed annually to the statutory authorities concerned in the maintenance and improvement of roads, and applied to those purposes. This surplus comprises all moneys remaining after payment of administration costs and revenue, and amounts to approximately two-thirds of the revenue received.

As usual, Mr. Bennetts devoted a considerable portion of his speech to the discussion of railway problems. He indicated that, in his opinion, a waste of public moneys had occurred through the purchase by the Railways Commission of a number of new Avery scales at a cost of £9,000. I would inform the hon. member that 60 sets of these scales were bought by tender following a series of complaints as to the inaccuracy of the counter scales used by the Commission for parcels traffic.

Hon. G. Bennetts: From which stations did the complaints come?

THE MINISTER FOR TRANSPORT: I can find that out for the hon. member. These scales were over 50 years old, and required constant maintenance. The new scales are of a modern and efficient design, and it is expected that they will give good service for many years. The hon. member proposed that railway road buses should be used for racecourse traffic. This proposal has been considered already but cannot be entertained as there are not sufficient buses to cater for the traffic without seriously affecting country schedules. Mr. Bennetts also suggested that during the recent strike the work of ballasting the Kalgoorlie line could have been continued. This was not possible, however, owing to the shortage of locomotives.

The hon. member considered that the administrative staff of the Railways Commission was becoming unwieldy, and pointed to the appointment of ten more foremen in the motive power section of the department. The facts are that a locomotive shed foreman and nine loco subforemen were appointed recently in this section. The promotion of these men from the ranks of the enginedrivers will enable more satisfactory supervision in main depots and outposts to be maintained. Much of this work has had to be delegated to drivers-in-charge, and it has considerably increased efficiency. The hon. member's reference to "breath inspectors" is not understood. A sore point with the hon. member is the amount of precut housing material lying idle at Southern Cross and Coolgardie. This is only part of a serious problem, that of railway housing, which is causing the Government a great deal of concern. Unfortunately the projected railway housing programme has been seriously affected by the curtailment of loan funds, but every effort will be made to expedite the programme as soon as possible.

I appreciated Mr. Logan's reference to the courtesy extended by Government bus drivers to the public, and I have conveyed his remarks to the general manager of the department. Generally, it has been observed that one-man buses have operated satisfactorily, and although the running time of buses may be a little longer than when conductors are employed, it does not appear that any undue inconvenience is caused in the majority of cases

to the travelling public. Mr. Logan suggested that journeys could be expedited if drivers were relieved of the necessity to book up their running journals at the end of each section where tickets have been sold. However, this requirement, which is of many years standing, provides valuable information to the department. While it contributes in a small degree to the length of the journey, the time taken to book up journals is included in the time allowed for the journey.

Then again, Mr. Logan felt that insufficient attention was given to the brakes of buses, and instanced the squeal that occurs when some buses are stopped. There is, however, no need for concern in this regard as maintenance of brakes is given high priority at the Tramway Department. The hon. member will be interested to know that a certain type of bus operated by the department develops a high squeal in the brake drums when the brakes are applied. While all efforts to prevent this noise have been fruitless, the brakes are quite as efficient as the noiseless variety.

I listened with great interest to Mr. Barker's claims on behalf of the northern areas of the State. He was, however, considerably astray in his assertions that the country in the Kimberleys was identical with that in the Northern Territory where uranium has been discovered, and that this State had been dilatory in its approach to uranium search. The facts are that there is no known occurrence of limestone in the Kimberleys of the same geological age as that associated with the Northern Territory uranium deposit at Rum Jungle intruded by granite—or, as Mr. Barker says, "backing up on to granite".

The limestone of the Kimberleys is millions of years younger than the uranium bearing limestone of the Northern Territory, and has an entirely different geological history. None of it has ever been intruded by granite—a requisite occurrence to the formation of the Northern Territory type of uranium mineralisation. Out of an approximate area of 129,600 square miles constituting the Kimberley Division, only some 13,800 square miles is occupied by rocks of the same geological age as the uranium bearing areas of the Northern Territory and South Australia.

Many hundred of mineral specimens collected from this area by geologists and prospectors have been examined but none has shown any evidence of uranium. Although no uranium bearing minerals similar to those discovered in the Northern Territory and South Australia have been recorded from Western Australia, it is still possible that they will be found. An occurrence at Wilgie Mia cave in the Murchison field was recently inspected by

the Government Geologist, and samples taken by him are being examined at the Government Laboratory. Whether this occurrence is significant and of economic importance cannot be determined until the examinations are complete, but it is of considerable interest that the occurrence is radio-active.

Hon. C. W. D. Barker: Do you mean to say that there are no pre-Cambrian formations in the Kimberleys?

The MINISTER FOR TRANSPORT: My advice is that the occurrences are limited, particularly in comparison with South Australia and the Northern Territory.

Hon. C. W. D. Barker: There are plenty of pre-Cambrian formations in the Kimberleys.

The MINISTER FOR TRANSPORT: Our geologists are very competent and they have comprehensive information at their disposal.

Hon. H. S. W. Parker: The hon. member would know more than the geologists!

The MINISTER FOR TRANSPORT: In suggesting that Geiger counters be made available to those searching for uranium-bearing minerals in this State, the hon. member stated that as a result of the use of these instruments uranium was discovered in the Northern Territory and South Australia. This is not correct. In both these areas the main deposits were found by prospectors without the aid of Geiger counters. As a matter of fact, the principal fields in South Australia were discovered 40 years before Geiger counters were invented, while in the Northern Territory these instruments were put to use only after prospectors made the original discovery at Rum Jungle.

Geiger counters are not essential to the search for uranium as the minerals associated with uranium have characteristically bright colours which make them readily recognisable to any person who possesses a copy of the pamphlet issued by the Bureau of Mineral Resources. Nevertheless, the Geiger counter is of value in the field search for uranium. Mr. Barker expressed his concern at being informed at the Mines Department that a Geiger counter could not be made available on loan to prospectors. It so happens that the detector owned by the department has been loaned to prospectors but invariably it has been returned in an unserviceable condition, this probably being due to some extent to the sensitive nature of the instrument. However, Mr. Barker may be interested to know that Geiger-Mueller counters are available in Sydney at a sale price of £35 each. In view of the fact that the Commonwealth Government has offered a reward of up to £25,000 for a successful discovery, an outlay of £35 would not be excessive.

