

shown in the Act, since there might be in existence a regulation under some other Act which over-ride or purported to over-ride the provisions of the Act.

The Attorney General: It only means that insofar as regulations have been made under the Soldier Settlement Act and in respect of soldier settlement land, they shall not be void because of something in the Land Act. That is all it means.

Hon. J. T. TONKIN: It says in the Bill—

(c) Where anything relating to tenures is required to be provided for, in order that the scheme may be carried out or given effect, but cannot conveniently be provided for pursuant to the provisions of the Land Act, the Governor may, notwithstanding the provisions of that Act—

The Attorney General: Make them under this Act.

Hon. J. T. TONKIN: No; make regulations.

The Attorney General: Make regulations under this Act.

Hon. J. T. TONKIN: The provision continues—

—notwithstanding the provisions of that Act and without limiting the generality of the provisions of Sub-section (3) of the last preceding section, make regulations in respect of the requirements as fully and effectually as if the power conferred by this paragraph were expressly included in such of the provisions of that Act, as authorise the making of regulations for carrying out and giving force and effect to the objects, purposes, rights, powers and authorities of that Act.

I definitely do not like it and when the opportunity occurs I intend to endeavour to have that paragraph deleted.

On motion by Mr. Hoar, debate adjourned.

House adjourned at 11.4. p.m

Legislative Council

Wednesday, 24th October, 1951.

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

BILL—SUPPLY, £11,000,000.

Standing Orders Suspension.

THE MINISTER FOR TRANSPORT:
I move—

That so much of the Standing Orders be suspended as is necessary to enable the Supply Bill to pass through its remaining stages at any one sitting.

The PRESIDENT: It is necessary to have an absolute majority to carry this motion.

Hon. G. FRASER: I would like to ask the Minister whether, if the motion is carried, it is his intention to go right through with the Bill. Today is only Wednesday, and I do not see that there is need of any great rush to pass the Bill before tomorrow. I would like to ask the Minister whether he would take the second reading stage today and allow the Committee stage and the third reading to remain over until tomorrow so that if any members wish to study the Bill more closely, they will have the opportunity to do so.

The MINISTER FOR TRANSPORT (in reply): I would like, if possible, to have the consideration of the Bill completed today. In the main, as members know, it is a formal Bill. There is no desire to restrict the right of any hon.

member to speak on any point that he wishes to deal with. I shall be away tomorrow, and that is why I am rather keen on getting the Bill through today. Question put.

The PRESIDENT: I shall divide the House. Ring the bells.

Bells rung.

The PRESIDENT: There being no dissentient voice and as there is more than the statutory majority of members present, I call the division off and declare the question agreed to.

Question thus passed.

QUESTIONS.

CHAPMAN RIVER BRIDGE.

As to Repairs and Cost.

Hon. L. A. LOGAN asked the Minister for Transport:

Will he inform the House as to—

(1) The average number of men employed per day on repairs to the Chapman River bridge?

(2) The length of time taken?

(3) The total cost of the repairs?

The MINISTER replied:

(1) Thirteen.

(2) Twelve months.

(3) £18,000.

MIGRATION.

As to Number of Arrivals and Homes Provided.

Hon. J. MURRAY asked the Minister for Transport:

Will he inform the House as to—

(1) the number of migrants to reach Western Australia since January, 1951;

(2) the number of migrants provided with rental homes (a) in metropolitan area; (b) outside metropolitan area, as follows—

(a) building tradesmen;

(b) other skilled tradesmen;

(c) unskilled workers?

The MINISTER replied:

(1) Latest figures available from the Government Statistician show the number of migrants who arrived in Western Australia during the period from the 1st January to the 30th June, 1951, as 4,933.

(2) Commonwealth-State rental homes provided for migrant families since the 1st January, 1951—

(a) Building tradesmen: Metropolitan, 73; country 4.

(b) Other skilled tradesmen: Metropolitan, nil; country, nil.

(c) Unskilled workers: Metropolitan, nil; country, nil.

BILLS (3)—THIRD READING.

1, Vermin Act Amendment.

Transmitted to the Assembly.

2, Prices Control Act Amendment (Continuance).

3, Real Property (Foreign Governments).

Passed

BILL—LAW REFORM (COMMON EMPLOYMENT).

Report of Committee adopted.

BILL—FEEDING STUFFS ACT AMENDMENT.

Assembly's Amendment.

Amendment made by the Assembly now considered.

In Committee.

Hon. J. A. Dimmitt in the Chair; the Minister for Agriculture in charge of the Bill.

The CHAIRMAN: The Assembly's amendment is as follows:—

Clause 5—Delete this clause.

