

Legislative Assembly

Tuesday, 16th July, 1957.

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

QUESTIONS.

RAILWAYS.

(a) Renovation to Ganger's House, Laverton, etc.

Mr. ACKLAND asked the Minister representing the Minister for Railways:

(1) What was the amount spent on renovations to the house recently occupied by the ganger at Laverton?

(2) Was this work undertaken since the Government had decided to introduce a motion to discontinue the rail service on the Malcolm-Laverton line?

(3) Did the department over-estimate the quantity of blue metal required for the work?

(4) Did a local businessman offer £10 for the surplus blue metal—estimated at approximately 10 tons?

(5) Did the department refuse the offer?

(6) Did the department send a motor-truck a distance of 230 miles to and from Kalgoorlie to load the blue metal into a railway truck at Laverton?

(7) How far did the motor-truck have to cart the material to load it into the railway truck?

(8) What was the cost of running the motor-truck to and from Kalgoorlie?

(9) Were two men sent on the trip to and from Kalgoorlie?

(10) Can blue metal be purchased at the crushing plant at Kalgoorlie for 14s. 6d. per ton?

The MINISTER FOR TRANSPORT replied:

(1) £670.

(2) No.

(3) No. The metal supplied included a quantity for other works which were stopped.

(4) A verbal offer was made to the ganger.

(5) Yes. The metal was required for work at Menzies.

(6) No. The motor-truck was sent through the section from Kalgoorlie to undertake work at centres along the line. Opportunity was taken while at Laverton to use the motor-truck to load the metal.

(7) 300 yards.

(8) Approximately £5.

(9) Yes. A driver and one other.

(10) No. The Railway Department pays £1 6s. per ton, for metal supplied by the Kalgoorlie Road Board.

(b) Use of Stockyards, Laverton.

Mr. ACKLAND asked the Minister representing the Minister for Railways:

(1) Does the Government intend to allow the residents of the Laverton district to still utilise the railway stockyards to load and unload stock?

(2) If so, will he give directions that the people interested be informed that the stockyards are available?

The MINISTER FOR TRANSPORT replied:

There is no intention of depriving the people of the use of stock-loading facilities. Those interested should take the matter up with the Railways Commission.

(c) Use of Dam Engine, Pump, etc., Laverton.

Mr. ACKLAND asked the Minister representing the Minister for Railways:

(1) Will the department permit the Laverton Road Board to use the dam engine, pump and overhead tank for the use of the people at Laverton?

(2) If not, does the Railway Department intend to sell or remove the engine and pump at the railway dam at Laverton?

The MINISTER FOR TRANSPORT replied:

The road board should take the matter up with the Railways Commission with a view to making suitable arrangements for acquisition of the facilities in due course.

(d) Katanning Station Renovations.

Mr. NALDER asked the Minister representing the Minister for Railways:

(1) What was the date work commenced on the renovations to the Katanning railway station?

(2) Were tenders called for the work?

(3) Who is the contractor, or what Government department is carrying out the work?

(4) How many men are employed?

(5) What have been the wages paid to date?

(6) What was the cost of materials used?

The MINISTER FOR TRANSPORT replied:

(1) The work commenced early June, 1956, and was finished on the 23rd February, 1957.

(2) and (3) As the work which involved platform renewals had to be done during traffic movements, it was carried out by Railway Department staff. Tenders were not called.

(4) Staff were employed intermittently; the maximum number was four tapering to three, then to two.

(5) £730.

(6) Approximately £1,000.

(e) Engineer's Report on Burakin-Bonnie Rock Line.

Mr. CORNELL (without notice) asked the Minister representing the Minister for Railways:

Would he lay upon the Table of the House the Railway Department files dealing with the Burakin-Bonnie Rock railway and, in particular, the engineer's report on the physical condition of the permanent way?

The MINISTER FOR TRANSPORT replied:

I will submit the request to the Minister for Railways and if he is agreeable, I will have pleasure in tabling the papers.

CRIME.

Incidence in Western Australia.

Mr. HALL asked the Minister for Justice:

(1) Has there been an increase in the incidence of crime in this State?

(2) If so, what are the comparable figures for 1955-56 as against the figures for 1956-57?

(3) What percentage of the crimes committed are attributable to juvenile action?

The MINISTER replied:

Details of all offences brought before the courts during the years 1947-56 are as follows:—

CONVICTIONS IN WESTERN AUSTRALIA.
(Excluding Aborigines.)

Year.	In Magistrate's Courts.				In Superior Courts. (b)	Mean Population.
	Adults and Juveniles.		Juveniles Only.			
	All Offences.	Offences against the Person or Property.	All Offences.	Offences against the Person or Property.		
1947	21,065	2,441	1,551	810	138	502,951
1948	24,360	2,578	2,162	955	135	514,621
1949	25,386	2,320	1,650	648	169	532,603
1950	27,315	2,901	1,866	974	196	557,878
1951	29,763	3,115	2,235	1,284	173	580,317
1952	38,109	3,446	2,405	1,419	334	600,615
1953	40,643	3,632	2,825	1,408	323	621,034
1954	48,005	4,241	3,271	1,825	316	640,140
1955	65,118	4,368	3,642	1,835	386	658,747
1956	(a) 60,883	5,289	4,419	2,177	332	677,318

(a) In addition 31,559 small fines for minor traffic offences were collected by the Crown Law Department.

(b) Practically all adults. Only in very rare cases are juveniles dealt with in superior courts.

STATE SHIPPING SERVICE.

(a) *Fare and Freight Increases, etc.*

Mr. COURT asked the Minister representing the Minister for Supply and Shipping:

(1) What fare and freight increases were made in the various categories by State ships in February, 1957?

(2) What extra revenue was expected as a result—

(a) to the 30th June, 1957;

(b) for a full year?

(3) What was the experience to the 30th June, 1957?

(4) What was the State ships' deficit for 1956-57?

(5) To what extent is it expected that higher depreciation and interest charges on new ships will be offset by lower operating costs?

The MINISTER FOR NATIVE WELFARE replied:

(1) Fares were increased by 25 per cent. to and from North-West ports and by 12½ per cent. to and from Darwin, as from the 14th February, 1957.

Freights were increased as from the same date, as follows:—

No increase on petrol, aviation spirit or empty drums.

20s. per ton increase on ores and asbestos.

20s. per head increase on livestock southward.

5s. per head on rams and 2s. 6d. per head on ewes and wethers.

50s. per ton on general cargo to and from North-West ports.

(2) (a) £66,000.

(b) £210,000.

(3) Increased revenue of £54,000.

(4) £921,500 including depreciation and interest.

(5) It is expected that lower operating costs will fully off-set increased depreciation and interest charges.

(b) *Adequacy of Present Fleet.*

Mr. COURT asked the Minister representing the Minister for Supply and Shipping:

(1) Is the present fleet of State ships able to service adequately current passenger and freight demands, Fremantle to Darwin, including movement of cattle from the Kimberleys to the south?

(2) If not, what are the deficiencies, and what action is proposed to overcome the deficiencies?

(3) What is the current ship replacement or extension programme, and the timing of same?

(4) Are any diversions to Albany and Esperance contemplated?

The MINISTER FOR NATIVE WELFARE replied:

(1) It is adequate to meet present freight demands but not to cope with passenger traffic.

(2) Insufficient passenger accommodation. Relief will be provided by a more frequent passenger service to and from North-West ports during the summer months.

(3) M.v. "Koolama" now building in the United Kingdom is to replace m.v. "Koolinda," and s.s. "Delamere" is to replace m.v. "Kybra" early in 1958.

(4) No.

BETTING CONTROL ACT.

Turnover Tax on W.A. Events.

Mr. JAMIESON asked the Minister for Police:

What amount and percentage of total turnover was subscribed by the following organisations in respect of betting on Western Australian events run under the Betting Control Act, during the financial year 1956-57—

- Western Australian Turf Club;
- Western Australian Trotting Association;
- country trotting clubs;
- country racing clubs?

The MINISTER replied:

The amounts and percentages are—

- £4,020,460. 45.0 per cent.
- £2,379,594. 26.6 per cent.
- £671,686. 7.5 per cent.
- £1,373,827. 15.4 per cent.

HOUSING.

(a) Pre-cut Houses in Country Towns.

Mr. NALDER asked the Minister for Housing:

(1) How many pre-cut houses were erected in country towns during the years 1952-53, 1953-54, 1954-55, 1955-56, 1956-57?

(2) What were the towns in which these houses were built?

The MINISTER replied:

(1) 1952-53, 473; 1953-54, 634; 1954-55, 268; 1955-56, 311; 1956-57, 55—Total, 1,741.

(2) As per the following schedule:—

Pre-cut Houses Erected in Country Areas—Period 1952-1957.

	1952-1953.	1953-1954.	1954-1955.	1955-1956.	1956-1957.	Total.
Armadales	4	9	6	2	...	21
Albany	72	64	4	15	...	155
Augusta	1	...	...	...	...	1
Balingup	...	3	...	...	...	3
Ballidu	1	...	...	...	...	1
Bakers Hill	1	...	...	...	...	1
Beverley	3	3	3	2	...	11
Bindi Bindi	...	1	...	...	...	1
Borden	...	...	1	...	...	1
Boddallin	...	...	...	1	...	1
Boddington	5	1	...	...	...	6
Boyp Brook	6	8	3	4	...	21
Bridgetown	...	4	...	1	2	7
Brookton	...	2	...	...	...	2
Broome	...	...	4	...	2	6
Broome Hill	2	...	...	...	...	2
Bruce Rock	3	7	5	5	...	20
Brunswick Jct.	4	3	2	3	...	12
Bullfinch	...	...	...	1	...	1
Bunbury	...	17	1	...	...	18
Busseton	2	13	2	21	1	39
Byford	...	1	3	...	...	4
Carnamah	...	2	...	...	...	2
Carnarvon	...	6	13	14	11	44
Collie	159	85	13	...	...	257
Corrigin	4	3	5	4	...	16
Cranbrook	...	1	...	...	...	1
Cuballing	...	...	...	2	...	2
Cunderdin	3	8	5	2	...	18
Dalwallinu	...	2	2	1	...	5
Dedari	...	...	3	...	...	3
Denmark	2	4	4	2	...	12
Derby	...	5	11	8	5	29
Donnybrook	2	4	3	2	...	11
Doverin	...	...	...	1	...	1
Geraldton	41	45	1	20	2	109
Ghooli	...	...	...	1	...	1
Glenorchy	1	...	...	...	...	1
Gibsons Soak	...	...	2	...	...	2
Gingin	...	1	...	...	...	1
Gilgai	...	...	2	...	...	2
Gnowangerup	2	1	6	4	2	15
Goomalling	2	4	2	2	...	10
Greenbushes	...	1	...	...	...	1
Halls Creek	...	...	...	1	...	1
Harvey	...	3	1	...	...	4
Jardee	...	1	...	...	...	1
Jingalup	...	1	...	...	...	1
Katanning	16	12	17	5	...	50
Karlgarin	1	...	...	...	...	1
Kalannie	...	...	1	...	...	1
Kellerberrin	2	7	4	4	...	17
Kojonup	4	4	5	4	2	19
Kondinin	2	2	...	...	...	4
Koorda	...	2	1	...	...	3
Kubin	2	...	...	...	...	2
Kununoppin	2	...	...	...	...	2
Kwinana	1	115	16	1	...	133
Kwolyin	...	...	...	1	1	2
Lake Grace	2	...	...	...	...	2
Mandurah	...	...	...	1	...	1
Manjimup	11	11	9	4	2	37
Marble Bar	...	...	...	...	2	2
Margaret River	3	5	5	1	1	15
Merredin	2	23	8	13	...	46
Mingenew	...	2	2	2	...	6
Miling	...	...	...	1	...	1
Moora	6	5	4	1	...	16
Morawa	...	...	...	3	...	3
Mt. Barker	5	2	4	5	2	18
Mullewa	...	2	...	...	...	2
Mundijong	3	...	...	...	...	3
Nannup	...	2	...	2	...	4
Narembene	4	3	5	1	...	13
Narrogin	23	26	9	16	2	81
Northam	31	52	19	87	7	196
Northampton	...	6	...	...	2	8
Ongerup	1	1	2	...	...	4
Onslow	...	...	...	1	2	3
Pemberton	...	1	...	...	...	1
Pingelly	3	3	5	...	...	11
Pingrup	...	1	...	...	...	1
Pinjarra	...	1	...	...	...	1
Point Samson	...	...	...	2	1	3

Pre-cut Houses Erected in Country Areas—Period 1952-57—continued.

	1952-1953.	1953-1954.	1954-1955.	1955-1956.	1956-1957.	Total.
Port Hedland	....	....	6	8	4	18
Qualradg	3	....	....	3	....	6
Rocky Gully	1	....	....	....	....	1
Roebourne	....	1	7	2	....	10
Shackleton	....	....	1	1	....	2
Shark Bay	....	....	1	1	....	2
Tambellup	1	....	1	2	....	4
Tammin	....	2	2	1	....	5
Three Springs	2	....	....	....	....	2
Tinkurrlin	....	1	....	....	....	1
Toodyay	2	2	....	....	....	4
Trayning	....	2	....	....	....	2
Wagin	7	8	5	....	....	20
Walpole	....	1	....	2	....	3
Waroona	6	7	6	2	....	21
Williams	....	....	1	....	....	1
Wickepin	....	....	1	....	....	1
Wokalup	....	....	....	3	....	3
Wongan Hills	....	....	1	4	....	5
Wubin	1	....	....	....	....	1
Wundowie	....	....	4	....	....	4
Wyalkatchem	2	....	....	....	....	2
Wyndham	....	....	7	....	2	9
York	....	8	....	8	....	16
Total	473	634	208	311	55	1,741

The figures for 1956-57 relate to houses built in North-West towns, including Carnarvon where homes are still being built under labour only conditions, and other country towns where contracts were entered into during year 1955-56 but houses not completed until 1956-57.

(b) Flat Projects.

Mr. WILD asked the Minister for Housing:

(1) How many flat projects are under consideration by the State Housing Commission?

(2) In what areas are they located?

(3) How many flats is it intended to erect in each?

The MINISTER replied:

(1) Four.

(2) and (3)—

(a) North Fremantle—18 flats.

(b) Colin Street, West Perth—approximately 70 flats.

(c) Mt. Hawthorn—seven flats of the semi-detached type.

(d) Leederville—three flats of the semi-detached type.

In addition, preliminary consideration is being given to a flat building project in South Perth. The number of flats in such project is not yet determined.

Members will note there is no reference to Mt. Pleasant.

(c) Dwellings Erected at Maniana, etc.

Mr. WILD asked the Minister for Housing:

(1) What is the total number of individual dwellings erected at Maniana under the control of the State Housing Commission?

(2) What has been the turnover in tenants since the erection of this housing area?

(3) How many dwellings are now vacant?