In referring to the Fremantle harbour, Mr. Fraser asked for a ministerial statement on the Government's intentions in regard to a new railway bridge. As members know, the proposals at Kwinana have made it necessary to consider further the plans for future development at Fremantle. The Co-ordinator of Works and Industrial Development, Mr. Dumas, and Mr. D. W. Brisbane were given the task of reviewing the overall planning, this including harbours, railways, roads, etc. In this regard the firm of Sir Alexander Gibb & Partners, who are developing working plans and specifications for the construction of the upstream section of the Tydeman scheme, were requested to provide plans and comparative estimates of a modified upriver scheme, with a new railway bridge immediately downstream of the present road bridge, together with the necessary railway diversions. It is hoped that sufficient information will be available to allow Messrs. Dumas and Brisbane to submit definite recommendations to the Government before the end of this year.

In the course of his remarks, Mr. Henning referred to the quantity of open-cut coal being mined at Collie in comparison with the deep mine output. Members know that up to the time of the war the existing deep mines at Collie were able to meet requirements comfortably and there was then little necessity for an expansion of the field. After the war, the position changed and with the State's industrial expansion, building programme and population increase, much more coal was required for the supply of power, gas and heat. The Collie open-cuts have enabled the industry to meet these sudden and heavy demands for coal. Their output has also enabled a programme of development and mechanisation in the deep mines to be put into operation. This programme, when completed, will ensure greater deep-mine production from these existing collieries.

At the same time four new deep mines have been, or are being, developed—the Neath, Centaur, Western No. 1 and Western No. 2. These four will, in due course, add a great deal more deep coal to the output of the field. Incidentally, I would inform the House that open-cut mining is now an established part of coalmining the world over. It is undertaken only in regard to coal seams close to the surface which would otherwise probably be left unmined. Open-cut mining is cheap, safe and expeditious. Naturally, the life of an open-cut is more limited than that of a normal deep mine, but those being worked at Collie have now been in production for a considerable time.

I was very interested in Mr. Baxter's suggestions that wooden pipes be used in the Comprehensive Water Supply Scheme to counteract the storage and expense of

steel. As mentioned by the hon. member, the Goldfields Water Supply Branch has already had considerable experience of wooden pipes, 19 miles of 30in. wooden pipes and 20 miles of 24in. having been laid in the Goldfields main conduit between 1933 and 1937, and 5½ miles of 10in. in the Marvel Loch extension in 1935. The 30in. and 24in. pipes were laid above ground on bolsters and the 10in. underground.

These pipes were made of karri and although they were treated to prevent attack by decay and termites, it became necessary later to insert ant-stops between the pipes and the bolsters to overcome the ravages of white ants. The underground pipes had to be lifted section by section and replaced above ground as the result of white ant activity. In addition, the treatment of the pipes did not provide adequate resistance to dry rot. Although the services of the C.S.I.R.O. were enlisted and preventive treatment has continued to be applied, it appears that early replacements of a major nature will have to be made to some of the sections.

Under present conditions there is little difference between the cost of wooden and steel pipes, this applying only where wooden pipes of comparatively low pressure are used. Where the working pressures exceed 250 ft., the increased amount of wire reinforcement required results in the wooden pipe being as expensive as the steel variety. I am informed that owing to the trouble experienced with wooden pipes, it is considered advisable to limit the working pressure to about 250 ft. This has the effect of limiting the use of wooden pipes to places where only a comparatively small length of pipe is required. On a conservative estimate the life of a wooden pipe is about 20 years and that of a cement-lined steel pipe 50 years. In view of the maintenance required for wooden pipes and their shorter life, their annual cost per mile is more than steel. This factor, together with their considerable capital cost and their maintenance trouble, militates against their use in this State.

Information was asked for by Mr. Lavery as to what directions had been given to the State Housing Commission for the housing of two-unit families. No instructions have been issued in this regard except that each case should be treated on its merits. That hon. member was concerned also at the cost of the Austrian precut houses erected at Willagee Park, the components of which are stated to cost £1,216 to land and £2,593 to erect, or a total cost of £3,809. This is incorrect as the amount of £2,593 includes the landed cost of £1,216 and is therefore the total cost of the homes.

Hon. F. R. H. Lavery: The answer to a question asked in another place gave the total as £3,800.

THE MINISTER FOR TRANSPORT: Those are the figures given to me. A well-reasoned plea was presented by Dr. Hislop that private members be allowed a greater share in the governing of the State, and his remarks received the support of several other members. He also suggested that the example of South Australia might be followed and parliamentary committees appointed to assist Ministers and to investigate the necessity of regulations and other important matters. My own personal reaction to the hon. member's proposals is favourable and as he has apparently collated a considerable amount of data in this regard, I would suggest that he submit his views and recommendations in writing in order that they can be given consideration by Cabinet.

In discussing housing Mr. Thomson said that, in his opinion, we should return to the system of competitive tendering which proved so successful in the past. I might say that the State Housing Commission returned to firm tenders, with no "rise and fall" clauses, in June last, the result being that in some cases no tenders at all are being received. This is an indication that builders are still fully employed. A case was also instanced by Mr. Thomson where the Housing Commission refused a permit to construct a commercial building in a country town on the ground that it could not be granted for this type of business. The attitude of the Commission in these matters is that, while the great demand for housing accommodation continues, building for non-essentials must be restricted. The list of buildings coming within the restricted class is becoming smaller.

It is hoped that immediately the position of building material supplies and the availability of labour permits show signs of easing, the controls will be progressively relaxed until—as has always been the aim of the Government—those remaining will be lifted. The Government has no intention of retaining any form of building control beyond the time when it is satisfied it is no longer essential. Since February, 1950, controls have been progressively eased to the stage where now the only types of building for which a permit is required are those other than housing. The issue of permits for industrial building has been reasonable. Those granted during the past three years represent an expenditure of over £7,250,000.