The MINISTER FOR AGRICULTURE: The effect of the Bill originally was to provide that a list of the ingredients should be placed on the labels of all packages over 28 lb.; any package under 28 lb. was exempt because it was considered that storekeepers who sold small packages would be subject to considerable trouble if they had to have labels on all small packages which might range from 1 lb. to 28 lb. The safeguard was that the storekeepers would buy their feeding-stuffs from the merchants and the labels showing the ingredients would be on the larger containers at the merchants' stores.

However, it was considered in another place that a storekeeper might interfere with the ingredients and that, in the circumstances, there was not sufficient safeguard. The amendment made by the Assembly might cause a certain amount of bother, but there is something in the contention. But if it is proved during the next 12 months that it causes undue hardship to small storekeepers, we can make further alteration. I will admit that on the face of it the amendment does seem ridiculous, especially in cases of packages of, say, 1 lb.

Hon. L. Craig: Surely there would not be many cases of small packages such as that.

The MINISTER FOR AGRICULTURE: Perhaps it might be exaggerating to say a package of 1 lb., but there are many

backyard poultry runs of half-a-dozen fowls each, and I suppose many of those people would buy small quantities.

Hon. A. R. Jones: What is the aim of the amendment?

The MINISTER FOR AGRICULTURE: To safeguard people who buy feeding-stuffs. Previously, people had to search through "Government Gazettes" to find out the ingredients contained in certain foods. Perhaps there might be feeding-stuffs No. 8, 9 or 10, and it would be necessary for the purchaser, if he wanted to know the contents, to search the "Government Gazette" to find out. It was considered at the time that perhaps it was imposing an undue hardship in connection with small packages. However, I ask the Committee to agree to the Assembly's amendment. I move—

That the amendment be agreed to.

Hon. L. A. LOGAN: I think the Committee should disagree with the Assembly on this matter. The original Bill introduced by the Minister was to ensure that manufacturers of feeding-stuffs did put on the packages a label showing exactly what they contained. We were after the manufacturers to make sure that they conformed to departmental requirements. It is ridiculous to ask a retail storekeeper who makes a sale of less than 28 lb. to put the details of the ingredients on the package. It was not intended that the retailer should do this but that it should be done by the manufacturer. I think we should disagree to the Assembly's amendment.

Hon. N. E. BAXTER: The position is not as hard as Mr. Logan states. There is no reason why a manufacturer could not issue to the retailer small labels that could be slipped in to the paper bag. The public should know what it is getting and I think we should agree to the Assembly's amendment.

Hon. L. CRAIG: I do not think this is a harsh provision. People who buy feed for animals and poultry seldom buy less than 28 lb.

Hon. N. E. Baxter: Small householders do.

Hon. L. CRAIG: Not a great many of them. We know how much pollard and bran it takes to feed a dozen fowls. It would not pay to buy feeding-stuffs in small quantities. It is desirable to protect a buyer so that he will know what the packet contains. Some of these feeding-stuffs have greater percentages of bran, concentrates, vitamins and so on, and it is desirable that the buyer who is not getting results with one particular line should know what other line to use to enable him to secure better returns.

If one buys medicine that has been made up, the details are printed on the label on the bottle for the protection of the people. I do not think it would be a great

hardship to slip into the bag the details of the ingredients. Bran A, B or C does not mean anything. When we buy potato manures we find there are various types containing different amounts of potash, nitrogen and so on. It is desirable to know what one is buying. Packages could be adulterated where retail stores are selling small parcels because if they are running short of a particular ingredient they could substitute something else and one would not know what one was buying.

Hon. H. K. WATSON: If these packages of 28lb. were being prepared and packed by the manufacturers—

The Minister for Agriculture: They are not.

Hon. H. K. WATSON: I say if they were, then there would be some point in Mr. Craig's remark. As I understand the position, the feeding-stuff is received by the retailer in bulk and he breaks it up and packs it. I think it is pursuing the protection unduly to expect a retailer to attach his label indicating the contents.

Hon. L. Craig: It would stop adulteration.

Hon. H. K. WATSON: He could still adulterate it. On the other hand, it has been suggested that the manufacturer could provide the retailer with labels to attach. What manufacturer would take the risk of sending out two or three dozen labels to all and sundry to be attached to any package that the retailer might desire? The labels might be attached to the wrong packages deliberately, or be attached to the wrong packages in error.

Hon. N. E. Baxter: Have you ever seen the labels issued to hotels?

Hon. H. K. WATSON: I have seen Bills coming into this House which should have been introduced in another place. Accidents will happen. These things could happen in a retail store. It is too much to expect the retailer to do this. Goodness knows, he has enough to do at the present time and we should not place any additional burden on him. If we did this we would probably have another inspector going around to see that the retailer was doing his job!

Question put and passed; the Assembly's amendment agreed to.

Resolution reported, the report adopted and a message accordingly returned to the Assembly.

BILL—MARKETING OF EGGS ACT AMENDMENT.