(4) What have been the general reasons for tenants vacating Maniana?

The MINISTER replied:

(1) 300 units of accommodation (includes duplex and quadruplex).

(2) 152.

(3) Seven. Four under renovations and maintenance check. Three under offer.

(4) Reasons for vacating are not stated by tenants. However, by observation and discussion, some of the reasons are as follows:—

(a) Moving to private accommodation closer to the city;

(b) leaving the metropolitan area;

(c) turn reached for war service homes and purchase homes under Commonwealth - State housing agreement and State Housing Act schemes.

TRANSPORT.

(a) Road-train Operations.

Mr. COURT asked the Premier:

(1) Has the Government studied the operation of the road-train movement of cattle from Anna Plains to the metropolitan area?

(2) Is this type of movement capable of expansion to form a substantial and regular source of supply to the southern markets?

(3) Is any encouragement being given to such a project, and if so, with what result?

The PREMIER replied:

(1) Yes.

(2) It is expected that between 4,000 and 4,500 head will be moved this season. The number of cattle on the stations affected can be built up to provide a larger turn-off, but the restriction imposed by the pleuro-pneumonia buffer area must still be retained.

(3) Last financial year £1,850 was spent on refitting the Wallal yards and dip for this purpose and it is estimated a further £400 will be required to complete.

A sum of £1,800 has already been allocated for expenditure on a resting yard at Well 43. A second resting yard at Well 55 is being considered. The chief veterinary surgeon is at present in the area studying further possibilities.

(b) Rates of Travel for Pensioners.

Mr. W. A. MANNING asked the Minister for Transport:

(1) In view of the reply to my question re pensioners' concession fares on the 10th July, will he see that the same concession is allowed to country pensioners as is allowed to those in the metropolitan area when they wish to travel to Perth, viz: half-fares whether travel is by rail, or railway bus?

(2) If not, why not?

The MINISTER replied:

Concession fares on tramway buses are available to country pensioners visiting the metropolitan area.

Owing to limited accommodation it is not practicable to provide concessions on buses travelling to country centres which are served by rail.

CULTURE PEARL INDUSTRY.*Progress and Prospects.*

Mr. COURT asked the Minister for Fisheries:

(1) What progress has been made by the cultured pearl industry in this State?

(2) What are its prospects?

(3) To what extent is it being developed by Japanese experts?

The MINISTER replied:

(1) The programme provided for the laying down of a certain number of shells during the previous and current seasons, and this programme is slightly behind schedule.

(2) The future of the industry will depend largely on the results of the current season's activities.

(3) Wholly.

STATE TRADING CONCERNS.*Staff, Appointments and Public Service Act.*

Mr. COURT asked the Premier:

(1) Which staff, if any, of the State trading concerns are subject to the Western Australian Government Public Service provisions?

(2) How are appointments made to the payroll of State trading concerns at the respective executive and other levels?

The PREMIER replied:

(1) The only staff of State trading concerns under the provisions of the Public Service Act are the engineer metallurgist, accountant and five clerical officers at the State Engineering Works and the accountant and assistant manager and two clerical officers in the State Hotels Department.

(2) Except for base grade positions, appointments to the payroll of State trading concerns are made by selection on merit following advertisement.

LOTTERIES COMMISSION.*Grants for Cancer Research.*

Mr. MARSHALL asked the Minister for Health:

(1) How much money has been granted by the Lotteries Commission to assist in cancer research?

(2) How is this money being applied and what investigations are being made?

(3) Are facilities available for the treatment of leukemia and cancer by chemical means?

(4) Who is in charge of cancer research in Western Australia?

The MINISTER replied:

(1) The Lotteries Commission is to be approached shortly. So far, no money has been obtained from it.

(2) The first application of any such money obtained will be towards the cost of a linear accelerator.

(3) Yes.

(4) The Anti-Cancer Council has been set up to stimulate and co-ordinate work against cancer in Western Australia, and to raise funds for such work.

HEALTH.*(a) Licensing of Medical Practitioners' Premises.*

Mr. JAMIESON asked the Minister for Health:

As many metropolitan medical practitioners conduct their business from premises totally unsuitable for the purpose (i.e., unsuitable waiting rooms and surgery accommodation), would he give immediate consideration of legislating to license such premises, so that they may be brought to a reasonable standard?

The MINISTER replied:

If the hon. member will furnish me with more details of those premises which he considers to be unsuitable, I will cause inquiries to be made.

(b) Investigation of Indigenous Drug-bearing Plants.

Mr. MARSHALL asked the Minister for Industrial Development:

(1) Is a drug panel in existence, conducting experiments and investigation of indigenous drug-bearing plants?

(2) Will he indicate if any reports are available of such investigations?

The MINISTER replied:

(1) With a view to alleviating drug shortages caused by the war, a drug panel was formed in 1943, to investigate pharmaceutical value of indigenous plants. For a period laboratory investigations were financed and carried out at the university,

but the results of this work proved negative. An alleged cancer cure was also exhaustively examined, both locally and overseas, but could not be substantiated.

After six years, the panel felt that there was no further need to continue, and resigned in November, 1949. The members forming the panel at the time were:

Mr. C. Gardner (chairman and Govt. botanist).

Dr. C. E. Cook (Commissioner of Public Health).

Dr. D. E. White (University of W.A.).

Dr. E. M. Watson (Perth Technical College).

Dr. Bluman (representative, Plaimar's Limited).

Mr. J. C. Hood (Government Chemical Laboratories).

Mr. I. Thomas (Department of Agriculture).

(2) The minutes of the meetings of the drug panel are on the files of the Department of Industrial Development. There were no official reports by the panel, but the properties of a number of plants were dealt with by members of the panel in published papers in some technical journals.

RUNNER BEANS.

Gazettal of Regulations.

Mr. NORTON asked the Minister for Agriculture:

(1) Have regulations been gazetted regarding the proposed grading of runner beans?

(2) If not, when will they be gazetted?

The MINISTER replied:

(1) No.

(2) Regulations have been prepared and will be gazetted immediately.

FISHING INDUSTRY.

(a) Establishment of Scallop and Prawn Industry.

Mr. NORTON asked the Minister for Fisheries:

(1) Is the Western Australian Fisheries Department receiving any grants from the Commonwealth fisheries trust fund to assist it in connection with investigation of the possibility of establishing a scallop and prawn fishing industry in north-western waters?

(2) Has the Fisheries Department obtained sufficient information to be able to state if prawns and scallops are in payable quantities in Shark Bay and Exmouth Gulf waters?

The MINISTER replied:

(1) No.

(2) No.

(b) Survey of Great Australian Bight's Potential, etc.

Mr. NORTON asked the Minister for Fisheries:

(1) Has he read the article in "The West Australian" on the 27th June headed "Government Will Test Bight's Fish Potential"?

(2) Is this survey being financed from funds which were obtained from the sale of the whaling station at Carnarvon?

(3) Will he press for a similar survey to be made in the coastal waters of the North-West coast?

(4) Was he aware that the catching of fresh fish had declined and that the imports of processed fish had increased?

(5) If so, what is the reason?

The MINISTER replied:

(1) Yes.

(2) Yes.

(3) Yes, at the appropriate time.

(4) No. Imports of processed fish have been remarkably steady over the past three years, as follows—1953-54, 2,592,000 lb.; 1954-55, 2,594,000 lb.; 1955-56, 2,586,000 lb.

Excluding Australian salmon, which does not find its way into the fresh-fish market, catches of scale fish for the past three years have also been fairly stable, viz. 1954, 4.9 million lb.; 1955, 5.0 million lb.; 1956, 5.0 million lb.

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

METROPOLITAN WATER SUPPLY DEPARTMENT.

Cost of Installation of Supply Mains to Private Properties, etc.

Mr. OWEN asked the Minister for Water Supplies:

(1) Is it the usual policy of the Metropolitan Water Supply Department to accept from private firms or individuals, any contributions towards the cost of installing water supply mains to their properties?

(2) If not, what were the special circumstances in the case of this being done with the proprietors of High Wycombe at Maida Vale?

(3) How many houses have been built at High Wycombe?

(4) How many building blocks have been sold at this subdivision?

The MINISTER replied:

(1) No.

(2) The proposition submitted by the proprietors was considered to be reasonable in view of the planned housing development and its satisfactory revenue-producing aspect. In addition, the proposal provides for a substantial contribution towards the cost of a feeder main

which, it is anticipated, will be extended ultimately to serve the area beyond High Wycombe.

(3) None as yet, but 11 houses will be built as soon as water is made available, and the erection of 50 houses is anticipated within one year.

(4) Thirty.

DRAINAGE.

Flooding of Bedford Park and Morley Park.

Mr. OLDFIELD asked the Minister for Works:

(1) Does he intend taking steps to alleviate the flooding of areas of Bedford Park and Morley Park affected by Brown's Lake?

(2) If so, will he inform the House what is intended, and the extent and cost of any proposed scheme?

(3) If any drainage scheme is proposed when will it be implemented?

The MINISTER replied:

(1) Yes, as loan funds can be made available.

(2) A scheme is being prepared for drainage to the Swan River above Bayswater. Full extent and cost are not yet available.

(3) It is anticipated the design of the scheme will be sufficiently advanced to start construction later in this financial year. The work would be spread over several years according to the funds available.

ELECTRICITY SUPPLIES.

Eaton Area Consumers.

Mr. I. W. MANNING asked the Minister for Works:

What number of prospective consumers are needed at Eaton to justify an extension of electricity to that area?

The MINISTER replied:

An extension will be justified when there are 75 completed dwellings satisfactorily grouped.

UNFAIR TRADING COMMISSION.

Staff, etc.

Mr. COURT asked the Minister for Education:

(1) Will he—without giving individual names—table a list of the classification and salary of each of the staff employed by the Unfair Trading Commissioner's organisation, and the occupations of each of such officers during the period 1950-57?

(2) Are the services of any Government Department, or agency, or any private person or organisation, used by the Unfair Trading Commissioner and his organisation additional to the staff referred to in

the answer given to Hon. A. F. Griffith by the Chief Secretary on the 9th July, 1957?

The MINISTER replied:

(1) Adviser (part time), special allowance of £285 per annum paid in addition to classified salary:

Jan., 1950, to Nov., 1954, audit inspector; Nov., 1954, to Jan., 1957, accountant, Crown Law Department.

Investigation officer (Grade 1), salary £1,252 per annum:

Jan., 1950, to July, 1952, section leader, Prices Branch; July, 1952, to June, 1953, storekeeper, own account; July, 1953, to Jan., 1954, investigation officer, Prices Branch; Jan., 1954, to Jan., 1957, accountant-secretary, purchasing officer.

Investigation officer (Grade 2), salary £1,117 per annum:

Jan., 1950, to Jan., 1954, investigation officer, Prices Branch; Jan., 1954, to April, 1955, hotel broker and valuator, own account; April, 1955, to Jan., 1956, out of the State; Jan., 1956, to Jan., 1957, did not resume business and was not engaged in other employment.

Investigation officer, salary £1,057 per annum:

Jan., 1950, to Sept., 1950, trainee mining surveyor; Sept., 1950, to Jan., 1957, clerk, Public Service.

Typist, salary £569 per annum:

April, 1955, to Jan., 1957, typist, Public Service.

(2) None except the engagement of a court orderly and reporting staff to cover proceedings at the inquiry in progress under Section 29, Subsection (2) of the Act.

Assistance has been received from two senior accounting officers of the Public Service who have been appointed advisers for specific investigations, also from the London Agency for the exchange of literature from authorities controlling similar legislation in Great Britain, Eire, Canada, South Africa and the United States of America.

LOCAL GOVERNMENT.

Uniform General Building By-laws.

Mr. CROMMELIN asked the Minister representing the Minister for Local Government:

(1) When were the uniform general building by-laws gazetted?

(2) Does this mean that the by-laws become effective from that date?

(3) If not, from what date do they become effective?

(4) Under what Act or power can the Minister vary the date of the by-laws becoming effective once they have been gazetted?

(5) Is there any appeal by local authorities against accepting the by-laws as a whole or in part?

(6) Were local authorities consulted in regard to the drawing up of the by-laws?

The MINISTER FOR HEALTH replied:

(1) The 5th June, 1957.

(2) and (3) Yes. The Minister, however, agreed to allow local authorities to use their own building by-laws until the 1st September, 1957, the object being to assist those architects and other persons who, at the 5th June, had designs partly completed under the local authorities' own by-laws.

(4) There is no specific power authorising the Minister to take this action, but it was considered the sensible thing to do.

(5) No.

(6) The Local Government Association and the Country Municipal Councils Association each had a representative on the committee which prepared and recommended the uniform by-laws. These associations and many other bodies pressed for gazettal of the by-laws.

CLAREMONT MENTAL HOSPITAL.

Plans for Renovations, etc.

Mr. CROMMELIN asked the Minister for Health:

(1) Have sketch plans for the remodelling of the old kitchen area at the Claremont Mental Hospital been completed?

(2) If so, is it intended to proceed with this work and when?

(3) How many new stock pots and steamers have been installed during the last six months in the kitchen?

(4) How many more are to be installed and when?

(5) Is he aware of the condition of the kitchen floor, roof and walls?

(6) Will action be taken to remedy this?

(7) When will the laundry be improved and new machinery installed?

(8) Will showers be installed in the men's No. 1 ward, as per my question of the 4th July?

The MINISTER replied:

(1) No.

(2) Funds have been provided for on the draft loan estimates and if money is available, work should commence this financial year.

(3) Nil.

(4) Six vegetable steamers, three stock pots and three tilting pots are on order.

(5) Yes.

(6) Yes.

(7) Consideration is being given to the construction of a new laundry. Meantime, existing facilities are being improved and tenders for a new washing machine are now being invited.

(8) Yes.

COLLIE COAL.

Production of Metallurgical Coke, etc.

Mr. HEARMAN asked the Minister for Industrial Development:

(1) Can he tell the House what progress has been made in the research directed towards producing a metallurgical coke from Collie coal?

(2) What are the present obstacles to be overcome in connection with the commercial use of Collie coal for the purpose of smelting iron ore?

(3) Is the Government working in collaboration with B.H.P. or are separate investigations being pursued by B.H.P.?

(4) What steps have been taken by the Government to interest B.H.P. in the production of charcoal iron in Western Australia?

The MINISTER replied:

(1) An excellent metallurgical coke has been produced on pilot plant scale from Collie coal. The process used has been developed by our research workers, and as it differs from accepted commercial processes, it has been considered prudent to obtain the consultative opinion of acknowledged authorities. Lurgi Gesellschaft of Germany has accordingly been engaged to confirm our work, and to report on the economics of commercial coke production by our process. Lurgi's report will be available in October, 1957.

(2) There are believed to be no technical obstacles to the use of coke from Collie coal to smelt iron ore. Any obstacles are economic, deriving from the cost of coal, the capital cost of a plant, and the marketing of the products.