The tremendous demand for materials and labour that will be occasioned by building requirements at Kwinana will necessitate a continuance of the control over industrial building. Under its agreement with Anglo-Iranian Oil Coy. Ltd., the Government is committed to build 1,000 houses within three years, 100 of which will be of brick. The tenders for the first year's programme of 330 will be called early next month. In addition,

Anglo-Iranian Oil Coy. Ltd., itself will embark upon a comprehensive building scheme, both in respect of barracks and buildings for some 4,000 employees and also in erecting the refinery. As I have said, this will have a most considerable impact on available materials and labour, and it is vital therefore that there be no drain of these requirements into non-essential or non-urgent building.

The task of housing the people continues to be immense. There are still 11,000 applications on hand for Commonwealth-State rental homes and applications continue to be received at the rate of 200 per month, notwithstanding the fact that from 1946 to 1951, 22,000 houses have been built in Western Australia. Approximately 10,000 of these were erected by the State Housing Commission, 40 per cent. of which were in country districts. The Government has concentrated a great deal of effort upon the encouragement of, and provision of finance for, the production of building materials by private industry, and this has been a major factor in the increases in production which have taken place. These increases together with the greater number of building operatives now available—these have increased from 4,175 in 1945-46 to 8,654 in June, 1952—are creating a greater capacity towards meeting the very heavy demand which the establishment of the refinery and other industries at Kwinana will create, when allied with the ordinary housing, industrial and commercial programme.

The cancellation of a transport service in his province concerned Mr. Thomson. The service to which he referred is that between Newdegate and Holt Rock. Originally, one subsidised service weekly was operated, i.e., on Fridays, but a request was submitted for an additional service on Mondays as it was claimed that farmers were unable to utilise the Friday's service for the transport of poultry owing to its slow journey to Perth. The Transport Board agreed to the additional service on the assumption that use would be made of it. A fair trial was given but it was found that during the period March-August, 1951, only five crates of poultry were carried, and the total freights received by the service amounted to £50 odd, whereas subsidy payments of nearly £350 were involved.

According to the operators of the service, Lake Varley Farmers' Co-op. Ltd., they were advised on the 25th October, 1951, that as from the 1st December, 1951, the subsidy on the Monday service would be withdrawn. This, as expected, brought forth protests and the Transport Board discussed the matter with Mr. C. C. Perkins, M.L.A., who agreed that the board could not be expected to continue subsidising a service of which little use was made, and apparently was not needed. About this

time, however, the Railways Commissioners agreed to extend their road freighter services from Kulin to Lake Varley via Pingaring, and anticipated an early start, subject to certain road works being completed. With this in mind, the board agreed to continue subsidy payments on the Monday service until one month after the commencement of the Railway department's road freighter service.

At this stage the metal trades strike intervened and the train services were discontinued. Through the emergency road transport system, goods were delivered to Newdegate every Thursday, and as the arrival of this vehicle from Perth coincided with Friday's subsidised service only, there was obviously no need for two subsidised trips during the week. As a consequence, the subsidy on the Monday's trip was withdrawn as from the 19th August and has not been restored. The Railway Department is not yet able to state when the Kulin-Lake Varley service will commence and as the rail service on the Newdegate branch returns to normal, the subsidy could be reintroduced, but it is still proposed that it will be discontinued finally after the Railway Department's road freighter service has been in operation for a month. The farmers have had ample opportunity to demonstrate that they need the service and have been warned both by the board and by Mr. Perkins that unless it was used the subsidy would be withdrawn.

I pass now to some matters affecting the departments under my control, which I feel will interest members. In the spate of publicity which beset the course of the recent metal trades strike and the welter of accusation and counter accusation, much of the normal work of the railways was carried on with efficiency and despatch, and I feel that this is an opportune time in Parliament for me to express the appreciation of the Government of the loyal manner in which the great majority of the railway employees treated this malevolently-inspired strike. Although the dispute involved the State as a whole in severe losses as well as inflicting considerable wage losses on many innocent victims, it did provide the opportunity to expedite the completion of the rehabilitation and reorganisation of the Midland Junction Railway Workshops. It had been realised for some years that the modernisation of the workshops was a most important consideration in the efforts which were contemplated to improve the efficiency of the railway system, and, in fact, the Royal Commission in 1947 drew attention to the necessity of carrying out this work over a number of years.

A very great deal of new machinery was required to give effect to this decision, and the expenditure of £620,000 was authorised for this purpose. The early stages

of this work were subject to the then usual delays associated with shortage of materials, but work continued steadily and by June 1951, 50 per cent. of the new machinery had been installed. This enabled the bringing into operation of a new plating and polishing shop, a brass foundry, paint shop, flanging shop, etc.

Another most valuable improvement was the installation of two 1,000 kilowatt diesel generating sets which proved their usefulness during a period of metropolitan power shortage. Since the 30th June, 1951, the work of improvement has continued but progress has been impeded to a degree by the shortage of skilled labour. Nevertheless, a most decided improvement was found in the work and output of the workshops.

The volume of work was, of course, affected by the metal trades strike but one result of this was to make extra staff available for the work of reorganisation. This occurred at an opportune time as it coincided with the arrival of new machinery, which had been on order for a considerable time. The availability of men due to the strike enabled this modern equipment to be installed and to be brought into operation at a time when the utmost use could be made of it. Work done included the installation of new overhead cranes, the span of which permitted the removal of 41 columns in the centre of the shop, thus giving space for installation of new equipment and the re-siting of the existing machines. Over 60 new machines have been installed, these including such valuable and modern equipment as 50 and 75 horsepower high speed wheel lathes.