Returned from the Assembly with an amendment.

BILL—LIBRARY BOARD OF WESTERN AUSTRALIA.

Received from the Assembly and read a first time.

BILL—SUPPLY, £11,000,000.*Second Reading.*

THE MINISTER FOR TRANSPORT (Hon. C. H. Simpson—Midland) [5.0] in moving the second reading said: This Bill is submitted for the purpose of obtaining further Supply to maintain the services of government until such time as the Estimates, which are now before another place, are passed by Parliament. The amount requested is £11,000,000, comprising £7,000,000 from the Consolidated Revenue Fund and £4,000,000 from General Loan Fund.

The Supply Bill introduced early in August last, during the previous session, provided for £9,000,000, of which £6,000,000 was from Consolidated Revenue Fund, £2,500,000 from General Loan Fund and £500,000 from Advance to Treasurer. For the three months ended the 30th September, 1951, the expenditure from Consolidated Revenue comprised—

	£
Special Acts	1,501,514
Governmental	3,186,881
Public utilities	3,199,047

This expenditure totalled £7,887,442. Of the amount of £1,501,514 debited against Special Acts, £1,226,394 was for payment of interest and sinking fund. Revenue for the same three-monthly period was £7,829,196, which included—

	£
Taxation	2,497,520
Territorial	181,250
Law courts	39,822
Departmental	687,666
Royal Mint	26,313
Commonwealth Grants	1,305,859
Public utilities	3,088,161
Trading concerns	2,605

A deficit of £58,246 was recorded for the three months. Expenditure from General Loan Fund amounted to £2,565,285, made up of—

	£
Departmental (salaries and incidentals)	56,404
Railways and Tramways	514,588
Electricity supply	466,296
Harbours and rivers	349,556
Water supply and sewerage	536,813
Development of goldfields	38,039
Development of agriculture	84,632
Public buildings	259,184
Other	19,773
State sawmills	70,000
Purchase of plant suspense	45,000
State brickworks	35,000
State Housing Commission (advances on account of evicted tenants, etc.)	60,000
Kent River sawmill	30,000

The total expenditure for the three months ended the 30th September, 1951, was thus £10,452,727, this being £1,598,855 more than that for the corresponding period last year. There is, I feel, little need for me to explain that this additional expenditure is largely due to the high and ever-increasing costs of materials and services with the consequent impact on the cost of administration and the maintenance of developmental works and services. I move—

That the Bill be now read a second time.

HON. C. H. HENNING (South-West) [5.5]: In supporting the second reading of the Bill, I make no apology for the fact that for the third time in as many months, I wish to speak on agricultural development. On the 10th October, the Minister for Agriculture, in answer to my question, gave some figures which caused greater alarm as to the drift from dairying in this State than I thought had occurred. Those figures showed that the excess of imports of butter over exports for the year ended the 30th June, 1951, was roughly 920,000lb. In cheese we imported 2,722,000lb. and exported none. One lb. of cheese is obtained from 10lb. of milk, so I have reduced it to milk and then worked on a butterfat content of 4 per cent. By so doing, I find that the imports of cheese took up 1,089,000lb. of butterfat and, as I have said, we exported none.

In powdered milk, 100lb. of milk makes 15lb. of powdered milk. We imported roughly 2,760,000lb. of powdered milk and the butterfat content would be equal to 936,000lb. Of condensed milk, we exported 9,264,000lb. and imported 821,964lb. Of ordinary milk, 110lb. makes 42lb. of condensed milk. The exports would be equal to 920,000lb. of butterfat. I have not allowed for the imports of condensed milk. Other products of milk basis imported exceeded 1,000,000lb. and I have allowed 100,000lb. of butterfat for them. In other words, we are definitely 2,000,000lb. of butterfat down. With an increasing population such as we are experiencing, if things are allowed to continue as they are going at present, we shall find ourselves in an extremely precarious position as regards dairying supplies.

To produce 2,000,000lb. of butterfat, taking round figures, we need 10,000 extra cows—that is, mature cows—in the State. This alone means that we shall require 40,000 acres of extra pasture for the cows alone, not allowing in any way for the pasture required for the young stock being reared with a view eventually to their becoming producing and breeding stock. We have a place to clean up already partially-cleared land of a total area of about 60,000 acres. That land at present is producing a reasonable amount, but it will carry probably double the number of stock it is main-

taining at present, provided it is cleaned up and the debris is removed so that super-phosphate can be applied. Even that would increase our total carrying capacity by only 7,500 cows, and I am allowing a present carrying capacity of one cow to eight acres. On top of that, we have also to allow for a herd wastage of about 25 per cent. per annum, which means that in the near future we must get on to some better scheme whereby we can increase the number of cattle carried in this State by clearing virgin land. For our increase in population, we shall require 2,000 additional cows coming up per annum.