(3) The Government and B.H.P. are making separate investigations into the problem of coking Collie coal, along different technical lines, but there is full exchange of information, regarding progress of research.

(4) B.H.P. has signified that it is not interested in charcoal iron. The company has, on a number of occasions in the past, been asked to establish a fully integrated iron and steel industry in this State but has not been prepared to do so.

CHAMBERLAIN INDUSTRIES.

Incentive Payments and Workers' Efficiency.

Hon. D. BRAND (without notice) asked the Premier:

(1) Has he seen a report in the issue of "The West Australian" dated the 13th July, where it stated that incentive pay

began in January in most production departments of Chamberlain Industries Ltd., and that this has largely influenced the rise of about 25 per cent. in workers' efficiency.

(2) Is this statement correct?

(3) If so, will he state whether the Government proposes to examine the question of applying an incentive scheme wherever practicable throughout the whole field of governmental activity?

The PREMIER replied:

I thank the Leader of the Opposition for giving me a copy of his question. The answers are as follows:—

(1) Yes.

(2) I have not had any opportunity to check the accuracy of the report.

(3) This matter will receive consideration.

CAR PARKING SCHEME.

(a) *Narrows Reclamation and Causeway Area.*

Mr. COURT (without notice) asked the Minister for Works:

Can he give a time-table of when the areas on the Narrows reclamation and the western end of the Causeway will be ready to hand over to the Perth City Council for development as all-day car parks?

The MINISTER replied:

I thank the hon. member for giving me a copy of his question, the answer to which is "No."

(b) *Government's Time-table.*

Mr. COURT (without notice) asked the Minister for Works:

In view of the answer given by the Minister to my previous question regarding all-day car parks on the Narrows reclamation and the western end of the Causeway, can he say when the Government will be in a position to indicate a time-table for those areas?

The MINISTER replied:

I would say that the programme for reclaiming the area west of the Causeway by dredging would depend on the availability of dredging plant which at present is unpredictable. If the reclamation becomes a pressing matter, then, at additional cost, the importation of fill may be required. Within reasonable distance of the river, however, imported fill is difficult to obtain. The Perth City Council is at present extending reclamation by dumping city waste.

So far as dredging is concerned on the Narrows reclamation area, a schedule of the completion of the work will need to be timed on an overall basis. The hon. member must appreciate that there is a

number of factors which cannot be accurately assessed at present. The department will endeavour to speed up this very necessary work as quickly as possible, having regard to all the difficulties. But it is quite an impossibility to set down at this stage a programme that we could be reasonably certain would be adhered to.

EDUCATION.

Printing of Departmental Regulations.

Hon. A. F. WATTS (without notice) asked the Minister for Education:

Is he aware that since the Education Department regulations were last reprinted there have been something like 225 amendments and additions and that no fair copy is now available? In those circumstances, would he undertake to go into the matter with a view to having the regulations printed at a later date?

The MINISTER replied:

Certainly.

AGRICULTURE.

Fodder Conservation.

Mr. NALDER (without notice) asked the Minister for Agriculture:

(1) Was it correctly reported that a recommendation was made from the Agricultural Council to State Governments that they embark on an increased fodder conservation programme?

(2) Is it the intention of the Government to take any action in the matter?

(3) If so, will he give details to the House?

The MINISTER replied:

The report is substantially correct because the Agricultural Council at its last meeting viewed with a good deal of concern the drift in the matter of the conservation of fodder throughout the whole of the Commonwealth. Both the Commonwealth Government and the State Departments of Agriculture are, at the moment, considering ways and means of encouraging farmers to overcome that situation. In Western Australia, as members know, a hay-baling scheme has been initiated with considerable success. There are prospects of further advancement along those lines with another type of machine, which has not yet been put to the Government but will be in the near future. I think that all States are endeavouring to follow a line in order to encourage the greater conservation of fodder.

TRAFFIC.

Roadworthiness of Country Vehicles.

Mr. CORNELL (without notice) asked the Minister for Police:

Can he say whether the statement allegedly made by the Acting Commissioner for Police to the effect that 60 per

cent. of motor-vehicles registered outside the metropolitan area were unroadworthy, was in fact made by the Acting Commissioner?

The MINISTER replied:

I wish the hon. member had given notice of this question as I might then have been able to give a more accurate reply. I understand the actual position is that a reference was made to the fact that 60 per cent. of country vehicles being licensed in the metropolitan area were shown to have defects, but I am not sure whether the statement was made by the Acting Commissioner for Police, or a magistrate who had heard a traffic case.

LEAVE OF ABSENCE.

On motion by Mr. Nalder, leave of absence for three weeks granted to Hon. L. Thorn (Toodyay) on the ground of urgent private business.

On motion by Mr. May, leave of absence for three weeks granted to Mr. Rodoreda (Pilbara) on the ground of urgent public business.

ADDRESS-IN-REPLY.

Third Day.

Debate resumed from the 11th July.

MR. EVANS (Kalgoorlie) [5.3]: I would like to take this opportunity to say how pleased I am to add my remarks to those made by the member for Canning in moving the adoption of the Address-in-reply to the Speech which His Excellency the Governor was good enough to deliver to members of both Houses of Parliament, when opening the present session. In addition, I would also like to be a little parochial and add a few words relating to matters of benefit not only to the Goldfields, but Western Australia as a whole. First I shall speak on decentralisation.

The voice of decentralisation has called in the past, but the voice has been tantamount to one crying out in the wilderness. The time has come when this feeble voice must be given a much greater reception and much more positive action must be taken to see that the principle of decentralisation is implemented, and that practical action is taken so that evidence can be apparent that decentralisation is being carried out. Perhaps I can be accused of being parochial when I speak of the urgent need for decentralisation on the Eastern Goldfields.

As we all know, the Eastern Goldfields are, and have been for many years—if not always—completely dependent upon the production of gold. We know also that the State of Western Australia had cause, in its infancy, to be very much in debt to the goldmining industry. I would like to emphasise that the people of the Goldfields believe that that portion of the

State has never been fully repaid by Western Australia as a whole. Therefore, I urge that the need for decentralisation on the Eastern Goldfields be given due recognition by people who are responsible not only today but who will be in future administering the State. I know that decentralisation on the Goldfields is, unfortunately, more difficult of accomplishment than decentralisation elsewhere in this State, particularly in the southern areas.

On the Goldfields where we have gold to be won—we have a lot of gold still to be found—we have difficulty with our water supply, as water has to be pumped to those areas and therefore, no industry which might be contemplated for those areas can be one which will be a water-consuming undertaking, which makes consideration very difficult indeed.

Last year, I had reason to believe that the Commonwealth Government was particularly interested in furthering development and was contemplating the establishment of a clothing factory for the purpose of manufacturing articles of clothing for the armed forces. I took action through the Federal representative for the Kalgoorlie electorate to place my views before the Minister for Supply. While I admit we were given a sympathetic hearing, the sympathy did not extend so far as for the Commonwealth to say that it would investigate the possibilities of Kalgoorlie, and eventually the factory was established somewhere else in another State. Some people have advocated the establishment of a small arms factory on the Eastern Goldfields. I believe that is a possibility which could be taken into consideration.

I realise that decentralisation is something which no one State Government, particularly the Government of Western Australia, should be solely responsible for. However, I do believe from our national point of view—the welfare of our continent—the Commonwealth Government must, irrespective of political colour, recognise its responsibility. Therefore, I take this opportunity to urge the Commonwealth to consider the grave necessity for decentralisation in Western Australia, and, particularly, in the Eastern Goldfields where the main source of existence is the production of gold.

As I believe some people in Kalgoorlie read my speeches, I would take this opportunity to urge them to really appreciate that we do have a few small industries established in Kalgoorlie. They are small and few in number. The people of the Goldfields not only buy and support Western Australian products, but they also support their few local industries. For the benefit of the House I would point out that we have a pickle factory, three furniture factories—very small ones—and a brewery which produces very good beer.

I also believe there are two engineering works, one of which produces a certain type of pump—I will not mention the name of the pump—which is world famous. There is another manufacturer at Kalgoorlie who produces a road sweeping broom and this particular broom is unique as I understand it has a market right throughout Australia and consignments of it have even been exported to Burma under the Colombo Plan. The inventor's name is Tom Keogh; he is also concerned in the development of Esperance and I think the Minister would commend him.

The Minister for Health: He is a progressive gentleman.

The Premier: Are you talking about me?

Mr. EVANS: I would like now to touch on another subject—the problem of interstate hauling. I listened with interest one evening last week when the Leader of the Country Party touched on the subject. This is a problem which must be faced up to if we are going to accept our responsibilities. In Kalgoorlie we see daily evidence of this form of transport when these large trucks are run off flat-top railway trucks at Parkerton fully laden to commence their journey to Perth. They come from the Eastern States and are run on to the flat-top railway trucks at Port Augusta. They leave the flat-tops fully laden and take to the road.

These hauliers contribute nothing in the way of licence fees to this State, and if they are diesel powered, we get nothing back from petrol tax. We know that Section 92 was inserted by the sage fathers of the Commonwealth Constitution in the early days, but I believe the time has come when we must take realistic action to see that Section 92 can be circumvented. The Leader of the Country Party, in answer to an interjection by me, mentioned that Acts are passed in the States which, on the surface, would seem to be in contravention of Section 92. He also mentioned that fruit from the Eastern States is quarantined in Western Australia. On the surface there does appear to be a means whereby Section 92 can at least be challenged on these grounds, and I would like to lay the suggestion before the present Government.

I commend the Government on its contemplated introduction of legislation to amend the Child Welfare Act. I spoke on this matter when I made my first speech in this Chamber last year as I realised then, as most members do, that amendment of that statute is urgently needed. At the present time the case against a person charged with a serious crime relating to a child is heard in camera before a magistrate and that person is denied the right of trial by jury. Yet someone can commit a trivial offence of another kind and can ask for trial by jury. I congratulate the Government on seeing the urgent need for this amendment and its intention to bring it down this session. I would like to assure it of one vote at any rate.

Another subject I will touch upon is one that is dear to the hearts of the people of the Goldfields and also to workers throughout Australia; I refer to the case for long service leave. I know that this particular subject presents a lot of difficulties. But I do appeal to the Government to endeavour in the early stages of this session to get something on to our statute book. Then, as time goes on, let us try to roll out these difficulties that confront us. Do not let them mount up and make a hurdle before we gain momentum. Let us get something on to the statute book and then try to iron out the difficulties; because I believe this is something workers in Western Australia have deserved for many a long year, and they should not be denied long-service leave any longer.

To conclude, I would like to mention that people whose existence depends upon the continuance of the goldmining industry anticipate and are hopeful that the Commonwealth Government, when it presents its Budget later this year, will realise the necessity for paying an increased subsidy for the production of gold in this State. We know that the price of gold has really not increased since the 1930's. All other costs—the cost of production, the cost of chemicals, and so on—have soared sky high, but the price of gold has remained static. I believe that in 1948, while the late Mr. J. B. Chifley was Prime Minister, the £ sterling was devalued in relation to the American dollar. The result was that nominally the price of gold was increased, but in relation to the value of the American dollar it did not increase at all.

That situation gave a boost to the gold-mining industry, but any boost given at that time—a matter of nine years ago—has been completely swallowed by rising costs and other difficulties connected with the industry. I would like to quote from the presidential report in the proceedings of the annual general meeting of the Chamber of Mines in Western Australia, which was held at Kalgoorlie on the 28th May. This is part of the report—

It is obvious to all connected with goldmining that if costs continue to rise as at present so the minimum grade of ore which can profitably be treated must also rise. The result of this is that large tonnages of low grade ore containing considerable quantities of gold are being, and will continue to be left in the ground and not recovered. Further than this such gold as is by-passed will not be recoverable in the future.

It would surely seem that the sound, long-term policy of the Commonwealth Government would be one that would ensure the greatest possible quantity of this national asset being removed from the ground and converted to the benefit of the national

economy. In the goldmining industry we are dealing with a wasting asset and if, as I believe, it is the Government's policy to assist goldmines to produce as much gold as possible during their existence, then any assistance towards this end must be available to the industry before it reaches the stage of early exhaustion.

I am not unmindful of the assistance which the Commonwealth Government is already giving to the goldmining industry, and am also not unmindful of the necessity for increased assistance through the gold subsidy which has been requested to meet the case of certain marginal mines. I support these applications entirely. It does, however, occur to me, and I think there is little room for argument, that assuming the Government's policy is that as much gold as possible should be produced during the lifetime of the industry, it is well worth consideration by the Commonwealth Government that a straightout bounty of so much per ounce should be paid to all gold producers, while at the same time continuing the subsidy to marginal mines. The overall cost to the Commonwealth Government would not be excessive compared with assistance which has been given in the past to other primary industries and would result undoubtedly in the production of much gold which would otherwise remain in the ground and thus be lost for all time to the Australian economy.

With that quotation, I conclude my contribution to the Address-in-reply debate.

MR. ACKLAND (Moore) [5.20]: I intend to take this opportunity to discuss some matters which I believe are of importance. I was particularly interested in that portion of His Excellency's Speech which stated that rail services on some branch lines have been suspended for a trial period of alternative road transport. I think the inclusion of that paragraph in the Speech is of considerable importance. It shows that the Government is having a second thought with reference to this matter of closing lines in this large State of Western Australia—a State comprising nearly 1,000,000 square miles; a State that has only 300,000 people living outside the metropolitan area; a State where there is possibly more potential for development than anywhere else in the world.

Here we have, by a large majority of the members of both Houses of Parliament, decided on a policy of contraction; a policy of despair; a policy which tells our own people and the rest of the people of Australia, and people we want to attract from all over the world that there is no future in this country; that their money had

better be sent somewhere else. To me this paragraph has a great deal of significance; and I believe the time will come—and I do not think it is very far distant—when these rail services will be restored and there will be an inquiry into each individual line which has been closed, to ascertain the needs of the district concerned and its potential.

Hon. J. B. Sleeman: It looks as though we will have two or three speeches on railways.

Mr. ACKLAND: I do not intend to have any more to say about rail closures tonight. There will be another opportunity when there will be no restraint and one will be able to devote the whole of the time allotted to discuss that matter.

Next, I would like to talk about the collection of traffic licences by the police. We had some questions about that matter this afternoon. People in the country are incensed that the statement should have been made that six out of 10 cars in country districts—apparently the Minister for Police has clarified that this afternoon—were unroadworthy. It is not factual.

The Minister for Transport: The statement was never made.

Mr. ACKLAND: We have that in an answer to a question. But the people read that that was the position. I am convinced that there is a bigger percentage of unroadworthy motor-vehicles registered by the police in the metropolitan area in Perth than is the case in the country districts of this State.

The Minister for Transport: No.

Hon. J. B. Sleeman: Yes; the farmers all have large, beautiful cars.

Mr. ACKLAND: Let the hon. member make his speech presently, and I promise him I will not interject.