A new tarpaulin shop has now been completed and foundations placed for a new 1,000 ton flanging press. The blacksmith's shop is being modernised by the installation of new machinery which includes self-contained power hammers driven by 45 horsepower motors, which are capable of forging steel billets of up to 12in. by 12in. Other new blacksmithing equipment includes machinery for spring making, stamping and forging. These new machines will enable accurate parts to be made from rough steel billets with a minimum of finishing by other processes. Another very important work is that concerned with the conversion of electric power from 40 to 50 cycles. The layout and planning in connection with the replacement of cables and frequency change has been completed and the actual work of conversion will take place in stages ending during 1955.

In addition a new timekeeping office has been completed and is catering for approximately 400 employees whose places of employment are more or less in the vicinity of the office. Further, a new canteen building incorporating modern kitchen equip-

ment and a spacious diningroom, is now nearing completion and it is hoped that the building will be available for use by the end of this year. Some idea of the use made of existing canteen facilities is gained from the fact that during the twelve months ended in November, 1951, the turnover totalled £29,000. Other staff amenities include the installation of steel lockers and availability of cool drinking water during summer months from 30 electrically operated water coolers at various sites in the workshops. Shop heating for winter has been met by the provision of 106 stoves of a type which is operated on any combustible waste materials available.

From time to time the Railway Department has been criticised, usually adversely, in the Press. While it was admittedly desirable to bring railway income within measureable distance of operational costs, it has to be remembered that in a young country like Western Australia, where there was necessity for rural development and decentralisation, the man in the country to whom railways were a necessity had to be given the fullest possible measure of consideration. The value of any line must be measured in relation to its value to the State as a whole, and not by the actual return which, for the time being might not be economic. The fact is that railways have shown a steady improvement over the past few years, and if it had not been for the lengthy, steep rise in wages, and concessions under awards, and costs of materials, and if rates and fares had remained unaltered, and wage and price increases had not taken place during the 13-year period, the deficit of 1938 would have been turned into a surplus of £375,000 in 1951, although the number of wagons available had decreased.

The true index of railway performance is shown by ton mileage, and the ton mileage had shown an upward trend until last year when the record figure of 460,000,000 paying ton miles had been run. Because of its desire to render the greatest possible measure of assistance to the agricultural and mining industries, the Government has been extremely reluctant to increase freight and fares, and, as a matter of fact, Western Australia has had the lowest rate of increase of any of the six systems in the Commonwealth. While a deficit had been incurred in railway operations, this compared more than favourably with other States in the Commonwealth.

The only State railway, the deficit of which in 1951 was lower than that of Western Australia, was Queensland, which however, has in the past five years increased its charges by 136 per cent., compared with 76 per cent. in Western Australia. An instance of the manner in which costs have increased since prewar

years is that while the working expenses of the railways increased from £2,709,914 in 1937-38 to £8,618,863 in 1950-51, of the increase of £5,908,949, no less than £5,251,000 or 89 per cent. was due to the unavoidable increase in wages and material costs, and the balance of £657,000 was caused by additional business which is reflected in the increase of 17.7 per cent. in ton mileage figures.

It is of interest to record that since the present Government took office, loan moneys spent on the railways have been—

		£
1947-48	....	293,507
1948-49	....	365,883
1949-50	....	2,218,482
1950-51	....	2,304,360
1951-52	....	5,123,913

This gives a total since 1947-48 of £10,306,145. In addition, expenditure on stores held in stock has increased by £2,300,000. Contractual commitments not yet paid amount to £13,907,000 and include the balance of payment on 4,218 wagons, 69 diesel-electric locomotives, 22 rail cars, 24 steam locomotives, workshops machinery, etc. Members are aware that, since the war, increased operating costs, coupled with a reduction in patronage, have placed passenger transport services—both Government and private—in a very difficult position.

Reports show that this state of affairs is not peculiar to Western Australia, as only in the last few weeks there have been Press reports of drastic staff reductions and timetable restrictions introduced in Sydney and Newcastle to stay the drift in the finances. Although costs commenced to rise during the war, the extra business due mainly to a large service population and to the enforced lack of use of private cars enabled operators in Western Australia to carry on without fare increases. As private cars came into greater use and patronage commenced to revert to normal, operators were required to carry the burden of increasing costs for some time but, in the last few years, there has been no alternative to agreeing to fare increases. Even so, fares today, compared with pre-war fares, have not shown anything like the percentage increase that operating costs have. I propose to refer to this subject again a little later. For some time the Government has recognised that the increases in fares cannot continue, at least not until such time as we are satisfied that every avenue of economy in operations has been exploited.

Consequently, a special committee was set up to explore the position thoroughly and to submit recommendations aimed at the elimination of overlapping and wasteful running, and the organisation of the whole of the metropolitan road passenger system on a rational basis. The objects

aimed at in consultation between the committee and the omnibus operators, which included the Government operators as well, were—

- (1) Economy of operation.
- (2) Elimination of wasteful competition.
- (3) Efficient and cheap service to the consumer.
- (4) Ability to plan ahead.

From those investigations, a scheme was evolved to divide the metropolitan area into zones each of which would be serviced by an individual operator who would then be in a position to organise his running on the most economical basis practicable, which would ultimately reflect to the public good by limiting fare increases to a minimum. The general principles of this scheme have been adopted by the Government.

Suggestions have previously been made that the answer to our passenger transport problems is the constitution of one organisation with complete autonomy over the whole of the passenger transport system. This could involve only two courses—nationalisation, or the creation of a huge private monopoly, neither of which, it is considered, would be in the public interest. Reports from London show that the nationalisation of transport under the British Transport Commission has been far from satisfactory. On the other hand, the zoning scheme now proposed for Perth will preserve the relative interests of both Government and private operators, and while each operator would be free of competition within his own zone, he would be subject to control by the Transport Board as regards routes, fares and timetables and the service rendered to the travelling public.

Negotiations have already been instituted to bring about the desired effect in the north zone, which embraces the northern and north-eastern suburbs and the Wembley-City Beach area, and which is intended to be a Government zone. This zone is already substantially Government, so there will be the minimum of interference with established services that are already operating satisfactorily. Completion of these negotiations will facilitate plans for the introduction of trolley-buses to North Perth and Mt. Lawley and the extension of Government bus services to Morley Park and Bassendean.