It is not only in this State that the position is becoming serious. After all, production is the sole basis of our national economy. Without food and rainfall, everything else would come to an end. Taking Australia as a whole, less than 20 per cent. of the breadwinners are engaged in primary production, and yet for the year 1950-51, they produced 93.1 per cent. of the total value of the exports of Australia, excluding gold. The remaining exports were made up by all other manufactures, 2.9 per cent., and by base metals 4 per cent. In 1937-38, agriculture produced only 84 per cent. As to butter, with which I am dealing mainly, Australian exports decreased from 7 per cent. in 1937-38 to 2 per cent. last year.

According to Mr. Colin Clark, the Director of the Queensland Bureau of Industry, each Australian worker in primary industry is producing $1\frac{1}{2}$ times as much as each worker produced in 1938-39, and at prices ruling for export, this enables us to obtain three times the quantity of those exported goods for each worker engaged in primary industry. That goes to show that the primary industries of Australia—and we are an integral part of Australia—are very important in our national economy. Yet secondary industry, which has not shown any increase per man on the figures of 1938-39, is drawing population from the rural areas. I do not for one moment blame the young man who leaves the country and seeks better conditions in the city, but I think the Government could help in this matter. We find that 60 per cent. of the building is going on in the metropolitan area and 40 per cent. in the country. That is quite to be expected, but I think we are building up an extremely top-heavy State.

The United States of America is supposed to be one of the most highly industrialised nations of the world and yet, in June, 1950, only 22.6 per cent. of its population were engaged in secondary industry, whereas, in Australia, the figure was 28.4 per cent. From those details, therefore, it appears that we are definitely top-heavy. I believe it would be to our economic advantage to plan to develop our primary industries, not only to make ourselves self-sufficient, but also to enable us to export overseas. The drift to the city, which is all part and parcel of the drift

from primary production, is greater in Western Australia than in any other State. A comparison of the census returns of 1933 and those of 1947 show that the population of the metropolitan area increased during that period from 207,440 to 272,586, which is a total increase of 65,146. That shows a greater increase for the metropolitan area than for the State as a whole, because the figure for the entire State, during the same period was 63,628. If we could reverse those figures I feel we would eventually be able to get some reasonable developmental plan going.

What is the Government doing in the matter of development? It has formed a number of zone development committees, and I was a member of the South-West Zone Development Committee. The members were nominated, one for each Assembly electoral division and they received 18s. per day out-of-pocket expenses. In other words, it is a more or less honorary job. They have submitted reports which have received a good reception, though no action whatever has been taken in regard to them, with the exception of the recommendation to the Railway Department in relation to the adoption of a scheme of centralised traffic control. The result of this lack of action is that the members, not only of the South-West Zone Development Committee, but also of the other development committees, are definitely becoming browned off, and I say that as the result of conversation with a number of them.

The Minister for Agriculture: Do you refer to the Great Southern Development Committee also?

Hon. C. H. HENNING: No. I said that the South-West Development Committee had submitted a plan to the Government, but that no action had been taken on it. Recently the Farmers' Union appointed a committee, comprised of three well-known farmers from outside the dairying industry, to make a report. They were Messrs. A. E. Green, W. G. Burges and A. N. G. Irving. The committee submitted a report to the Government, though what is being done about it I do not know. I desire to have this report placed on record as I think it gives a fair and reasonable account of the position in the lower South-West. I refer there to the 18- and 20-cow unit country. The report reads as follows:—

The Committee left Perth on Friday 8th June, and returned on Monday, 18th, having carried out its investigations in the Denmark, Walpole, Pemberton, Northcliffe, Nannup, Karridale, Witchcliffe-Forest Grove, Margaret River-Rosa Brook and Cowaramup areas. In these areas it met and discussed conditions with branch committees, gathered information as to local conditions, and heard their suggestions for the improvement of same and of the industry generally. It fur-

ther visited individual settlers on their properties, inspected their homes and farms generally, including stock, and investigated their accounts. Its investigation has been very thorough, and its conclusions have been drawn from actual observation of conditions upon the spot.

A disquieting feature of the investigation was the discovery that very few of the blocks are now occupied by the original settlers or their sons. Since the first settlement abandonment seems to have been a recurring feature, and most existing settlers have taken over abandoned blocks comparatively recently.

Apart from the young men who have recently taken up abandoned blocks, many of them with the aid of the C.R.E. loan, the lack of young men in the industry is disturbing. Sons of working age have left in search of better conditions and wages, and the present condition of the industry is not such as to retain them on the land. Daughters, too, have left for the same reasons. The attraction of the 40-hour week, high wages and better working conditions are the cause of this exodus. Apart from very recent settlers the industry today, generally speaking, is being carried on by the older men with the assistance of their wives and children too young to strike out for themselves in other vocations. The burden of this work upon the wives and children is, in the opinion of the committee, detrimental to both.