Hon. J. B. Sleeman: You could not help doing so.

Mr. ACKLAND: Since I found that road boards in my electorate were perturbed about this matter, I got in touch with friends of mine in the metropolitan area who have had motorcars for many years. I rang one last night. He told me he bought his first car in 1912; it was one of the very first cars licensed in Western Australia. Since then he has had six other cars, making seven in all. The last one he bought 19 years ago; and since the first time that he took a car to the police, they have automatically licensed every vehicle he has had. This man is over 80 years of age.

The Minister for Transport: What do you mean by "automatically"?

Mr. ACKLAND: He has simply sent in the licence money and the forms and the cars have been licensed. He is an honourable man and would not have said that if

it had not happened. For 19 years the car he has at present has been on the road. I will admit that it is thoroughly road-worthy, but it has never been inspected by a police officer in the Traffic Control Branch. I contend that the road board secretaries and traffic officers in country districts have a much better chance of checking vehicles than the police have in Perth today. Some of the boards in my electorate have been so interested that they have written to me about this matter, and I have letters here from three of them. One from the Dalwallinu Road Board reads—

I refer to a statement from a report received regarding unroadworthy motor-vehicles in country areas. This report stated that six out of every ten country vehicles would not receive a licence in the metropolitan area.

Apparently that is not quite factual.

The statement is misleading and contrary to facts as far as the Dalwallinu Road District is concerned. . . . The licensing and control of motor-vehicles by a central authority would be less efficient and more costly than that now operating in Dalwallinu, where a full-time inspector is employed.

The administrative costs of all traffic work in this area was just over 4 per cent for the year ended 30/6/56.

I happen to know that is the position at Dalwallinu. I have also a letter from the Moora Road Board, in which the secretary states—

My board considers that any change in the present system is not warranted. With reference to the employment of an inspector for the purpose of policing the Act, I have to advise that my board employs an inspector whose duties also include that of health inspector.

When I spoke to the secretary, he advised me that the cost of administering traffic licence collections in Moora was a little less than 3 per cent.

I have another letter here from the Goomalling Road Board which is rather lengthy. The board gives several points, six of which, in his opinion, prove how much more effectively the licensing of vehicles is carried out in Goomalling than it could be if it were done by the police anywhere—in Goomalling or in Perth. The secretary goes on to say that the police in Perth collect 10 per cent. of the traffic fees. I understand 20 per cent. is spent by the Main Roads Department—and he tells me their costs are less than 5 per cent.—and the rest of the money is spent on the roads in the district.

The Minister for Transport: That 10 per cent. is not only collections; it covers the cost of enforcement as well.

Mr. ACKLAND: I was told by Mr. Lindsay, of the Local Government Department that the police retain 10 per cent. and that another 20 per cent. is retained to be spent by the Main Roads Department out of all collections in the city, and that the balance is refunded to local authorities.

There is another matter in connection with licences with which I wish to deal. I want to ask the Government to give consideration to altering the licence forms introduced this year. I went, as I usually do, to Wongan Hills to renew my driver's licence but was advised that I should apply by letter to the Traffic Branch in Perth. I wrote to the Traffic Branch, enclosing my money and I have in my hand the licence I received in return instead of the type of licence to which we have all been accustomed and which has proved so useful over the years. I have here also that old form of licence, which was a satisfactory document to carry about and easily produced when required. In the United Kingdom the form of licence is similar, and both of these are almost identical with the licences issued in the other States of Australia. I believe that before 12 months have expired, this new form of licence will be dog-eared and almost illegible and that in most instances the owners of such licences will not be able to produce them owing to the state they will be in.

Mr. Nalder: A man will not be able to produce his licence if it goes through the washing machine.

Mr. ACKLAND: And that is likely, too. I suggest that the practice of issuing this new form of licence be discontinued.

The Minister for Transport: It is not likely to be.

Mr. ACKLAND: I hope this is not an indication of what we can expect if the Minister carries on with his idea of licensing vehicles in the metropolitan area, with no more supervision than there was in regard to the issuing of this licence to me—a letter forwarded containing the money and this thing returned to me by post. It is not nearly as good as the previous system.

The Minister for Transport: What do you mean by "this thing"? You received notification that your licence was due for renewal and now you have it.

Mr. ACKLAND: I repeat that in 90 per cent. of instances this form of licence will be illegible at the end of six months.

The Minister for Transport: Why?

Mr. ACKLAND: Because it will be difficult to retain it in a state reasonable for presentation.

The Minister for Transport: Of course not. I have papers of much lighter quality that I have carried in my wallet for years.

Mr. ACKLAND: We know what a marvel the Minister is.

The Minister for Transport: And we all know what a no-hoper you are.

Mr. ACKLAND: Members will have noticed in the Press that as from the 1st July the price of rock phosphate in Australia has been increased by 13s. 6d. per ton, and it would appear that that increase has been brought about by an undertaking which the British Government gave to the Government of Singapore. Members know that Singapore is shortly to have self government and the Australian Minister for External Affairs, Mr. Casey, confirmed, under the authority of the Commonwealth Government, that the British Government was to give 20,000,000 Straits dollars to the Government of Singapore, which was to lose the control of, and royalties from, the superphosphate from Christmas Island. Christmas Island was to be handed over to the Australian Government and so the British Government, in its generosity, decided that it would make a grant of 20,000,000 Straits dollars, representing £2,925,000, to the Government of Malaya.

It was further agreed that the Governments of Australia and New Zealand should reimburse that money to the United Kingdom and so we find today that 13s. 6d. per ton is to be added to the cost of phosphates throughout the Commonwealth in order that the British Government, in the first instance, and the Commonwealth Government, in the second instance, may make a present to the new Government of Malaya on behalf of all those in Australia who use superphosphate. I think the Minister for Agriculture should look into this matter and see whether this 13s. 6d. additional cost per ton is to be a gift—as I am informed it is—from the Australian users of superphosphate to the Government of Malaya.

I am sorry the Premier is not in his seat as I wish now to refer to the question of some clerical assistance being provided for the Leader of the Country Party. The Country Party has 16 members, in both Houses of Parliament, and there are 20 members of the official Opposition, the Liberal Party. The Leader of the Liberal Party has office accommodation of a sort in this building, not the best I admit, but the best that the House Committee can provide for the time being, and he has also a secretary and a typist. I have no complaint whatever with that as I believe the leaders of the various parties need clerical assistance if they are to perform their duties in a reasonable manner.

While agreeing entirely that the official Opposition Leader should have accommodation and a secretary and typist provided for him, I believe that, in all fairness to the Leader of the Country Party, he should be supplied with some permanent assistance. At present he has a typist who comes

here twice a week from one of the Government departments, but it is not a permanent position in the case of the Leader of the Country Party. He is as busy as any other party leader in this House. Not only has he a tremendous amount of correspondence which must be attended to but also, on occasions, he has to spend many hours in research to find information which he believes it is necessary to obtain for people in the country or for Country Party members.

So I ask the Government to approve of the Leader of the Country Party being supplied with one permanent assistant; somebody who would be a combined secretary and stenographer and whose position would be sufficiently permanent as to enable the person concerned to become acquainted with the work and give satisfactory service. No one, working for the Leader of the Country Party on two days per week only, could give the work the necessary attention or take the interest in it that the position warrants.

I would be obliged if the Minister for Agriculture would give his attention to the question of the staff at the State Veterinary Laboratories. In Western Australia we have Dr. Bennetts, who is renowned all over the world, and particularly in Australia, for the wonderful work he has done in the veterinary branch of the Department of Agriculture in this State. He has saved the sheep growers of this country millions of pounds by his investigations into sheep diseases.

Quite recently, when there was a veterinary conference in this State he was honoured by having conferred on him some degree or decoration—I am not certain what it was—in recognition of the service he has given in the veterinary field. He is nearing the retiring age and at present he has only one junior assistant in his department. I believe that when he reaches the age of 60 he will leave the department owing to the unsatisfactory state of affairs with which he finds himself confronted.

The Government built a laboratory at Hollywood, which I understand is ideally suited for the purpose for which it was erected—to conduct experiments and research into veterinary matters—and I believe it was commented on most favourably by certain people who visited this State quite recently. We find that it is now going to be used by the Education Department and incorporated in a secondary education school in Hollywood. I am advised by the architects that a great deal of it will have to be pulled down and remodelled as the rooms are not sufficiently large to be used as classrooms. I am informed that only one of the rooms will remain as it is today.

The Minister for Agriculture: Dr. Bennetts and his staff will be housed under equally good conditions at South Perth.

Mr. ACKLAND: I will deal with that presently because I know that his branch of veterinary work is very closely allied to the university, the medical school, the cancer clinic which the Commonwealth Government is at present building at Hollywood and with the Bureau of Agriculture at the university, yet he is to be taken away from close contact with the people with whom he has been working in such close collaboration. I think that moving him to South Perth is a very backward step.

The Minister for Agriculture: I do not think so.

Mr. ACKLAND: I do not think the Minister knows much about the matter because I have discussed this question with men far more competent in regard to it than either he or I. I would draw the Minister's attention to the fact that in this State in this particular category we have only one qualified man—Dr. Bennetts—and one junior assistant, while in South Australia there are four qualified men occupying much the same position and having similar qualifications to those of Dr. Bennetts. In that State there is a senior veterinary man and three assistants of the same calibre, while the director of the whole institute is himself a medical man. In Victoria there is a staff of four, a director, two senior veterinary research officers and a junior veterinary research officer.

The Minister for Agriculture: Do you know where we could get the staff?

Mr. ACKLAND: If the Minister provided for them the necessary money, they would come. He will not get anyone for the salary he is offering for this job. In New South Wales there are nine officers in the veterinary branch.

The Minister for Agriculture: The salaries paid to our officers have been brought almost into line with those paid to officers in other parts of the Commonwealth.

Mr. ACKLAND: The salaries are not in line today. How long is it since the department called for applications from trained men?

The Minister for Agriculture: We cannot obtain the services of these officers. We cannot get them, but we badly need them.

Mr. ACKLAND: Does the Minister know by how much the salary being offered by his department to trained officers is less than the salaries being offered by similar departments in other States?

The Minister for Agriculture: Yes, I know.

Mr. ACKLAND: In Queensland there are six officers employed, whereas there is only one qualified man in this State. I am very sorry to see the Minister leaving his seat. Again, in Tasmania, which is so much smaller than Western Australia, we

find that there are three veterinary officers appointed who are qualified to carry out the necessary work.

Mr. Potter: If we closed a few more railway lines, we probably would have the money to appoint more officers.

Mr. ACKLAND: Western Australia is very much in need of research officers of a type similar to Dr. Bennetts. He has spent a lifetime on research in this State and he has given excellent service. He is now reaching retiring age but there is no one to whom he can hand his mantle. It would be a tragedy and something which Governments could never live down if all the results of the work he has performed in this branch were lost to the State and the rest of the world as well.

I now want to speak on the export of flour from Australia. I have here a report which has been prepared by the Flour Millers Association of Australia. I do not intend to read a great deal of it, but there are some references in it to which I would like to draw the attention of the House because the flourmilling industry in Australia is in a very unsatisfactory position. Australia is now being undercut by the United States of America, Canada and France because of the payment of subsidies by those countries to millers in order that they may compete in overseas markets. The object of this report is—

To maintain the maximum export of Australian wheat as flour in Australia's natural markets in the face of unfair subsidised flour exports from all Australia's competitor countries (U.S.A., France and Canada).

There is no doubt that Australia is losing its flour trade. A review of Australia's present flour markets reveals that—

In 1955-56 the Australian flourmilling industry was currently the medium through which the Australian wheat farmer disposed of some 68 million bushels of wheat in the form of flour consumed in Australia and flour exported overseas. In that year the industry milled approximately 1½ million short tons of flour of which some 820,000 short tons was consumed in Australia and some 680,000 short tons was exported. In addition, over 580,000 tons of offal was produced and used almost exclusively by Australian primary industry.

That was used to assist the dairying, poultry and pig industries throughout Australia. I would also point out that there are nearly 150 mills throughout Australia directly employing over 4,500 people. Today, however, we find that the industry is falling into a very bad state and that flourmilling representatives are asking for some assistance by way of subsidy. Up to date, the whole of the assistance has not come from the Australian people, but has been given by way of a subsidy from the wheatgrowing industry itself.

Continuing to quote from this report—

Australia shipped approximately 70,000 long tons of flour to the United Kingdom in 1956, compared with an average for five years prior to the war of over 140,000 short tons; a loss of 50 per cent. as the result of the subsidies which had been paid by other countries to their flour millers.

Ceylon has always been recognised as the natural outlet for Australian flour but Australia is now losing her trade to that country because of the payment of subsidies by France, Canada and the United States of America to their millers. The report also states—

We are advised that, concurrent with our present contract of 50,000 tons for shipment January to May, 1957, France has to deliver by the end of May 40,000 tons purchased last December. It should be noted that this French sale was made despite the fact that France had a very poor harvest and found it necessary to import substantial quantities of wheat.

As can be seen from that report, France found it necessary to import her wheat which was later exported from that country in the form of flour. A great deal of the flour she did export went to Colombo. The costs are the important factor. It has been found that France can charter its flour ships, which sail around the Cape of Good Hope—or did until the Suez Canal was re-opened—at a current freight rate of 105s. from French ports, whereas the freight rate from Australian ports is 155s.

The position is much the same in South East Asia. In Malaya, which was another recognised outlet for our wheat, it is found that last year France got a toe-hold on the market in that country and exported approximately 20,000 tons of flour to Malaya in the first year of subsidised selling—at Australia's expense. I think the report is far too long to deal with it in any detail, but I would like to point out that this report by the Flourmillers Association of Australia also contains the following:—

Competitor Subsidies.

(1) U.S. Government support rate on flour to all destinations from west coast is fixed at 216 cents per bushel to the 14th August, 1957 (Chicago market—May approximate 224 cents per bushel).

(2) Canadian Wheat Board subsidy since the 1st March on all exports of flour from Pacific ports is 8 cents per bushel.

(3) The extent to which French flour is subsidised is not fully known, but it can be safely assumed that French subsidies are, and are likely, to continue to be of a greater extent at least than the Canadian subsidies, and possibly even greater than the U.S. subsidies.

The United States of America is undercutting Australia in the Indian market in both wheat and flour sales. At the present time, she is selling wheat to India on 40 years terms at 3 per cent. interest. France has stated that she will undersell Australia on the United Kingdom market and at present that country is paying a subsidy of 1s. 1d. a bushel on all wheat exported to the U.K. The Australian Wheat Board has been selling wheat to the Australian flourmillers at a price as low as 1s. 2d. below the present overseas price, which is well under the cost of production.