Another zone, called the Northern Beaches zone, will embrace the bus services to Mt. Hawthorn and Scarborough and Osborne Park and North Beach. Amalgamation of these interests is expected to result in better overall service to the public. Similarly, all the area south of Wembley and City Beach, situated between the river and the sea, can be better serviced by one operator. This zone—the west zone

—is one in particular where overlapping and competition between several companies is wasteful. The south zone includes the territory from Canning Bridge to Fremantle and southwards to Kwinana, Rockingham, Safety Bay and Mandurah. The area between Albany Highway and the Canning River, as far as Kenwick, including Victoria Park, South Perth and Como, comprises the central zone. Districts beyond Kenwick as far as Armadale, Bedfordale and Jarrahdale, including Canning Vale and Forrestfield, will be the south-eastern zone. This leaves only the area in the eastern zone which covers the territory along the Great Northern Highway to Upper Swan, and the Great Eastern Highway to Glen Forrest, Carlisle, Wattle Grove and Kalamunda.

The question of "through routing" of buses is one which has exercised the minds of many members and has been advocated in many quarters. I have had this matter closely examined by the Transport Board which body has also discussed it with the operators. The advantages which would be gained by "through routing" are considerably outweighed by the disadvantages, among which is the large extent of "dead" or unpatronised running that buses would have to undertake and for which the public would have to pay in increased fares. Briefly, the conclusions arrived at are that "through routing" in the metropolitan area would be of little practical benefit, and would present serious economic and operational difficulties. I hope that this information will be of some value to Mr. Fraser, who asked for an elucidation of the passage in the Governor's Speech dealing with the proposed rationalisation of metropolitan bus services.

With regard to one-man bus operation, it will be of interest to members to know that this section of the Government tramways' activities is definitely showing the best results. Some critics referred to the practice in London of allowing a limited number of standees to occupy the aisles in buses. The conditions are entirely different. First of all, London has two-decker buses, which of necessity require a two-operator service. Further, the density of traffic in London is such that, within the city area itself, a tremendous number of short journeys must be catered for. Conductors, therefore, must have freedom of movement to collect fares. Regarding the restriction of travellers on vehicles, the critics omitted to mention London tube trains, on which no loading limit is imposed and which are invariably packed to capacity. In any event, one-man buses were instituted to secure reasonable fares to the traveller. Admittedly, the additional operator can render service to the customer, but the extra cost amounts to over £1,000 per bus per year.

Generally speaking, fares in our metropolitan area compare favourably with those in other States. The answer to the problem of cheap transport lies mainly in density of population, which we in Western Australia do not possess. In cities like Melbourne and Sydney, and particularly in London and New York, there are many more persons per mile. In Western Australia we have—rightly, I think—decided that our people must have more living space; hence the tendency to concentrate on one house per block—usually one to the quarter-acre—and there are many unoccupied blocks. Our conditions no doubt are desirable from a health point of view, but obviously add to the cost of transportation, and we as a community cannot have it both ways.

The efforts being made to obtain a higher dollar price for gold have again drawn attention to the difficulties of goldmining companies. Led by South Africa, the gold-producing companies have recently submitted a case to the International Monetary Fund for an increased gold price. Up to date there has been no decision in this regard, but, as members are aware, the deciding factor undoubtedly will be the attitude of the American authorities. It may not be generally known that the dollar price of gold cannot be altered without the approval of the United States Congress.

The present price of 35 dollars per ounce was increased to that figure in 1934, the previous price being 20.67 dollars, which had operated since 1919. The reason for the increase was the impact on the United States economy of the world-wide depression of the thirties, when, in America, bank failures were frequent and the number of unemployed reached 15,000,000. This increase was part of a deliberate policy of inflation from a tragic depression towards recovery of commodity prices and to bring back stability and confidence. It cannot be denied that the dollar prices of other commodities have increased substantially, while that of gold has remained fixed, and that while gold is still regarded as an important factor in exchange and currency, it is now being exchanged for a progressively smaller amount of goods.

In Western Australia, gold production for the first eight months of this year totalled 477,213 fine ounces, of a value of £7,750,402, this being an increase over the figures of 421,168 fine ounces, valued at £6,524,590 for the same period last year. The Gold Producers' Association Ltd., which was formed towards the end of last year with the object of selling the gold production of Australia, New Guinea and Papua on the open dollar market, has been successful in obtaining each month a premium for producers. Quarterly distributions to producers have been made, and the premium payments announced to date have been as follows:—

November, 1951—£1 0s. 4.61d. per fine oz. net.
December, 1951—£1 7s. 3.12d. per fine oz. net.
January, 1952—£1 8s. 5.93d. per fine oz. net.
February, 1952—£1 0s. 2.55d. per fine oz. net.
March, 1952—12s. 10.27d. per fine oz. net.
April, 1952—13s. 4.05d. per fine oz. net.

		At a value of: £A.
Coal	880,015 tons	1,940,574
Lead ore and Concentrates	3,322 "	440,334
Silver and lead ore and Concentrates	870 "	96,951
Silver/Lead/Zinc ore and Concentrates	201 "	10,553
Asbestos (blue and white)	2,623 "	352,804
Copper ore and Concentrates	1,555 "	16,791
Felspar	2,193 "	9,178
Gypsum	73,050 "	41,676
Iron Ore	70,019 "	70,000
Manganese	3,054 "	20,071
Pyrites	48,607 "	347,836
Silver	198,700 fine ozs.	73,674
Tin	79 tons	55,237
Wolfram	43,214 lb.	36,162

Recent sales, it is understood, have shown an improvement on the prices obtained in March and April. The executive of the association comprises:—

Mr. R. J. Agnew of Kalgoorlie, who is chairman;

Messrs. J. E. Manners and A. A. McLeod who, with Mr. Agnew, represent the gold producers of Western Australia;

Mr. G. L. Clark of Melbourne, representing Victorian, South Australian and Tasmanian producers;

Mr. J. M. Newman of Queensland, who represents producers elsewhere in Australia and New Guinea;

Mr. C. F. Adams, representing prospectors and small producers throughout Australia; and

Mr. J. G. Guest of Melbourne, an executive member of the association.