The net income, in every case investigated, was found to be remarkably low, and in no case did it exceed the basic wage. In most cases it was notably below the basic wage. In this connection it must be stressed that in practically all cases the wife and children gave substantial help in the labour of the farm. This low income prevents development to any extent from own resources.

With these preliminary remarks the committee presents its findings in detail:

STOCK: The condition of stock was generally good, but butterfat production on most farms was low. In every instance the farmer was alive to the necessity for improvement in this respect. The committee considers that improvement could be brought about by both an increase of pasture and improvement of same. Lack of machinery and labour has had a detrimental effect upon the quality of the hay, owing to the time factor, and this, too, accounts in part for the low butterfat production. The low price of butterfat is largely responsible for these conditions.

I might say in passing that this recommendation was made before the recent increase in the price of butterfat, but basically the conditions remain the same. To continue—

WATER SUPPLY: This was found to be generally adequate, but windmills, tanks and piping urgently required.

FENCING: It was found that in most instances pastures were not sufficiently subdivided. Boundary fences were often not completed, but, owing to the fact that uncleared land has practically no feed value, this is not considered material. Proper subdivision of pastures, however, would increase butterfat production and would greatly facilitate the conservation of fodder. Posts could, in most instances, be obtained on the holding, but wire generally beyond the farmer's means even when obtainable.

HOUSES AND AMENITIES: In most instances the houses were found to be of a quite inadequate standard. It is considered that electric light is not only necessary to the house, but essential to dairying. This could be generated from the milking machinery.

In very many cases there was no telephone. This is considered absolutely essential. Many houses were without a refrigerator or washing machine, and in view of the part played by wives in the industry, these are considered essential.

SHEDS, ETC.: These were found to be generally inadequate. Many of the milking sheds must be brought up to date for economic and other reasons. Hay sheds generally need building, or, where in existence, need enlarging. Machinery sheds generally lacking, and barns, when existing, too small. Pig styes were generally totally unsatisfactory. Pig pasture runs were practically non-existent, and in most cases conditions in this respect were intolerable. In view of the established fact that revenue from pigs is the main factor in retaining settlers on the dairy farms this matter is urgent; particularly as stock from these areas is at present maintaining the bacon industry.

Rough timber for sheds, etc., could in most cases be found on the property.

EDUCATION: Educational facilities appear to be, on the whole, satisfactory.

TRANSPORT: Personal transport is satisfactory, but cost of transport of goods and material is too high. This might be remedied by more settlement, more compact settlement, and better co-operation by factories.

Freights on livestock, materials and fodder are too high, and definitely a hardship to the industry.

VETERINARY AND AGRICULTURAL ASSISTANCE: The position with regard to veterinary assistance and advice is highly unsatisfactory. Only available veterinary advice appears to be that of the South West Dairy Farmers' Co-op. Ltd.

Agricultural advice is also insufficiently available, and very few experiments appear to have been carried out.

FIRE MENACE: This is universal, and makes clearing very dangerous and expensive owing to inability to burn during dry period.

MATERIALS: The position is very bad. Wire, iron, cement, piping, etc. are not available except at prohibitive prices, and subject to inordinate delay. The spare part position is also bad, resulting in great difficulties and loss of time.

SIZE OF HOLDINGS: In most cases this would be adequate if properties sufficiently improved, but in some cases there is not sufficient acreage to constitute an economic unit.

IMPROVEMENT OF HERDS: The necessity for improvement is fully realised, and facilities are required for the acquisition of better bulls.

SUPERPHOSPHATE: As at present constituted, most farms appear to receive sufficient super, but, in many instances, delivery is too late for full economic application. It is considered that early delivery of super to dairy farmers is essential and urgent.

SIDELINES: It is considered that, in present circumstances, these are being exploited to the limit of capacity, but with improved conditions, they could be subsequently increased, without undue extra labour, to the great benefit of general revenue.

DISTANCES: It is considered that the isolated nature of settlements, and the comparative smallness of the same, is uneconomic, resulting in heavy costs and maintenance, duplication of services, delays, and restriction of social amenities.

PASTURES: The average of pasture is 80 acres. The vast majority of the pasture—probably 90 per cent.—is laid down on partly cleared land. It is considered that this causes a definite waste of potential pasture owing to the presence of fallen timber and stumps. It further renders the efficient control of the bracken pest

difficult, and in many cases impracticable, thus seriously reducing the value of pasture. The time absorbed in cleaning up fallen timber is considered to be an economic waste, amounting on average to one-third of a man's time with the assistance of wife and family. If the land were totally cleared bracken could be eradicated, but with part cleared land this is not practicable. This expenditure of time has proved to be an effective bar to economic farming practices, which, in most cases, are not used on this account. These objections would be removed to a great extent if sufficient land were totally cleared to allow of proper farming practice, in which case the total clearing of any balance of part cleared land could be progressively undertaken by the settler without detriment to revenue. It is considered that, in many cases, a better mixture of grasses would greatly improve the carrying capacity of pastures, and, to effect this, cleaning up and fresh clearing would be necessary. Owing to shortage of labour summer feed was found to have been laid down in very few instances, but, in most cases, suitable land exists for this purpose, which would be of great benefit to the industry.