The statement issued by the Australian Wheat Board, for a period up to the beginning of this year, shows that 52,257,000 bushels of wheat were sold, as wheat, at 13s. 2.6d. a bushel and during the same period the Australian Wheat Board sold to the flourmilling industry 20,500,000 bushels of wheat at 12s. 2.9d. per bushel, a discount of 11s. 7d. For the whole period, which lasted only a few months—up until the end of April, this year, and this report only covers that period—we find that the Australian wheat grower has contributed to the milling industry a little over £1,000,000, which has made it possible for the industry to continue and for the flourmilling employees to be kept in work.

During this period, however, the price of wheat has been steadily declining. The price of Australian wheat f.o.b. on the 1st January, 1957, was 13s. 9d.; on the 5th February, 1957, it was 13s. 3d., and on the 15th March, 1957, it was 13s. 3d.; on the 12th April it was 12s. 7d., and on the 23rd April, it was 12s. 11d., and we know that the cost of producing it is 13s. 8d.

I wish to point out to the Government the position in which the wheat industry finds itself today. Those farmers who have been growing wheat in the areas at the extremities of the lines now subject to rail closures will find that they will have to pay extra freight costs representing 1s. 8d. a bushel in the new scheme of things. If the Government of Western Australia is anxious to ensure that this industry will continue to exist, it is not going the right way about it. In my opinion, the people in those areas affected by the rail closures will have to get out of the industry.

Personally, I would like to make comparisons of the costs of running the commonwealth railway services and the State Government railway services respectively. At various times, in this House and through the Press, I have compared the administration cost of the Railways Commission and the Midland Railway Co., much to the detriment of the State Government railway service. However, apologists for the Government, particularly the Minister for Railways, Hon. H. C. Strickland, M.L.C., have stated that this was a most unjust comparison; that it should not be used and that there was no argument in favour of it. I would like to

tell the House, however, that the Commonwealth railway service is conducting its rail system at a profit and I would point out that that system is serving some of the most sparsely populated parts of Australia.

That rail service is being conducted furthermore, in direct opposition to road transport and it is driving hauliers off the road. There is nothing like the quantity of goods being brought into this State by road transport as there was previously because the Commonwealth Government Railways have gone all out to compete successfully against road transport. It is found that for every 20s. the Commonwealth Government railways has earned, 8s. 8d. has been spent on salaries, wages and allowances. However, for every 20s. earned by the Western Australia Government railways, 18s. 4d. has been spent on salaries, wages and allowances, leaving only 1s. 8d. to cover all other expenses. We find that after making provision for the cost of coal, fuel oil, materials, other stores and sundry expenses and wages, a profit of 6s. 8d. was made for every £1 earned.

It has been said that there has been no alternative proposition put up with reference to the railways in this State. No one knows what is going to come out of the report to be made by the Royal Commissioner, Mr. Smith in due course, but I think it is common knowledge that the railway administration in this State is shocking. If administration is shocking at the top, it is no wonder that we find those lower down in office are not doing a good job. I have been over every railway line in this State that is covered by the 842 miles of line under consideration, and have come back convinced we have no right to sacrifice the people dependent on those lines so as to retain maladministration on the part of the Railways Commission.

We are aware of what happened in Chamberlain Industries recently. The Government claimed that that was not a Government instrumentality. In one way it might be right, but in another it is entirely wrong because it was Government money that was put into that undertaking. We also find that a number of those on the directorate hold some, or have held some position in the Government service. Yet we find that the directorate has reduced the staff by nearly 30 per cent.; it has adopted a system of incentive payment and has increased production by 25 per cent.

The system of incentive payment can be adopted by the Railways Commission and the department could make it worth while for train crews to run on time. If desired, a time-table could be worked out in conjunction with the drivers and firemen's union so that an understanding could be arrived at as to how long it takes

a train to travel from one point to another. Instead of the department paying overtime, it should ask for an explanation when overtime is claimed.

An incentive system could be applied to train crews which, over a long period, run trains on time. Under those circumstances, the Railway Department would at least meet its working expenses. The Commonwealth railways made more than £1,500,000 profit last year, that is the excess of earnings over working expenses. We know the sorry plight of the railways in this State. I do not for one moment suggest that any State railway system can be expected to operate effectively and to give service, and at the same time to meet sinking fund and interest charges, but if the Commonwealth Railways can give such a good performance, so can the State.

Recently during the mushroom season, the whole train crew when between Toodyay and Bolgart went mushrooming. The train is reported to have stood by for over an hour awaiting the return of this expedition.

Mr. Potter: Probably it was waiting for loading.

Mr. ACKLAND: This happened between stations where the mushrooms were growing very profusely. If these men had to give an explanation at Bolgart or at the end of the journey for the overtime, the incident might not have happened. I know of other incidents which occurred at Miling and Bonnie Rock on unattended stations where the employees enter their times on the sheets provided or do so over the telephone. Those men bragged about what they did. Often they go off for a bath, have a meal, have a few drinks and a game of darts before saying "We must go down and sign off."

Hon. J. B. Sleeman: I think you are stretching that a bit.

Mr. ACKLAND: I am not. The railways can be made to pay in this State. I believe that the services which have been suspended, will be reinstated. I have enough faith in the Premier to believe that he will put the interests of Western Australia first. I believe that the Premier—I am not looking at the Minister for Transport—will restore the services which should be restored. I do not say that every line should be re-opened without an inquiry. I believe that in one or two cases, the people served by the lines concerned will not want them restored, but the people will want restoration of the majority of lines.

Mr. Andrew: Yet they will not patronise the lines.

Mr. ACKLAND: They will, if given the opportunity. Let me relate this personal incident. A farming implement was broken on my property three or four days before one harvest season ended. Request for a new part was immediately made by

telephone. When it was delivered to the station there was plenty of time for it to be placed on the train that same evening. When it did not arrive the following morning another telephone call was made and the suppliers of the part were abused for failing to send it. The suppliers asserted it had been sent, so a request was made for another spare to be despatched by Midland bus. This resulted in a trip of more than 25 miles by road from my farm to meet the Midland bus. The trip was made, the part was picked up and fitted to the implement, and the harvest was finished before the part that had been sent by train arrived at Wongan Hills station.

I would like to emphasise this point. There are many men living between the Midland railway line and the Government line who will not patronise the Government service because they can get better service from the Midland Railway Co. They send their wool and other produce over the Midland railway line because they know that they can expect to get a truck when it is ordered. They also know that when they order super., it will be sent on time, and they will not have to make up to 12 trips, as some people have done, to the Government railway line to ascertain if the super. is there. In the case of the Government line, if a farmer should happen to miss going to the station one day and his goods have arrived, he is charged demurrage.

In conclusion I would like to say this to the Minister for Transport: I and hundreds of other farmers in this State would use the Government railways exclusively if a reliable service were given.

Hon. J. B. Sleeman: Your Government did not make exclusive use of the railways. It subsidised the road cartage of superphosphate.

Mr. ACKLAND: I know that, but do not forget that Mr. Hall, one of the Railway Commissioners, advocated the closing of the lines under discussion when my Government was in office. When Ministers made a trip to inspect some land settlement scheme, he got as many of them together as possible and preached this gospel of closing the lines. I am sorry to say that they did not do much to clean up the position in the railways. It can be cleaned up. The present Government, unfortunately, has paid attention to that advice without finding ways and means of trying to improve the position before taking this drastic and mad step of closing the lines.

The Minister for Transport: That is tommyrot!

MR. POTTER (Subiaco) [6.10]: During the parliamentary recess I took the opportunity to visit a number of country districts. Whilst I went unpublished, to see

for myself and not to see the people. I was amazed at the amount of public works being undertaken by the Government, namely, in the construction of hospitals, housing schemes, schools, water supplies, drainage works, electricity supplies, harbour works, soldiers' land settlement and roads. Bearing in mind the size of the State and the sparseness of the population, the roads are as good as any to be found elsewhere. I feel that the Government has laid, and is laying, the foundation for the establishment of secondary industries by the provision of adequate water supplies, electricity, good roads and a railway system which we trust will improve with time.

The State needs only the establishment of a good iron and steel industry to secure its position beyond doubt. This the Government intends to accomplish, firstly, as a result of its success with the Wundowie charcoal iron project. Although some criticism has been levelled at the Government in respect of this proposition for the losses sustained in the infancy of that project, people with a knowledge of the establishment of industries of this nature from scratch, will realise that it takes anything from five to ten years for them to be established properly and for them to be in the happy position of making profits. That time factor applies equally to private as to Government industry.

We should always bear in mind that in these cases there is the pilot stage before the subsequent planning operations and purchase and erection of the necessary plant, and that teething troubles can be expected in the processing of the goods before labour has been brought up to the mark and properly organised. Then there is the question of markets, both local and overseas. I reiterate that it does not matter whether it be private or Government enterprise, the time factor remains substantially the same. I have heard in this House, as I have heard outside quite frequently, the comment, "Why cannot we establish industries in this State?"

Hon. D. Brand: Why?

Mr. POTTER: Those people go further to point out that we have the minerals and the primary products, and that we are closer to the potential markets than any other State in Australia. The prime reason for the failure to establish more industries is the lack of a steel industry in this State. The Government has laid down some of the things that are so necessary, such as water supplies and power.

Sitting suspended from 6.15 to 7.30 p.m.

Mr. POTTER: I was relating what the Government had done in supplying the necessary ingredients, shall I say, towards the establishment of secondary industries here. Those ingredients are water, transport and power. Lastly, I was dealing with the supply of steel and the necessity, in

my opinion, to have a steel industry in this State. Many people lament the fact that we have not such an industry here, whereas in the Eastern States the reverse is the case. I feel it is largely due to the fact that we have not any ironmakers here that we have not a large steel industry.

For my part, I commend the Government on taking the initiative in relation to this particular industry. We have the raw products in sufficient quantities, and we know that we can produce a good quality steel, because the Government has illustrated that fact. We also have the means of smelting it. To me it does not matter very much whether the Government or private enterprise undertakes the further development of this valuable industry, but I would sooner it was the former than the latter, the reason being that if there were any depression or recession, or contraction of markets for a period, a private company would probably close its works or at least bring about a substantial contraction of production.

Hon. D. Brand: What would happen if the Government did it?

Mr. POTTER: I feel that the Government would, over the period, carry on and stockpile, which is something, in all probability, that a private company would not be able to do.

Hon. D. Brand: Stockpile what? The pig iron?

Mr. POTTER: Steel; the manufactured product.

Hon. D. Brand: For what purpose?

Mr. POTTER: The same thing happens in all cases. We can take the farms as an instance. They were carried on over a period when they were sustaining a loss. Then they came good. This applies more or less to all industries. If there were a substantial contraction, a private manufacturer probably would not have the basic metal that is so necessary for his particular line of manufacture. That is the reason why I feel that to a great extent this is a basic industry. It is necessary for it to have huge capital resources and even State backing in carrying it out. I do not care much whether it is Government, Government and private, or private enterprise, but think that Government enterprise would be the best.

I quote from "The West Australian" of Friday, the 12th July, 1957, where under the heading "Eastern Steelmen Urge Caution on W.A. Iron Plan," it says—

Any criticism of the State Government's proposals to establish a major charcoal iron plant in the South-West must be influenced by several considerations—

Briefly, they are:

The establishment of an integrated iron and steel industry in this State by Broken Hill Pty. Ltd.

The ability and desire of private enterprise to establish a major charcoal iron industry.

The possibility of continuing demand for charcoal iron sufficient to cover the amortisation of any plant erected. From inquiries made in Melbourne last week, it may be assumed that the B.H.P. is unlikely to process iron ore in this State for many years to come. The company has a five-year development programme involving the expenditure of around £100,000,000 which it is hoped will make Australia self-sufficient in iron and steel. Last year it was necessary to import 2,400,000 tons of steel worth £46,000,000.

The company gets better value for every £1 spent in the Eastern States than in Western Australia. To erect a plant here would involve an outlay of £140 a ton per annual ingot capacity, equivalent to £10,000,000 for the 75,000-ton charcoal iron plant proposed for this State. These figures relate, of course, to the conventional iron and steel plant.

That more or less bears out the point I am trying to make that we are going to be faced with a plant in the Eastern States that will make all the necessary iron, and here we will be in the same position as we stand in regard to State and Federal financial relationship, namely, of having to go cap in hand to Eastern Australia for the purpose of even getting our steel.

I do not believe it is necessary in the interests of the economy of Australia as a whole; in the necessary distribution of population that we hear spoken of so much; in the defence of the continent; or in the much advocated decentralisation of industry, to have one ironmaster making all the steel for Australia on the eastern edge of the country. I point out, as "The West Australian" goes on to say—but I shall not read it for the moment—that Western Australia is unique in this day and age in that it can manufacture charcoal iron. Therefore I believe the Government is to be congratulated on having shown not only initiative but good commonsense in creating this industry and, furthermore, in expanding it.

However, I trust, for the sake of the Commonwealth as a whole and this State in particular, that success may attend the projected establishment of such an industry in the South-West and that the necessary export licences will be made available so that the requisite funds for the industry may be raised.

Hon. D. Brand: Do you think it should go to the South-West?

Mr. POTTER: As a matter of fact, looking at the subject as a whole, I feel that works could be erected in quite a number of places as time goes on.

Mr. May: Not including Dongara?

Mr. POTTER: I would not suggest Dongara, but I might suggest Geraldton. Some of these iron works could, for the purpose of decentralisation, be established elsewhere.

Mr. Roberts: Would you give us an indication of where else in the South-West?

Mr. POTTER: I understand that the jarrah country is the most suited to it. Perhaps it could be somewhere out from the port of Bunbury.

Hon. D. Brand: Seeing there is no urgent need for the local production of pig iron, do you not think the people of Collie might wait a little longer in the hope that we might use the coal in such industry?

Mr. POTTER: This particular iron is unique.

Hon. D. Brand: Is it?

Mr. POTTER: I am given to understand it is. First of all, it has not the same sulphur content.

Hon. D. Brand: There is no great shortage of it throughout the world.

Mr. POTTER: Of charcoal iron?

Hon. D. Brand: Yes.

Mr. POTTER: There appears to be some demand for it, and it is not manufactured throughout the world. That is the reason we have a potential for developing it.

Mr. Perkins: How did the rest of the world get on before the industry at Wundowie was established?

Mr. POTTER: That is a nice interjection, as a matter of fact. When we look at the history of the development of this iron industry, we find it was conducted somewhat along the lines that are being followed at Wundowie—that is, through charcoal smelting. So I think that with the establishment of the industry here and with the transport, power and water that are already provided, we are closer to the potential markets than are the Eastern States, and I consider that within the next five or ten years we will have a population sufficient to guarantee a substantial home market.

Mr. Roberts: What do you think the original capital outlay will be?

The Minister for Transport: What do you think he is—the Minister for Industrial Development?

Mr. POTTER: The member for Bunbury is very good at figures. I suggest that the matter has been worked out and the economics of the proposition gone into by the Government and its experts. I feel sure that the Government would grant all reasonable concessions to any private

enterprise which would be likely to start in this State and would at all times give those connected with the undertaking reasonable assistance.