Mr. G. Jennings of Kalgoorlie is secretary of the association.

Costs of gold production are still increasing but the availability of labour on the Goldfields has improved. It is regretted that two large Kalgoorlie producers in the Paringa and Broken Hill Companies have had to cease operations owing to the cutting out of ore-bodies.

However, new mines at Bullfinch and Peak Hill are making great progress. Great Western Consolidated is employing 200 men at Bullfinch and it is likely that the mine will come into production this month. Anglo-Westralian's Horseshoe mine near Peak Hill is employing over 50 men and is now producing at the rate of 6,000 tons monthly. The high cost of production of recent years has had the effect of closing a number of the smaller mines, particularly those with comparatively low-grade ore. Throughout the world a great industrialised increase is taking place and this means a correspondingly higher demand for minerals and metals.

The considerable activity which is taking place in Western Australia in regard to mineral mining is instanced by the following production figures for the year ended the 30th June, 1952:—

Other minerals which were produced in lesser quantities were talc, ochre, glauconide, beryl, glass sand and dolomite. The search for oil is proceeding, and it is anticipated that the company operating in the North-West Cape area will shortly be in a position to start deep drilling operations. Interest in other areas which have been recently geologically and geophysically examined is also being shown.

I have just outlined factual information, which has consisted mainly of answers to questions raised by members during the debate. There are other matters to discuss but opportunities to deal with them do not occur with great frequency but which I would like to present at this stage.

During the recent strike, I had rather forcibly brought under my notice some industrial aspects and reactions which I would like to recite for the edification of members and which I think it would be of value to place on record. In the welter of contributions made to the Press at that time there was one very good article by Mr. F. E. Chamberlain, secretary of the A.L.P., in which he gave details of wage trends from the date of the Higgins Award in 1907 up to the early part of this year. It was a good factual record of changes which had taken place. He deduced that, in terms of real wages, the worker had benefited over the years only to the extent of 35s. per week, which seems relatively small when it is remembered that the basic wage in 1907 was £2 2s., as compared with over £11 at present.

However, Mr. Chamberlain omitted to note several increases that are related to wages, in the benefits that workers get now and which they did not then receive. There are, for instance, in many cases superannuation benefits. There are increased paid holidays and there is a shorter working week. There are, on a Commonwealth level, hospital benefits, and there are various others that have been provided for the worker as well as other people.

Hon. H. C. Strickland: Who provides them?

The MINISTER FOR TRANSPORT: The community, by taxation.

Hon. H. C. Strickland: By what means are they provided?

The MINISTER FOR TRANSPORT: They are provided by taxation which everyone, including the worker, pays. But that does not alter the fact that we, as a community, have to take these things into account when assessing the benefits for any one of us. Whilst I do not dispute the actual figures put forward by Mr. Chamberlain, I do claim that there are other benefits—invisible benefits we might call them—which certainly apply to the worker, but to which he could not lay claim back in 1927.

Hon. G. Fraser: They are invisible!

The MINISTER FOR TRANSPORT: I am not quarrelling with these benefits. I think everyone is entitled to have benefits up to the point that the economy of the State can bear. But I think we have perhaps, as a community, dug a little too deeply into the bowl to get benefits without giving any corresponding return in the way of work, by which alone these benefits can be produced. In principle there is no reason why these benefits should not be granted, provided we can afford them, but obviously standards can only be raised to the point where the economy of the country can stand the strain. Once that point has been reached and exceeded, then of necessity inflationary trends must increase.

This has been particularly evident as a result of the prosperity loadings which have been added to the basic wage in the last 12 or 13 years—since 1938 when the basic wage was relatively stable with an annual increase of 3 per cent. There were several factors which contributed to the prosperity loading, such as the higher price for some imported goods, but, generally speaking, the country could afford the actual loading that was imposed. A further prosperity loading of 7s. for Western Australia was granted in 1946, and the average basic wage increase rose sharply from an average of 3 per cent. per annum, over the previous seven years, to an average of 10 per cent. for the ensuing four years. If we look at the basic wage graph, we can see where the line takes a sudden upward turn, thus clearly indicating that we had reached the point of getting from the economy of the country all that it could afford. In 1950, a prosperity loading of £1 1s. was added, and if we again look at the graph, we will see that the line just went haywire.

Hon. H. C. Strickland: It was fixed for a long period.

The MINISTER FOR TRANSPORT: Yes, from 1938 to 1946 it was almost a straight line with an average increase of 3 per cent. per annum. In the following four years, until 1950—and this period coincided sharply with the time when the artificial loading was added—the

graph line took an upward turn as the annual increase went to 10 per cent. When the basic wage was loaded still further, against the advice of some of the soundest men in the arbitration courts, the rate of increase stepped up to 30 per cent. It is only because the Commonwealth Government has applied repressive measures in an endeavour to bring inflation somewhere within control, that the trend has not been further continued.

Experienced industrial judges like Sir Raymond Kelly, Mr. President Morgan of the Industrial Court of South Australia, the much maligned Commissioner Galvin, and Commissioners Austin and Hall, have repeatedly expressed their serious concern because of continued wage increases and their inflationary effect on the financial economy of Australia. They fully realise the effects of inflation on fixed incomes and savings, and its serious threat to primary industries such as wheat and gold, which depend on export parities for their stability. One of the most interesting features of prosperity loading is that it was a loading at a flat rate, and immediately introduced a disproportion in the margins for skill which had hitherto applied, and, as a matter of fact, the application of prosperity loading not only had an inflationary trend on the total wage, but on itself. The total rise given in Western Australia was 30s. from 1938 to 1947, but when equated to real wages this 30s. increase had amounted to £2 3s. 10d., because of the snowballing trend.