The committee found that in the areas visited the conditions were extremely unsatisfactory. Houses were too frequently below standard, and amenities were generally insufficient. Holidays were practically unknown. Many milking sheds were not up to date. Farm buildings were usually inadequate, and sometimes non-existent. Pig pasture runs were not in use, and pigs were frequently kept in deplorable conditions. Pastures were generally insufficient in area, and often lacking in quality. Proper pasture subdivision was rarely noted. On part cleared land bracken remained a permanent problem. The quality of the hay was frequently inferior owing to lack of machinery to treat at the right time. Calves, in many instances, could not be reared owing to lack of necessary pasture. This is considered to be an economic waste. The general level of net income was deplorably low. Labour is generally confined to the family, and settlers are forced to call upon their wives and children if they are to survive.

The committee is of the opinion that these conditions are not the fault of the settlers. They arise in the final analysis from lack of finance. The land in these areas is extremely expensive to develop, and such development is beyond the means of individual settlers.

Hon. G. Bennetts: What about the country round Esperance

Hon. C. H. HENNING: It is not as expensive to develop as this is. To continue—

Without further finance development is within a definable limit, and that limit has been practically reached.

The committee is convinced that immediate steps must be taken to improve these conditions, and to make them such as to give a reasonable expectation of prosperity to existing settlers, to retain their sons in the industry, and to encourage the expansion of butterfat production by the settlement of additional land. It believes that, unless such steps are taken at once, the industry may decline to the point almost of extinction.

The committee thoroughly examined the cost of clearing land and laying down pasture in the various districts. It found that the cost of clearing karri land was prohibitive, but that in most cases there was sufficient of the lighter jarrah and red gum country to make a proper area of totally cleared land practicable. It established the average cost of clearing and laying down to pasture of an acre of land as under—

To clear totally, land already	£
part cleared	5
To clear and lay down to pasture	
ringbarked land with	
re-growth	15
To clear and lay down to pasture	
new green timber land	25

These figures include necessary fencing, and allow for the fact that the expenditure would not show appreciable returns for three years.

The committee therefore recommends—

That the betterment of conditions in the butterfat industry should become the concern of the whole Union.

That strong effort should be made to obtain an immediate rise in the price of butterfat by at least 33 per cent., and so ensure that bacon prices be kept in relation to production costs. This is considered sufficient only if production costs remain stable. A price increase would be a temporary palliative only in cases where farms are not sufficiently developed to constitute an economic unit.

That every farm should consist of at least 200 acres of land, of which 150 acres should be in pasture. To reduce wastage of time referred to above 40 acres of the partly cleared land should be brought to total clearing, and 20 acres of new timber land should be totally cleared and laid down to pasture.

The balance of clearing and laying down of pasture would be done progressively.

That this clearing should be done by up to date machinery, and that the cost should be borne, in the first instance, by the Government, and that repayment should be made on the terms set out hereunder. That the settler should repay a maximum of £5 per acre on total clearing of land partly cleared, and of £10 per acre on re-growth or new timber land. These amounts, with interest, to constitute the total liability of the settler in this regard. The advance to be interest free for three years, and to be repaid by ten annual instalments commencing in the sixth year. The work to be done by private contract or by the Government at the settler's option.

That the Government provide immediate financial assistance to purchase material for necessary buildings and machinery. Finance to be on the same terms as set out above for clearing. Estimated average amount £500.

That more land clearing machinery should be imported. This is considered essential.

That there should be a more equitable distribution of existing machines between Land Settlement Board work and work on existing holdings. That the purchase of such machinery for work on these holdings by private contractors be subsidised by the Government.

That the zoning system for bull subsidies should be abandoned. That the use of the subsidised bull scheme should be expanded, and that settlers should be encouraged to take advantage of it. That a bull pool should be established under the supervision of the Agricultural Department to guarantee freedom from disease and to avoid shocking wastage of pedigreed animals now normally sold for beef.

That every effort should be made to ensure early delivery of superphosphate to butterfat producers.

That freight concessions should be sought on materials and livestock.