Hon. A. F. Watts: What sort of concessions would you suggest?

Mr. POTTER: Cheap land, perhaps roads and a few odds and ends such as that.

Hon. A. F. Watts: Would you suggest cheap electric power and cheap water and so on?

Mr. POTTER: May be even cheap harbourage.

Mr. Nalder: A concession such as rail transport?

Mr. POTTER: It might even be possible to give them rail transport.

Hon. D. Brand: They would need a concession on the railway from Koolyanobbing down.

Mr. POTTER: The Government would probably have to do that. Many years ago the Wiluna gold mines wanted to establish a smelting works at Geraldton. No concession was given and as a result the smelting works was not established and that, I think, is to be deplored because it would have been a great help to Geraldton and the State. I am particularly interested in this question of developing our secondary industries and I was proud, when in Sydney a few years ago, to hear that Western Australia, through the grace of God, the obstinacy of Dr. Mossadeq, the geographical and strategical position of the State and the natural endowment of a wonderful harbour—

Mr. Roberts: Are you talking of Bunbury?

Mr. POTTER: —the timely negotiations of our Opposition, then the Government, and the foresight of the previous Labour Government in the installation of a power scheme—

Hon. D. Brand: Who is saying all this?

Mr. POTTER: —and the ready acquiescence of the then Labour Opposition to co-operate, we were successful in establishing an oil refinery at Kwinana.

Hon. D. Brand: You certainly spread the praise. You are having a little bit each way.

Mr. POTTER: While I wish to pay a sincere and honest tribute to the Government, to its leaders, and to its Ministers who were responsible for the scheme, important factors which were responsible for the encouragement of that new industry here were the climate and the atmosphere. The Government, the Opposition, the Chamber of Commerce, the Chamber of Manufactures, the Press and the people all have to play their respective parts in the establishment of new industries in this

State, and I am sure that the Government, on its part, would not let the people down in any way.

In my previous Address-in-reply speech, I made some reference to our near markets and I still feel that we have a good potential for a number of our products and as we are a stable country, and not given to revolt—except over railway closures—or any nationalistic tendencies which are likely to undermine the economy and continuity of government, such as happens in some of the Near Eastern countries, a number of European firms would be well advised to establish their industries in Western Australia—and they should be encouraged to do it.

Mr. Court: We have not done much to encourage them in the last 12 months.

Mr. POTTER: I think we have.

Mr. Court: We have done everything possible to frighten them away.

The Minister for Transport: That is precisely what you and your crowd have done, or have tried to do. We have Bob Menzies holding up a big scheme in the South-West now—only for political reasons.

Mr. Court: Nonsense! What political reasons?

The Minister for Transport: B.H.P. interests.

The SPEAKER: Order!

The Minister for Transport: Saboteurs!

Mr. POTTER: There is another feature, too, and the member for Moore more or less substantiated one of my contentions that we must have a stable internal economy as well as a stable external economy. There are many goods now on the market that were not available 10 or 20 years ago, and it should be the right of every person to be able to purchase those articles. I realise that during the last war the State was left virtually unprotected and God forbid that we should ever have another war. From that angle alone—and I refer to the protection of the State during wartime—it is so necessary to establish secondary industries. I do not say that to the disparagement of primary industries, because they also are necessary, but in order to have a balanced economy, to help our defence, and in order to achieve some balance in the economy of Australia as a whole, we need to establish secondary industries in this State.

I think Western Australia is suffering because of the loyalty of its people during the last war. Our recruitment rate per capita was as high as any of the other States and the Government of that time was reluctant, compared with Governments in the Eastern States, to press for Commonwealth finance to aid State works. Consequently, that type of work did not proceed as quickly as it should have done

and industrial enterprises which were established here were inaugurated rather belatedly—towards the end of the war.

The Labour Party is often referred to rather rudely as a reform party and its members as reformists; we are chided because of it. But we are a reform party and I am proud to say so. We do initiate new ideas and it is only natural that from time to time there will be hostility from the conservative element in our community.

Mr. Roberts: To which section are you referring—the D.L.P. or the A.L.P.?

The Minister for Transport: The D.L.P. is an off-shoot of yours.

Mr. POTTER: I do not recognise the meaning of D.L.P. and I cannot recognise anyone who does not agree with me as being democratic.

The Minister for Transport: People over there are democratic in name only.

Hon. D. Brand: There are a lot of "p's" in the party.

Mr. POTTER: In his Speech the Governor said that the Government intends to spend £6,100,000 on roads. Good on it!

Hon. D. Brand: What Government?

Mr. POTTER: Naturally that is a big undertaking for a State such as this.

Hon. D. Brand: That is Federal Government money.

Mr. POTTER: It comes from the petrol tax.

The Minister for Transport: It is still a lot of money.

Mr. POTTER: There is no reason why the Federal Government should not pay the State for this work. Naturally the Government will meet with opposition in regard to the railway closures. In his Speech the Governor said that as authorised by Parliament, rail services on some branch lines have been suspended for a trial period of alternative road transport. I feel that that is all that the Government can say or do at this time, because alternative road transport should be given a trial. I feel sure that the Government has honoured its promises given when the matter was discussed last year.

Mention was made about there being no further recruitment for the Railway Department. The Government has caused some inquiry to be made. But in regard to railway closures we must remember that over two-thirds of the State, huge loads are carried by road transport. The Government's policy, therefore, in regard to rail closures cannot be said to be a policy of contraction. It cannot be said to be a policy of despair.

I know from experience of the outback the magnificent job that the people did in carrying huge loads on these big vehicles. At that time there were very few

formed roads and during certain seasons they were very wet and boggy. I have seen holes as deep as this Chamber in some outback parts and we have had to dig the vehicles out. That might be a slight exaggeration but the conditions have been very bad, and as a consequence it has been found necessary on occasions to close some of these roads, probably only for a week or two, during the very wet period.

Huge loads—500 and 600 sheep at a time, and 100 to 140 bales of wool—have been carried over enormous distances. The Government, in considering the question of rail closures, has taken advantage of the experience gained in some of these outback parts and realises the necessity to build adequate roads to take the traffic. It realises, too, that experiments have to be undertaken with regard to the formation of these roads to see how they will stand up to the traffic that traverses them.

Recently the member for Moore made a comparison between the Commonwealth and State railways. There was a vast difference in the financial set-up of the Commonwealth and State lines from the time of their inception. From the word "go," the State Government has been involved in great expenses and no comparison can be made between the two systems. The State railways have so many branch and loop lines, so many lines running close together and this requires so many more people to attend to them. I refer there to the maintenance side and the fettlers needed on these lines, the running crews and the like. I believe that the Commonwealth Government has only 2,100 miles of line and 1,500 miles of it is straight.

Mr. Ackland: Do you realise it has four systems and different gauges.

Mr. POTTER: I appreciate that, but four systems are not like 44 different systems, and besides there is no restriction on speed. They have a good permanent way. Further, by virtue of our purchases from the Eastern States—we bought goods to the tune of £40,000,000 from Victoria—we bring in a quantity of goods from those States. While there is this traffic from the Eastern States, I feel that road transport over such a vast distance would not be as payable as it would over shorter distances. Accordingly, I consider that this comparison is odious.

The member for Moore also drew a comparison of costs and referred to the new management of Chamberlain Industries. This rather appealed to me. He said they cut their labour force by 30 per cent. That would probably be an easy way out with respect to the railways, namely, to cut our labour force of 14,000 by 30 per cent. That in itself would probably—

Mr. Ackland: Get results.

Mr. POTTER: It would probably overcome the deficit. We must realise, however, that these people were taken on, and engaged, and given certain guarantees to the effect that there would be no further recruitment. So while it may get results in one direction, it would be most upsetting to the whole economy of the State.

Mr. Ackland: Is it upsetting to those people who have lost their lines?

Mr. POTTER: I appreciate that there is a certain amount of feeling in the farming industry.

Mr. Ackland: What about the pastoral industry? Have not the pastoralists a viewpoint?

Mr. POTTER: I am pointing out that the pastoral industry is adequately served by road transport.

Mr. Ackland: You do not know what you are talking about!

Mr. POTTER: I do, although I must admit I have not been to Laverton or Wiluna recently; I have left that for the member for Murchison to look into. I know the State from east to west and from north to south and when I said that I was speaking from experience on cartage in the North of the State, I knew what I was talking about. It is all very well to perhaps advocate pruning the railways to overcome what has been called its top-heaviness. I remember on one occasion I was given a job by an American. I said, "I don't know anything about this particular job" to which the American replied, "Show plenty of commonsense; in some of these cases there is duplication of administration." He said that he wanted me to look into the matter and report in a couple of months. I am glad to say that in the particular case to which I refer, no sackings were necessary.

However, I think the Government is tackling this problem from all angles and it is placing the responsibility fairly and equitably on all sections of the community. That is my opinion in relation to the closure of the railways. The member for Moore also touched on the question of the distribution of licences.

Mr. Ackland: It is a good thing that the member for Moore spoke; otherwise you would have nothing to talk about.

Mr. POTTER: I waited until the hon. member spoke and then I got up. The member for Moore must realise something of the difficulties of administration and he must appreciate that the Government is also trying to streamline matters a bit here so that the public will not be put to unnecessary expense by duplication in administration.

There is another aspect on which I wish to comment, and that is with respect to electricity supplies. I must commend the Government on this and I would like

again to quote from His Excellency's Speech. When dealing with this matter, His Excellency the Governor said—

The first unit of the Bunbury Power Station has been put on load and will be available to meet the peak demand of this winter. Construction of two further units is proceeding and tenders will be called for an additional unit. The State Electricity Commission has interconnected the Collie Power Station, the Bunbury Power Station and the Wellington Dam Hydro Electric Power Station with the two metropolitan stations.

From this it would seem that the Government is right on the ball in relation to electric power. The member for Moore also referred to the erection of a high school. I am particularly interested in the erection of this high school as, I am sure, are the member for Nedlands and his constituents. For a long time a number of high school children have had to travel formidable distances to the other side of Perth; some have also had to go to Fremantle. Accordingly I think the Government and the Minister are to be commended for the erection of this high school to which I have referred. It will meet a long-felt want. I know that the transfer to South Perth may not be quite as convenient for the veterinary section of the Agricultural Department's laboratory but, on the other hand, I think the Government has gone into the pros and cons of the matter before taking the step it has to erect this high school, even though it has meant the closure of the laboratory at Nedlands.

I know that the Government places great emphasis on secondary education because of the rapid growth of our high school population. I think—and here I agree with the member for Cottesloe—that emphasis should be placed on trade schools, on technical schools and on all forms of technological training. I have nothing very much more to say but, looking at the State as a whole, and after seeing what is taking place in the metropolitan area, I think the Government has done a particularly fine job in its short term of office and it should merit a lot of support even though at times it puts forward innovations and new ideas to keep pace with the scientific advancement of our modern age.

MR. W. A. MANNING (Narrogin) [8.10]: As we examine the affairs of our State at the present time, we cannot but be impressed by the tremendous amount of development that has yet to take place. The amount of capital required for public works and for the development of business and industry is tremendous. In fact, it seems that what we do is controlled by the availability of finance rather than determined on the basis of necessity or desirability.

Mr. Lapham: You are right on the ball.

Mr. W. A. MANNING: I am sure that members will bear with me in this respect, because I have no doubt that on their files they will have letters, so will local governing authorities, parents and citizens' associations and other such bodies, to the effect that while the Government recognises the importance of any particular matter and while it can see the necessity for action, it regrets that for the time being no finance is available. If members have not hundreds of those letters in their possession, I shall be very greatly surprised. It seems to me that we do not decide things by their urgent need but by the lack of finance.

Because finance has now become such a decisive factor, I was rather interested in a remark made by the Premier last week. I am sorry to have to quote this in his absence, but the Premier said, "Why should the Government put money only into things from which there is no return?" I presume that the Premier had in mind no financial return, because I imagine there would be at least some return from everything in which the Government invests in relation to the improvement of living standards, of education, of medical treatment and suchlike. But no doubt the Premier had in mind a financial return.

In this particular connection he was thinking about the charcoal iron industry and he evidently had the idea that there was money to be made from it. We have already been told by the member for Subiaco—and he ought to know—that the financial success of Wundowie has been proved, and he adds that it could be a wonderful State trading concern. If it were, it would certainly be unique among the many State undertakings. I would like to quote just four of them. I am only quoting those which should at least justify their existence by the profit they make.

I will not quote the others because they may possibly be justified by the fact that they provide some essential service. I shall refer first of all to the State hotels. The amount of funds employed is £88,221 and the "profit" to June, 1956, was a loss of £2,458. In the case of State Saw Mills, with the funds employed amounting to £1,527,251 there was a "profit" which also was a loss, of £13,549. With funds amounting to £898,721, the State Brick Works had a loss of £48,584, while the State Implement Works with funds employed amounting to £360,971 showed a profit of £51,997.

Hon. D. Brand: As a result of doing a lot of Government work.

Mr. W. A. MANNING: The result is that the funds employed on these four concerns are now £2,875,164 and the profit from these concerns in total was £12,594.

The Minister for Native Welfare: Why don't you quote other years?

Mr. W. A. MANNING: I have taken the most recent year.

The Minister for Native Welfare: Take four earlier years.

Mr. Johnson: Is that before or after charging interest?

Mr. W. A. MANNING: I have not discovered any land tax paid by these concerns, but if they were run by private industry, a certain amount of land tax would be collected.

Mr. Johnson: How much interest does private enterprise pay?

Mr. W. A. MANNING: This profit of £12,594 on an investment of £2,875,164 is 0.43 per cent. If these funds were invested in some more suitable way, we would be getting better results. I would like to add details of Wundowie, which has proved, so we are told, such a financial success. The funds employed amount to £1,724,395 and the accumulated loss is £590,636. That has proved a sorry financial success!

I suggest that if we had invested that £1,700,000 in schools, hospitals and bridges or other amenities for the State, members of this House would not have so many letters on their files such as those which I have already quoted. We would have had at least £1,700,000 worth of buildings belonging to the State. As it is at present, we have not those buildings but we also have a loss of £600,000. The less we have of industries like that, the better off we shall be and I feel there should be a thorough investigation of concerns such as those which I have quoted. The investment of funds is a risk which can hardly be undertaken by the Government of this State, which is acting as trustee for the funds of the people here. If the Government spends money which comes by way of taxation, etc. on speculative investments, it is acting wrongly as a trustee for the people.

Hon. D. Brand: Hear, hear!

Mr. W. A. MANNING: I suggest that if we have funds to invest, we make the money available to the many citizens who cannot now get finance to carry on industries, whether primary or secondary, or which they are seeking to establish. If money had been used in the Rural & Industries Bank instead of going to the four industries which I have just quoted, we would be getting bank interest today.

Mr. Johnson: Do not we now?