My remarks have not been designed as an argument that any worker should receive less than his due share of the benefits which the economy of this State will allow him, but they do aim at throwing into relief the harmful effects which wage inflation in industry can have on the general economy. It is undeniably true, however, that inflation hurts the worker as much, or more, than anybody else. His expectation of retirement benefits, which he worked for over the major portion of a lifetime, vanish into thin air. Fixed incomes suffer, and industries which depend on export prices are threatened with ruin.

In the final analysis, the remedy lies very largely with the workers themselves, who are the victims of the defects of a system which is being viciously exploited by communist disrupters to the workers' detriment. So long as men will permit these agitators to capture key positions and control their unions, so long will they be pushed around. One of the most unsavoury features of communist tactics is intimidation. A machine or a worker is declared "black." A worker is also termed a "scab" or a "blackleg." This bogey is essentially unreal. It savours of witchcraft and the "evil eye," spells and sorcery.

It has frightened the worker and has caused him to disregard his real loyalties to his family, his country and the community of which he is part, and so the intimidator wins.

Hon. H. C. Strickland: Who wrote that?

The MINISTER FOR TRANSPORT: I did, and it appeared in the "Geraldton Guardian." This practice is a by-product of old union days, and in the past it may have appeared to have merit. It presumed that an issue had been thoroughly debated in open discussion, and a fair majority decision arrived at. It then became desirable to apply some form of discipline against the possible dissenter, but that had an inherent weakness as it denied the worker the right to act according to his conscience. The communists have seized upon this weakness and have capitalised it to the worker's hurt. Workers must remember that times have changed. The worker has won his battle, and has been provided with legislative machinery for the solution of his industrial ills. He has courts of arbitration.

Any rebellion against this established authority which he helped to create, only injures the community of which he himself is part, and lessens the sum total of achievement in which he shares. If he listens to the raucous rabble-rouser glibly presenting a one-sided tale, rather than allow a reasoned presentation of his case to a fair and impartial tribunal, then he suffers the consequences. Unfortunately, others suffer with him. Admittedly the rank and file striker is in a difficult position. Life-long taboos and shibboleths have inspired false loyalties. He is debarrred by restrictive influences from transferring to law-abiding unions while on strike. He feels that his own leaders are leading him astray; and other leaders who might entertain reasonable views are discouraged or intimidated.

Above all, the words "black" and "scab" are held over his head. Neither term is inherently bad. It is a question of the right loyalty. The term "red" never deterred the communist—rather he found it an inspiration. The Kaiser's term "old contemptible" became a glorious tradition in the British Army. The "All Blacks" of New Zealand football fame did not find "black" a hoodoo. The word "scab" can mean "an honourable scar." So, while the solution must lie primarily with the worker himself, he can be helped by the provision of protective laws and the assertion of authority. This, however, is not a simple matter. Federal and State industrial laws are tangled up to a remarkable degree, and until this aspect is clarified there is no easy legislative solution. However, my Government is hopeful that the recent amendments to the Industrial Arbitration Act will assist considerably to prevent any recurrence of the recent disastrous strike. For one thing, provision has been made for

secret ballots which is something the rank and file workers have insistently demanded.

I would like to quote from an article published in the "Christian Science Monitor" by John Burchard, entitled "As Others See Us," and giving the impressions of an American visitor to Australia in its Jubilee Year. The article is, in the main, sympathetic, and appreciates what Australia has done, and offers an insight into the Australian character. Amongst other things, the writer makes the following comments—

But somehow Australia is not today producing up to her promise. The explanation that the Australian is lazy, or to lay the blame on socialism is not the true answer to the question. The Australian is never lazy when something seems important. When a hard task has to be performed, the Australian proves himself to be energetic, resourceful and indefatigable.

Socialism, with the same rule, is by no means so widespread as we might think. There are certainly State monopolies as regards railways, universities, telephone, telegraph and certain public utilities. On the other hand, there is vigorous competition between State and private enterprise in regard to airways. Much the same thing exists in radio broadcasting.

Side by side with this mixture of Government monopolies and open competition, a privately owned concern, Broken Hill Pty. Company, exercises an essential monopoly in mining, shipbuilding, smelting, steel, and other metal processing and manufacturing.

Another extract reads—

Australia has set its production goals mostly in terms of current standards of living. The only construction which really has any priority is housing. This naturally will defer a rise in the native production since so little primary production is being provided for. Meanwhile, in order to get the housing built, the nation contracts with French, Dutch, Swedish, and other foreign concerns to bring in materials, equipment, and labour, and construct the buildings. This is at the same time, it will be recalled, that Australia's own producers are not working to capacity.

This can be defended if one believes that there is really full employment in Australia. But in terms of the job Australia needs to do, Australian workers cannot be said to be fully employed so long as they dawdle for about 35 hours in what is nominally called a 40-hour week.

I learned that the total work on one building, one with a high priority, was being performed by six bricklayers,

that each of these bricklayers laid 200 bricks a day and no more, and this but for five days a week. Everybody seemed perfectly content with the notion that the building might not be completed for another year or so.

A little later I learned that these same bricklayers might, when they felt like it—and they often did feel like it—work Saturday and Sunday on some private project. They would lay as much as 700 or 800 bricks in each day and be correspondingly rewarded. This did not seem to me to make much sense.

So I went back to the friendliest of the bricklayers. Why did he lay only 200 bricks a day? That was the union quota. Why could he not lay more a day for the same incentives as moved him on Saturday and Sunday? The unions of Australia have set their faces against official incentives, though they obviously tolerate and perhaps encourage unofficial or black market ones.

Why did the unions frown on greater productivity or on incentives? Because labour knew well enough that there was full employment now but that if they worked harder they would work themselves out of a job. But why did this not happen by the weekend process, too? This was a facer. He didn't know, but of course a bloke had to have more to live on than the basic bricklayers' wage. What made him think the work would run out in an underdeveloped country like Australia? It always had.

It is easy to blame this state of affairs on the depression-born dole, on communist infiltration, on unimaginative and heavy-handed management of labour relations. All these have contributed, of course. But it seemed to me something more subtle was really at work and that this was something psychological.