The committee considers that if these recommendations were put into effect it would materially increase the production of butterfat and bacon, and thereby the supply of both to the public and for export. It would render the industry more attractive to present settlers, and particularly it would encourage young people to remain in it. It would bring new settlers into the industry and thereby settle the enormous areas of virgin land suitable for dairying in a safe

area, to the ultimate benefit of W.A. and of the Commonwealth. It considers that the opening up of these areas and the preservation of the butterfat industry in them are matters of national importance—even of national urgency—and that, in those circumstances, it is not unreasonable to ask the nation to bear a proportion of the cost.

The committee was very favourably impressed with the calibre of the settlers in the areas visited. Their optimistic outlook, pertinacity and determination to succeed in the most difficult circumstances give promise of ultimate success if reasonable assistance is forthcoming. It is considered that the spirit of these settlers is an asset to the industry which should receive every encouragement.

The committee wishes to place on record its appreciation of the assistance rendered by Mr. Sullivan in all matters pertaining to its investigations. Due to his organisation the investigation took place over a maximum area with a minimum expenditure of time, and the time-table set out was adhered to in every particular. His extensive knowledge of the country and of conditions generally was of great help to the committee.

In conclusion, the committee would like to express its deep appreciation of the co-operation given by butterfat producers in the areas concerned. The inquiry has necessarily called for the disclosure by individuals of details of a confidential nature, and the willing help forthcoming in this respect has materially assisted the committee in drawing its conclusions.

I do not want to say a great deal about that report except that it definitely is a base upon which something could be done for the development of those areas. We have to remember that over a considerable time, 20 years or more, a very inconsiderate and probably ill-advised attitude has been adopted towards dairy farming and for the last ten years dairy farmers have had to pay—and this is not the State's fault—more than their fair share towards keeping the basic wage down. Not only dairying is taken up down there. That area produces 65 per cent. of the beef consumed in the metropolitan area and with the decline of dairy products and the increase of the population of the State generally, which is now about 560,000—and we expect about 30,000 a year coming into the State over the next few years—we will be wanting a great deal more beef as well as butter and dairy products.

In other words, I believe that the primary industries—dairying particularly—as a whole are taken too much for granted by the public generally. One of these

days they will get a severe shaking up and find that food is difficult to obtain. We may find also that it is a blessing in disguise because the people will then realise the importance of agriculture as a whole. However, we must face up to the urgent problem arising from the lack of development in this State. It seems incredible in a State which has a population approaching 600,000 people that millions of acres, with a 30-inch rainfall and greater, are undeveloped and cannot supply the State's own dairying needs. It is a problem that has to be faced up to very quickly.

I believe that there are three or four headings under which we can carry out such development. We must put to proper use all suitable areas of good land in the heavier rainfall districts. We must maintain increased productivity in the areas already in production. It requires a courageous and far-sighted effort on behalf of the State to consolidate and expand the full potential of our South-West. Finally, it requires a special effort to make country life more attractive. I still believe, from what the Commonwealth Minister, Mr. Casey, said when he was here last year, that if this State put up a plan for agricultural development not only to supply our own needs but also to supply extra for export to meet the needs of other countries of the world, we would receive every consideration from the Commonwealth Government. Whether this has been done or not, I do not know.

Over the last few years we have had in existence a Department of Industrial Development. In view of all the notice that the Government has taken of these South-West matters in recent years I sincerely think we should have established a Department of Agricultural Development. A year or two ago a tour was arranged in order that members may see what had been done in the Mt. Many Peaks area. I think if the Minister for Transport could arrange a tour for members to view the conditions generally there and see what should be done in the South-West, we would finally get some action to bring butterfat production up to where it should be.

HON. L. CRAIG (South-West) [5.37]: Following on what Mr. Henning has pointed out, I want to have something to say about a similar subject. We are dealing with a Supply Bill and I want to say, particularly for the information of the Minister for Agriculture, that it is the function of the State Government to see that the money provided by the Commonwealth Government and the loan funds available are spent to the best advantage. Last week I visited the Mt. Many Peaks area and the Rocky Gully area. I went right through that district from Mount Barker to Manjimup, and I was greatly impressed with the work

done there, the quality of the land and the future that that area undoubtedly holds. I know of no area better suited for land settlement and dairying production than that.

Hon. G. Bennetts: I will take you to Esperance on our field day and show you land equal to, or even better than it.

Hon. L. CRAIG: I would be very pleased to go with the hon. member and inspect that area. During my visit I was able to see the clearing that was going on with the new ball and chain method. It is a spectacular method of clearing and holds out tremendous prospects. It was very heavy forest timber; not as big as in the Manjimup area, but the land was extremely densely overgrown with jarrah and red gum. That timber is being pushed down at a cost of something like £2 an acre. Mr. Baron Hay thinks they can do it for less than that.