Mr. W. A. MANNING: All we are getting is a loss.

Mr. Lapham: Would you like to make a loan to Customs Credit?

Mr. W. A. MANNING: I do not say we should make funds available in that way, but if we have them to invest they should not be invested in those concerns that I have mentioned; I have already proved it.

Mr. Johnson: You have not said anything yet about interest.

Mr. W. A. MANNING: There is not a Minister who does not have to write and say, "We have not the money yet." If a father of a family with its responsibilities did not find the money to provide medical attention and proper education for his children, and yet invested his money in speculative shares, what would we think of him? Yet, that is what this Government is doing! It is investing money in speculative concerns and depriving people of amenities with which they should be provided by the Government.

Mr. I. W. Manning: Hear, hear!

Mr. W. A. MANNING: I should perhaps mention railways and the need for their reorganisation, but there may be other opportunities. Rather, I will go on with the matter of primary industries. When we look at the figures for the State's exports, we notice these amazing items. They are taken for the year ended the 30th June, 1956. I have not given all the other years as the Minister would like, but I am giving the latest figures available.

The figure for foodstuffs, animal origin, is £6,783,899; foodstuffs, vegetable origin, £25,247,054; live animals £425,757; animal substances, £38,981,388; vegetable substances, £926,005; rocks and minerals, £2,670,949; sleepers and other timber, £2,935,991; gold and silver, £6,514,796; making a total of—in round figures—£83,000,000. There are other small items which could be added to the list, but these items alone amount to £83,000,000 out of a total export value of £110,000,000. I suggest that when we regard these figures as indicative of the wealth of the State, it is reasonable to expect that we would foster those particular industries and that we would encourage people to expand them. Of course, if a manufacturer finds that a certain line which he is manufacturing is in huge demand, does he not increase the output of that particular item?

In this State we find that our exports are mainly primary products, yet we do the opposite, and do all we can to discourage people from producing these needs. In the case of school bus spur routes we make it inconvenient for the people in the country; we take away their railway services and tell them to go to pot. In the case of agricultural education we have no funds to provide dormitories for the Narrogin Agricultural College, where farmers are trained for primary production, yet we invest in speculation. There is inadequate housing in country areas because there is insufficient money. That is the way we are encouraging the production in this State and we are discouraging the people.

The Minister for Lands: You paint such a bad picture, it surprises me we are getting on so well.

Mr. W. A. MANNING: It is amazing how well we are getting on, but we could get on a lot better.

Hon. A. F. Watts: Getting on in spite of it.

Mr. W. A. MANNING: I would enlarge on the housing position. There are insufficient funds for housing in the country, but £600,000 has now been made available for building societies, etc. The building societies in the metropolitan area have received £520,000 while one building society in the country—Bunbury—received £20,000 and the Rural & Industries Bank received £60,000 out of this total of £600,000. No less than £520,000 went to the metropolitan area! Why should that be?

The Minister for Transport: It is not so, for a start.

Mr. W. A. MANNING: They are the figures I have.

The Minister for Transport: You are drawing wrong conclusions from them. There is nothing to stop Hon. H. K. Watson from lending the money to start a building society in Narrogin.

Mr. W. A. MANNING: There are private builders and financiers who will advance money to build homes in the metropolitan area, but we cannot get money from any concern to build in the country. The people in the metropolitan area have the advantage of the finance which people are providing for homes.

The Minister for Transport: Instead of bellyaching here, start a building society in the country, and I will lend you £40,000.

Mr. Roberts: Will you, at Bunbury?

Mr. W. A. MANNING: That is a fine offer. It would be a fine thing if I could get £40,000 for country housing each time I speak; I should get up more often.

The Minister for Transport: It has been open for 12 months. You have been asleep!

Mr. W. A. MANNING: I am awake now.

The Minister for Transport: For the first time, perhaps.

Mr. W. A. MANNING: I find there is plenty of money for metropolitan housing. A new suburb is built—I believe, Beeloo—and as the houses are put up in the metropolitan area, the money seems to be found for water supplies, electricity and sewerage because these needs have to follow. We could not have a house in the metropolitan area without them, but we could have houses in the country without amenities. In a few weeks time, we find these services are provided whether the funds are available or not. It does not matter; they will be provided! There will also be a bus service provided whether it pays or not.

The Minister for Transport: You think you are on a soap box; you are in the air.

Mr. W. A. MANNING: There is a metropolitan regional plan, but where is one for the country? There is no country

regional plan. I have proved that our primary products mean so much to the State, but there is no plan that will develop, reasonably and fairly, on a long-scale term, our country districts. That is one of the most important provisions required in the State at the present time.

Finally, I would like to mention a matter which I think is important concerning the appointment of the Agent-General in London and whatever I say is no reflection on the staff at Savoy House, which is always helpful and capable. When in England I noticed the disability of not having the offices of all the Australian States and the Commonwealth in one building. We should not expect a person interested in Australia to visit six different State offices and a Commonwealth office. Inquiry should be made into the possibility of housing them in one building. While I was there, I did not see one picture displayed in Australia House in regard to Western Australia, and it is time something was done.

Mr. Lapham: Did you make arrangements?

Mr. W. A. MANNING: We should display in the best way and in the best place what we have to sell and should tell everything about it. We have something worth selling and I think that action should be taken.

MR. NORTON (Gascoyne) [8.25]: There is no need for me to tell the House that the North-West has been having a particularly good season this year so far as rainfall is concerned.

Mr. I. W. Manning: The fishing is good.

Mr. NORTON: So the papers tell us. I think that some members—maybe not in this House but in another place—have also found the fishing good in the North-West, and our ships provide a good service for a holiday. There may be one member enjoying a holiday at present.

To get back to what I was going to say, the season has been so good around the Gascoyne that it has encouraged the planters to go in for a large variety of crops, and there is the promise that this will be an all-time record for production in that area. The river has run twice this year, after previously not flowing for approximately two years. The first running of the river encouraged the replanting of bananas, which has taken place on quite a large scale. Following the planting of bananas, large areas were sown to beans, tomatoes and, later, onions, pumpkin, egg-fruit, capsicums and cucumber.

Last year the district produced 1,200 tons of runner beans, of which 314 tons were exported to Adelaide. This was a great asset to the State, inasmuch as it helped to offset our import deficit in relation to the other States. The fact that the district is undertaking the production of a greater

variety of products and not regarding bananas as the only crop, is placing it on a far more stable footing. That should be a great encouragement to the Government to go ahead with the damming of the river in other parts.

In this connection I suggest that more clay bars should be put in immediately. Between the two flows of the river a sufficient time has elapsed in my opinion to prove that the experimental clay bar established was a success. It proved that the waters were definitely being held on the upstream side of the bar; and not only that, they were also extending laterally to the north and south of the river, improving the quality of the water on many of the plantations which, in the past, had shown considerable signs of going brackish.

This year Carnarvon has exported, for the first time, a small consignment of tomatoes to Singapore, and we are waiting reports as to the condition in which they arrived and the prices they brought. But the growers are confident that this export trade can be built up, and that they can compete satisfactorily with Geraldton for that market.

There has been a large quantity of onions planted. The planting of ten acres in the first year is, I consider, a very creditable achievement for a new section of the industry. The onions are growing well and prolifically, and it should be possible to place them on the market during the off-season here when exports are brought in from as far away as Egypt. The planting of the onions has been made possible by the alteration to the Act which I obtained last year, and which gave relief from control by the Onion Marketing Board during August, September and October.

With this increase in the production of tomatoes and other commodities in the Gascoyne area, it will not be long before it is necessary for some canning or pulping factory to be established in a small way. It was astounding to me to learn this year of the large quantities of tomato pulp which are exported from this State, and also to learn that very great quantities of tomato sauce are imported from the Eastern States. One wonders how much of the pulp which is exported from Western Australia is brought back here as tomato sauce; and the question which arises in my mind is as to why the firms that do the pulping here do not go a step further and manufacture tomato sauce and send it away as a completely manufactured product, instead of our having to import tomato sauce from other States. We could produce far more sauce than we need for our own consumption.

With the development of the Gascoyne and the further development that could take place with extra water, the decentralisation about which we have heard so much during this Address-in-reply debate would be assisted. This would help greatly

to develop the North further, and prove not only to the Government but also to the State that the North-West is worthy of further consideration. The more people we can induce to go there the better, and the less likely will it be that other countries will be tempted to see what they could make of it.

There are many factors that enter into the economic development of the country and one is the cost of fuel. This year the oil companies, apparently for some reason which I have not yet been able to discover, took it unto themselves to raise the price of fuel—particularly distillate and kerosene—to all North-West ports. I have gone into the matter extensively, as far as Carnarvon is concerned, and have found to my own satisfaction that the rise is not in any way justified. Immediately the State Shipping Service increased freight charges, the oil companies raised the price of distillate by 3½d. per gallon, or the equivalent of 13s. 9d. per drum. The increase in shipping freight was approximately 7s. per gallon. There was no Harbour and Light Department increase. Therefore, if the companies could prove that the increase was due to shipping freights, the price should not have been raised by 13s. 9d. but by only 7s.

However, the companies could not attribute the price rise to shipping freights, because as far as Carnarvon is concerned, no fuel goes by ship to Carnarvon. It is all hauled by road from Geraldton. It is interesting to compare the various prices—or differentials as the oil companies call them—between Perth, Geraldton and Carnarvon. As far as petrol is concerned, the increase in price at Geraldton as compared with Perth is 1½d. per gallon. At Carnarvon it is 9½d. or 8½d. for the extra 300 miles of cartage.

Mr. Nalder: Is it taken by boat or by road?

Mr. NORTON: If the hon. member had not been asleep and had been listening to me, he would have heard what I said. I said that all fuels were taken by road and the cost of carriage by road was the same as by ship. After shipping freights had been increased, distillate in Geraldton was sold at 3d. per gallon more than in Perth. In Carnarvon it was 1s. 1d. dearer, or 10½d. for the cartage over that 300 miles in comparison with 8½d. on petrol.

With regard to lighting kerosene, we have a different set of charges. At Geraldton it is 10½d. dearer than in Perth, and at Carnarvon it is 1s. 1½d. dearer. So to cart lighting kerosene from Geraldton to Carnarvon costs 2½d.; whereas on distillate it is 10½d. and on petrol 8½d. I challenge anybody to show reason why those varying charges should be made. Should a person or a company wish to take a single drum of any fuel from Fremantle to Carnarvon, the cost of that single drum—including harbour and light charges—would be

£1 14s. 7d.; and if my reckoning is correct, that is 9s. 4d. per gallon—considerably less than that on lighting kerosene and distillate.

There is another important factor involved in economy, and in this connection I feel I must pay a tribute not only to the Government but also to those in charge in this particular department. I refer to road construction, and I pay tribute to Mr. Ron Duncan, the Main Roads Engineer for the North-West, whose territory takes in the area from 150 miles south of Carnarvon up to Wyndham, and who is responsible for an expenditure of £750,000 on roads in a year. It is almost beyond my comprehension how any one man can do such an excellent job over such a large area. Members can well imagine the time he must spend in travelling in order to cover and supervise the area he has to administer.

The roads in the North-West are not so easily prepared as those in the South. Up there we have none of the natural roadmaking materials that are readily available down here; but the Main Roads Department has evolved a formula in which it mixes sand, clay and what is known as dune sand in certain proportions. This is mixed and forms an exceedingly hard surface which will not crack easily under pressure and will take heavy loads at high speeds without suffering much damage.

The main concern in these days is the finding of fresh water for water binding and laying of bitumen. This year has been an ideal one for the continuance of this work; and, as I have said, great tribute must be paid to the engineer and his staff for the work which they are doing and the speed with which it is being done under the conditions which prevail in that district.

Another subject which I wish to touch upon, and which has relation particularly to vegetable growing, is the certification of seed. In this State I understand there is only one vegetable seed which can be bought which is classified as having been certified, and that is a runner bean known as "Westralia". Considerable difficulty has been experienced by commercial growers of vegetables this year in obtaining reliable seed. A considerable quantity of Golden Harvest runner bean seed was procured from the metropolitan area but after planting it was found to have contained a virus disease which resulted in a crop loss of from 25 per cent. to 100 per cent. according to the severity of the virus in the seed when sown.

There was a similar experience with onion seed in that it was found in some cases not to be true to type while in other instances it did not have more than a 25 per cent. germination rate. In Queensland and New South Wales there are Acts

covering the sale of seed, under which commercial growers can purchase certified seed which has to be true to type and more or less disease free, with a correct germination percentage. I understand that no such regulations exist here and it is interesting to read the conditions which are generally set down by our seed merchants, including Eastern States merchants who sell seed here.

The conditions of sale are as follows:—

The description under which our seeds, plants, bulbs and tubers are sold signifies no more than that we believe they have been taken from reliable stocks and in no case does the description signify that the resulting crop will grow true to such description. We only offer and sell our goods subject to the stipulation that by accepting or taking delivery of them the purchaser agrees to waive any expressed or implied term or condition of the contract that the goods are of the description under which they have been offered and sold or are fit for any purpose for which the purchaser has expressly or by implication made known to us they are required and to waive any expressed or implied warranty as to their correct description, productivity or quality, and to discharge us from any liability if the goods are found to be of a different description or inferior in quality or to contain impurities or if they fail to germinate or grow. If the purchaser is not willing to accept the goods on those terms he must forthwith return them to us and if paid for we will refund the price.

What is the use of returning any seeds if one cannot purchase them on conditions other than those set down there? Those conditions pertain to seed merchants selling seed in this State—

Mr. Nalder: Only as regards vegetable seed. Clover seed is certified.

Mr. NORTON: I am dealing only with vegetable seeds, tubers, and so on. I will now quote the current prices which I received the other day from a large and reliable seed firm which sells supplies in this State. The price of cabbage seed is £12 for 10 lb., cauliflower seed £10 per lb., onion seed £6 15s. for brown and £5 for white. Tomato seed is £6 per lb. It is high time that we had in this State an Act to ensure that the grower could purchase certified seed at a small extra charge to cover the inspection, as that would save him many pounds. In one case I have in mind it would have saved a great deal in regard to the germination of onion seed and it would have saved others many pounds in the form of the extra crop they would have received had they been sure that the runner beans they planted were free from disease.

We have in this State Acts to prohibit anyone bringing in fruit or vegetables from the Eastern States, in case they are contaminated with disease, so why not go a step further and prohibit the importing of seed if we think it may contain foreign matter, disease or other impurities. Let us be consistent with regard to both fruit and seeds.

I would like to make a recommendation to the Minister for Agriculture with respect to the North-West division of his department. Any firm in either city or country which has a branch that is divorced from its head office employs a branch manager where the branch is situated and does not keep him at head office, because he is useless there. In this regard I would suggest to the Minister that the branch manager of the Department of Agriculture for the North-West division should be stationed at Port Hedland and not in Perth.