Australians, it seemed to me, have not been able to make up their minds as to their goals. They want the full-scale benefits of material civilisation. They also want the beach and the surfboard and the sun, and to trim hedges and cultivate gardens. It does not really bother them that it takes four times as many months for an Australian labourer to earn a motor car as it does an American. Yet they want the motor car and do not seem to see any connection.

While I was there, there was some talk of increasing the work week to 44 hours. Of course, the real problem in Australia is to do 40 hours' work in 40 hours and then to begin to talk about 44. But it was significant that

the Leader of the Opposition, Dr. Evatt, stated that to return to the 44 hour work week would be to lower Australia's standard of living.

This statement points up the dilemma admirably. If the standard of living is measured in material terms the statement is, of course, ridiculous. If it is measured in leisure terms, then it is true.

I would remind members that these are the keenly analytical comments of a friendly critic. They come from a highly reputable journal, probably the most reliable in the world. If we regard these comments as being an accurate summing-up, the question is: What are we going to do about it? What is our own diagnosis as far as the trouble is concerned? How do we propose to remedy it? If we are honest with ourselves and are willing to examine the comparative figures of work between ourselves and other countries, we must come to the conclusion that the Australian worker is not measuring up to his full capacity. Consider a comparison between what is done in America and in Australia with respect to the hours of work required to buy certain commodities—

	America	Australia
Man's suit	28	48
Pair of men's shoes	6	10
Refrigerator	135	400
Radio set	21	65
Motor car	1000	3300
Production per man shift	2 plus	1

These details show that American production per man shift is more than double the Australian. The total percentage increase in output per head of population for the period 1938 to 1951, of certain commodities is —

	U.S.A.	U.K.	Aust.
	%	%	%
Electricity	174	133	96
Steel	88	21	2
Cement	93	25	—18
Bricks	54	—26	—22
	1938-39	1950-51	

Victoria % value of employees proportion of manufacturing production	47	51
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This disproves the claim that in Australia the worker is not receiving his fair share. As a matter of fact, the employer's share has progressively declined over the years, and he is the one who is subject to the heaviest taxation. The profit motive has been attacked but it must be remembered that it is out of profits that capital is provided for the launching of new industries which alone provide an outlet for future employment of workers

themselves. The building up of the welfare state in Australia, with its consequent high taxation levy on general incomes has deterred many Americans, who have the necessary capital, from investment in Australia, apart from which they are generally alarmed at the possibility of established enterprises being nationalised.

Hon. H. C. Strickland: That must be an old statement.

The MINISTER FOR TRANSPORT: It has been repeated so often that it must be true. The possibility that Americans might be interested in capital investment in Australia was brought into prominence towards the close of the war, but owing to the trend towards socialism and nationalisation, American companies generally were chary of risking their capital in Australian enterprises.

Our caustic American critic went so far as to say that while Australia was potentially a land of golden opportunities, and almost unlimited scope for development, it was more than likely that the successful men of the future would not be Australians themselves, but people arriving from other lands, with energy and initiative, and whose names would most likely end in "berg" or "ski" or "vitch." This is rather a startling allegation which, as our French friends would say, "should give us furiously to think." And yet while some of us may be uneasy, I am one who believes that the Australian is fundamentally sound.

We have seen too many examples of what the "individual Australians" can do to doubt his capacity. Whether it is in the field of war or scientific endeavour, in work or in play, the Australian has always risen to the occasion when necessity demanded. However, while admitting the quality of the human material, the fact remains that we appear to prefer security to adventure and in a young land this is fatal. We have even been accused of being an infant suffering from arthritis. What then is the cause? And what, indeed, is the remedy?

Many people believe that communism is to blame. To some extent that may be so. We in this land are isolated and insular and naturally unsuspicious. Communism undoubtedly is very active and appears to be engaged in a softening up process here in Australia. This has happened in other countries where eventually communism took over. Evidence of this activity is shown by people going round to householders distributing the "Communist Tribune," the official organ of the Communist Party. That publication contains a clever mixture of lies, half-truths and garbled misinterpretations. I have some copies here now.

I have also a mimeographed leaflet, issued by the "Workshops Branch of the Communist Party." It is scurrilous and

utterly misleading, but some people, unfortunately, believe what these disruptionists preach. We know we have these people in our shops, but being a communist unfortunately, is not a punishable misdemeanour, and so long as they do their jobs, there is nothing we can do to remove these disruptive influences. Usually they are clever enough to do their jobs quite well.

I had some more to say, but will content myself with adding only one comment. In England, just after the war started, two Americans were discussing the young men who used to lounge about the bars in England prior to the war. Those young men seemed to have plenty of money and little to do. One American said to the other, "You do not see those young men about the bars these days." The other replied "No, you won't."

Hon. E. M. Davies: When was this?

The MINISTER FOR TRANSPORT: In 1939. This American said, "Those are the boys who fought in the Battle of Britain and whom Churchill mentioned in these words: 'Never in the field of human conflict has so much been owed by so many to so few.'"

Hon. E. M. Davies: It took the Americans long enough to come into the war.

The MINISTER FOR TRANSPORT: At the bottom, the Australian is of that type; he is a chip off the same old block and I believe when he realises the facts he will rise to the occasion just as loyally, just as fearlessly, and just as gallantly as his forefathers, who were the pioneers of this country, did in the past. On that note I will close. I think the Australian has it in him and, with the right sort of leadership, he will be brought to realise the problems that confront him; he must be inspired to measure up to the duty that is his so that he will be an inspiration to the coming generation.

Question put and passed; the Address adopted.

As to Presentation of Address.

On motion by the Minister for Transport, resolved:

That the Address be presented to His Excellency the Governor by the President and such members as may desire to accompany him.

ADJOURNMENT—SPECIAL.

THE MINISTER FOR TRANSPORT (Hon. C. H. Simpson—Midland): I move—

That the House at its rising adjourn till Tuesday, the 14th October.

Question put and passed.

House adjourned at 6.15 p.m.