My reason for selecting Port Hedland is that it is a central part of his district and on the junction of the main air routes and main roads in the North-West. Stationed there he would be able to accompany his various officers by road either north or south and would save many pounds in air fares—many pounds which are now expended by him flying perhaps from Perth to the Kimberleys and back and then perhaps to Carnarvon and over to Wiluna and return. If those air fares were saved, much more money could be spent in research and development in the district.

If this recommendation were followed the branch manager would be able to know his district far better. He would get to know the people and their troubles and would be in a position to help and guide his officers in that area. I have a further recommendation which I put forward not only to the Minister for Agriculture but also to Ministers in charge of other departments, and it has reference to the motor-vehicles, tractors and so on that are used in the North-West. The Minister for Police and Native Welfare is one to whom I make this recommendation, which is that all Government motor-vehicles which operate in the North-West should be sent there for a limited time or a limited mileage only as they have to travel long distances over outback roads and must be reliable.

When they are old or their mechanical condition gets beyond a certain stage, breakdowns are inevitable and it is a costly matter to bring a vehicle in for repairs from the outback areas. I would suggest that the maximum life of a motor-vehicle in the North-West should be two years, after which it should be changed for a new vehicle, the older one being sent to Perth for a major overhaul and then used by some department in the more

closely settled areas where repairs and maintenance could be more easily attended to.

It is essential that the police, above all, should have vehicles that are always fit for the road and reliable as they are called on in many emergencies and at times it is a matter of life or death, so it is essential that such a vehicle should not fail in its duty. Pumping engines are not so important but the tractors and other machinery employed by the Department of Agriculture in the north have, like motor-vehicles, a limited life before requiring major overhaul. On a research station where a tractor is used in conjunction with the experiments, it is essential that it be available at all times to do the work required.

Only this year the tractor at the Gascoyne research station failed in the middle of the work on an experimental crop in relation to progressive planting, with the result that certain plantings were missed and although the experiments will not be an absolute failure, much of their value has been lost.

Another matter recently brought to my notice was an anomaly in the State Transport Co-ordination Act which, as it stands, is not completely workable in the North-West. A planter at Carnarvon purchased a house at Yalgoo and, being honest, he wrote asking the Transport Board for permission to cart it direct from Yalgoo to Carnarvon. The route over which he wished to transport it did not run parallel to a railway or even cross any organised transport service but was direct by the shortest route from Yalgoo to Carnarvon.

He was told that if he forwarded a fee of 19s. per ton for what he wanted to cart, a licence would be issued. The Act states definitely that unless a person comes under the exemption set out in Schedule I—

Any vehicle which operates on any road must be covered by a licence or permit unless it operates under the exemptions.

That is, the exemptions referred to in Schedule I of the Act. It continues—

The Act does not restrict the licensing to places where railways or other services are operating but requires that a permit should be obtained for a vehicle which is not exempt.

In the North-West we are dealing with miles—not single miles but hundreds of miles between centres and no one who operates a vehicle there can keep within the 20 mile radius set down in the Act. If the average planter goes out for a load of wood, as I understand the Act, it would be incumbent on him first to obtain a licence from the Transport Board. I suggest to the Minister that he should examine the relevant section of the Act

with a view to extending the limits and making it rational in regard to the North-West and other outlying parts of the State.

Throughout Western Australia many road boards and other bodies are making provision for those who have reached old age, and are building houses, flats and so on, but little or no extra accommodation is being provided for such people when they become senile or chronically ill. I would recommend to the Minister for Health that he study what is being done in Queensland where district hospitals have one or two extra wards attached to them, those wards being kept entirely for the senile or aged people who had resided in the area concerned throughout their lives. For those who have lived in the country all their lives—particularly those who have lived on the Goldfields in the North-West—it is very hard for them to be sent to homes or institutions in the metropolitan area for attention when they become ill or too senile to look after themselves.

If these suggestions were followed and put into practice, I am sure the Minister would find that considerable saving would be effected in the maintenance of accommodation provided for such people. For example, if one or two extra rooms were added to each of the larger country hospitals, it would be found that he would have no need to look for extra staff or to provide more accommodation in the way of kitchens, ablution blocks, etc.

The hospitals that I have mentioned have already the staff and the facilities to care for any senile or chronically-ill patients. If this were done, it would permit the aged pioneers of the outback to live in the environment that they have been used to during their lifetime. They could continue to enjoy the climate that they were accustomed to and we would not force them to live in the metropolitan area in a climate which, in many cases, only hastens their end. In Queensland the cost of running annexes such as I have mentioned varies from £6 to £8 per head, without taking into consideration any deduction from the pensions of the aged people, which is permitted.

There is one other point I wish to raise and that is: I still consider that a hostel should be established at Carnarvon for school children who come from various parts throughout the North-West. Some time ago I was nearly successful in having such a hostel provided, but through the lack of support from the people in and around Carnarvon, the project fell through. Shortly afterwards, however it was evident that there were school children searching for such accommodation from as far north as Wyndham. In fact, three school children from Wyndham alone were looking for such a hostel, and I understand that at present, from various parts of the North-West there are 10 children billeted

in and around Carnarvon. If a suitable hostel were established to house school children who are being educated at Carnarvon and whose homes are scattered throughout the North, I am quite sure that more than 10 children would be forthcoming to take advantage of such facilities.

MR. CROMMELIN (Claremont) [9.51: I wish to say a few words on problems concerning education on an Australia-wide basis. No doubt the few figures which I will quote will be brought into line by the Minister because he will be acquainted with the full facts regarding the number of children attending primary and secondary schools today, the number of teachers in training, the number of students who are available for training as future teachers and whether the problems that are besetting Australia as a whole today exist in the same degree in this State.

Actually, I consider there are two major educational problems which concern the public of Australia at present. The first is that we are undergoing—and it will continue—a constant change in the whole fabric of secondary school education to meet the fast changing needs of our present day society. The second problem is the more routine one of providing more teachers and more accommodation for the ever-increasing number of school children. I propose to deal with the second problem which is now in our midst. There has not been any fresh crisis in this regard since World War II, because undoubtedly there was a crisis after the cessation of hostilities in 1945 and 1946.

The Minister for Education: There are 50,000 more school children now than there were in the postwar period.

MR. CROMMELIN: A similar problem existed then and although millions of pounds have been spent on the recruitment of additional teachers and although thousands of children have been educated since that time, practically little more has been done than to cope only with the high birthrate of the late 1940's. The increased number of children as the result of migration, together with the back lag have hardly been touched. Up to date, the primary schools have presented most of the problems, but I consider that from now on the secondary schools will present greater problems. The ever-increasing demands must be considered in total against a background of inadequate provision of education for the children now. It is not as though we are starting off scratch today with a sufficient number of teachers and with an adequate number of class-rooms, etc. We are still extremely short of them.

The Minister for Education: What? Of teachers?

MR. CROMMELIN: I understand that we are not short of secondary school teachers. However, I did say at the outset that my remarks, when speaking to this

problem, were to be on an Australia-wide basis, and that the Minister for Education, having access to the figures on the number of teachers being trained and the number of secondary school children, would have a much clearer picture than I would have of the whole position. It is very difficult to say that these demands can be met by the provision of more money in order that more schools can be built and more teachers can be trained. To an extent money would make that possible, but, on the other hand, there are associated problems which money cannot solve.

Today, throughout Australia as a whole, the bulk of secondary school children range in ages from 10 to 14 years, according to the 1955 graph. Today there is a total of 740,000 secondary school children. In 1960 there will be 885,000 and in 1964 there will be 1,000,000. In other words, there will be an increase of 33½ per cent. in the number of secondary school children within the next seven years. This is only a minimum estimate because it does not take into consideration those children who will migrate to this State from other countries. Nevertheless, the figures, apart from that aspect, are correct from actuarial estimates.

The total number of children from whom new entrants to secondary schools are drawn, rises from 167,000 in 1955 to 205,000 in 1960. Thus, there will be an additional 30,000 children in 1960 who will need secondary school educational facilities. It is a well-known fact that more than 65 per cent. of secondary school children are in tax-supported schools. There is a variation in each State, which means that all the States must find approximately 700 extra teachers by 1960 in order to cope with 65 per cent. of the 30,000 extra secondary school children. That is, 20,000 children, on an average of 30 per class for each teacher. On present standards this means a total of 700 extra teachers over the figure of 500-600 which is the graduated requirement for 1959.

If it takes four years to train a secondary school teacher, it does not take any advanced mathematics to work out that these teachers should be training in this year of 1957 and should have completed at least one year of their training in order to make themselves available for duty as teachers by 1960. However, this number of teachers is not available because, in 1955, there were only 400 more teachers above the 1954 figure and in 1956 there were only 500 more which means that the increase in 1956 was far from fulfilling the need for extra teachers required to meet the estimated increase in secondary school children in 1960.

The Minister for Education: Are you still dealing with the Australian position as a whole?

Mr. CROMMELIN: Yes.

The Minister for Education: Not the Western Australian position?

Mr. CROMMELIN: No. It is perfectly obvious that the position will not improve because the increase in school enrolments will continue. Any increase in the number of teachers will depend on the number of children who will reach matriculation standard and the main factor is the number of births registered 17 years earlier. Therefore, it will be 1965 before the 1960 teacher enrolments are available and another four years will elapse before they are ready to take up their teaching duties. I would be interested to know if these figures apply to Western Australia.

One fact that does arise is that in Western Australia, of all the children who matriculate or graduate to become school teachers, 30 per cent. are accepted as teachers. Therefore one will realise that from the remaining 70 per cent., the recruits for all other professions and trades have to be found. That indeed does not leave a very great number for the other professions. One long-term solution is the recruitment of more teachers; but in order to have more teachers, children would have to be persuaded to stay at school longer. Figures prove that only one-third of the children who could matriculate stay at school beyond the permitted leaving age.

The Minister for Education: Are you aware that last year 54 per cent. of the boys and girls who passed the leaving examination entered the Teachers' Training College, and this year 44 per cent?

Mr. CROMMELIN: That is possible. This quotation applied to the end of June, 1956, and dealt more with matriculation at the university. Western Australia was picked out as being in a better position for teachers than any other State of the Commonwealth. I can follow that the State has no problems in regard to secondary school teachers up to 1960.

I have been approached by people who live in the city block in regard to some problems which face businessmen operating in the metropolitan block bounded by Pier-st., St. George's Terrace, Milligan-st. and Wellington-st. With the parking position as it is today, it is impossible to leave a car parked in the street for a very long time. The only other means of transport is to hire taxis of which there is a plentiful supply, but that still costs money. There is also the means of travel by tram which goes up Hay-st. and down Murray-st.

It has been suggested to me that it would be a tremendous help to a lot of people in the metropolitan block if the Government could give consideration to a round route with a small type of bus, if that were practicable. I am thinking of agents and similar people who may have offices in Pier-st. and have to show their goods in buildings in Milligan-st., at

Boans and similar places. As one knows, to travel that distance on foot is fairly slow.

If it were possible to operate a bus service along two distinct routes—down St. George's Terrace, along Pier-st., up Hay-st., along Milligan-st. to St. George's Terrace; and the other down Milligan-st., along Murray-st. to Pier-st. and Hay-st.—anyone living in the city block would not have a great distance to walk. It would be a boon even to women shoppers if a small maximum fare was fixed to encourage the use of those round services. If it is practicable, I put it up as a suggestion from many business people in that area.

Another small matter that comes to mind is the transport of children from the John Curtin High School to, in most cases, Karrakatta or its vicinity. As we are aware, the bulk of these children return home between 3.30 and 4 p.m., usually on the same train. I have been told by the parents of some of the children that the behaviour is not as good as it should be on some occasions. We all appreciate that children are children and usually there is a ringleader when a scuffle ensues and damage is done to railway property.

As a result of complaints, railway detectives call on the parents concerned telling them of the misbehaviour of their children. Naturally the parents take a fairly serious view. As this travel takes place at one fixed time of the day when the train comes from John Curtin High School, they have asked the Railway Department to run a one-corridor coach for the children so that they could be kept under the supervision of a railway officer; thus a lot of the needless damage to the carriages could be stopped, and also many of the complaints to parents which, although of a trivial nature, are upsetting. I would be glad if the Minister for Railways could give consideration to this matter.

On the opening day of the present session of this Parliament, I asked a question of the Minister for Health which brought some laughter. Having read the question, I can appreciate that laughter was quite justified in view of the way I put the question. It is not every member in this House who represents an electorate which contains such a big institution as does mine; that is, the Claremont mental home. I may be right or I may be wrong in considering it my duty to take an interest in this particular institution. I have asked the Minister for Health questions as to whether repairs and so forth will be carried out. In asking for what I consider necessary repairs to be carried out, I have two objects in mind; one is the just right, in my opinion, to ask for the repairs not only on behalf of the patients but slightly more out of respect for the men and women who work in that institution. It is all very well for some to push it aside as a forgotten place. I know it is not. We are all humane.

A lot of the men who work in the institution and live in Claremont have requested me to endeavour to obtain better facilities to enable them to do an honest job. In that respect it applies to more than the male and female nurses. It also applies to the dietitians and cooks who have to prepare special meals on the instructions of the dietitians. To do that they need modern equipment. Having seen a new kitchen and what a cook can do with modern appliances, as compared with the old methods, the Minister for Health will realise how upsetting it is for a cook who is used to a new kitchen to be transferred to an old kitchen and be expected to turn out the same meals. He has no chance of doing so.

The Minister for Health: They have always had my fullest co-operation.

Mr. CROMMELIN: I appreciate that, and I am not criticising the Minister. I am merely pointing out that with a big institution in my electorate such as the mental hospital, it is up to me to take an interest not only in the inmates, but also in the men and women working there. For that reason I consider I am perfectly justified in asking for as satisfactory facilities as possible for the institution. In that respect the Minister has been quite helpful.

Getting back to traffic problems in Perth today, the Government must surely be aware that the majority of motorists have co-operated fairly well in regard to the restrictions placed on them. They are taking quite a pounding under the regulations. Nearly every motorist at some time or other is a pedestrian. It is about time that some movement was made to bring pedestrians under the Traffic Act. It has become practically impossible to drive along the main street in a car on account of pedestrians jay-walking in front of vehicles.

This state of affairs has got to such a stage in Melbourne that in Bourke-st. from one block to another there are chains alongside the pavements to prevent pedestrians from walking across the streets. If our regulations could be altered to give a motor-vehicle equal right with a pedestrian on the road, I would be in favour of the move. In extreme cases in the city block the pedestrian should be forced to use the crosswalks within reasonable limits, and in peak traffic periods should be forbidden to jay-walk across the main streets. This step might appear somewhat severe, but we cannot get a free flow of traffic in the main streets as long as the pedestrian is not bound by the regulations to help the motorist, as the motorist is compelled to help the pedestrian.

On motion by Mr. Sewell, debate adjourned.

House adjourned at 9.27 p.m.