The point I want to raise now is in regard to the allocation of the land to the settlers. I think this is where the mistake is being made which we will regret for the next 100 years. The decision as to allocation was arrived at not by the State authorities, but by the Commonwealth. At Mt. Many Peaks I saw the man in charge and also his second-in-charge and I talked to as many people as I could. Each settler is to be allotted 1,000 acres of which 600 is to be cleared. That area has a growing period of not less than nine months; I think it may be more. Right down at Albany there is an area which has no very dry period.

Hon. G. Bennetts: What is the rainfall at Mt. Many Peaks?

Hon. L. CRAIG: About 35 inches. I tested the subsoil which is very good. The top soil is a sandy loam with a first-class clay subsoil; not a pipe clay, but a really good clay. One thousand acres is far too much land to give to a settler who has not much capital. Five hundred acres, with 300 acres cleared, would be ample and as much as a settler and his family could handle for the whole of his life. Not only that, but to stock 1,000 acres, with 600 acres cleared, is too much for any Government to finance.

I hope the Minister will take particular note of this and make representations to the Commonwealth Government because the decision, I understand, was made by the Commonwealth authorities and apparently by men with little knowledge of the area. I have a small farm of 400 acres and it cost me over £6,000 to put stock on it. Whatever the stock may be, these holdings of 1,000 acres will carry over 2,000 sheep. The point is that it is planned that sheep be carried. This area eventually will not be sheep country at all, but cattle country, yet nevertheless it is planned that the settlers carry sheep first. Provided they use

Romney Marsh ewes it will probably be all right, but it will become too rich for sheep. Further, it will cost too much money to stock.

Hon. R. M. Forrest: Will it carry a beast to the acre?

Hon. L. CRAIG: No, I do not know of any country that will carry a beast to the acre all the year round. I was most impressed because it is very good country. The point I want to make is that it is extravagant to settle only a certain number of people on land that will hold twice as many.

Hon. E. H. Gray: What do our experts in this State say?

Hon. L. CRAIG: Our experts agree with me. I discussed the matter with Mr. Baron Hay and he said, "You are absolutely right." It worried me that so few people are to be settled on the area. On my return I immediately rang Mr. Baron Hay and I said, "A mistake is being made down there," and he said, "You are absolutely right." I saw the supervisor of the Mt. Many Peaks area and I said to him, "You are allowing these fellows too much land" and he said, "Yes, but there is nothing we can do about it." I then said, "Do you mind if I bring the matter up in Parliament?" and he said, "I would welcome it." So the mistake is not being made by our own people. I do not know how the allocations were made, but I understand representatives of the Commonwealth came over here to make them. The first 12 settlers are being prepared for now. They are to be housed in little huts and they are not too good.

Hon. A. L. Loton: Not too what?

Hon. L. CRAIG: They are little huts.

Hon. A. L. Loton: What else did you say?

Hon. L. CRAIG: I said they were not very good huts.

Hon. A. L. Loton: That is what I wanted to hear.

Hon. L. CRAIG: Actually, they are two tents; that is all. Now is the time to stop this big area of land being allocated. That country is no good unless it is top-dressed, and 1,000 acres to each settler is too much. It is no good giving settlers areas there unless they are in a position to top-dress the country. In its natural state, the land has no carrying capacity at all.

Hon. E. H. Gray: Is that not an argument for big areas?

Hon. L. CRAIG: No; it is an argument against big areas because all the country has to be top-dressed. With proper treatment, the land would carry two sheep to the acre. I visualise it carrying two ewes to the acre, although it would probably carry a lot more than that.

Hon. E. H. Gray: Are not the older farms in the area of 1,000 acres?

Hon. L. CRAIG: There is none there. It is great country and very rich. It has a tremendous future ahead of it. We should not make the mistake now of giving a settler 1,000 acres, for if we do, 400 or 500 acres will still be undeveloped in 20 years' time.

Hon. A. R. Jones: Will they be able to farm it all?

Hon. L. CRAIG: There is not much timber there and it will be possible to carry stock, in the circumstances. We should see that the loan funds spent on the scheme are not wasted. If we put a settler on a block of 1,000 acres, it will represent a waste of public funds and we will not secure the production from the holding that we have in mind. The Director of Land Settlement, Mr. Baron Hay, says that in special circumstances it is possible to reduce the area of a holding to 600 acres. In my opinion, local experts, men who know local conditions, should have some say in the area of the blocks to be allotted.

Hon. E. H. Gray: Hear, hear!

Hon. H. L. Roche: Were they not consulted?

Hon. L. CRAIG: If they were consulted, their views must have been overridden because the director of the scheme says he disagrees with what has been done. In the report on the South-West, to which reference has been made this afternoon, it shows that 200-acre farms were recommended with 120 acres cleared. These will not carry as much stock as the holdings in the area under discussion. Some may disagree with me in that respect, but it should be remembered that the district is a particularly long-growing one. There is no other part of Western Australia where green grass is apparent for nine or ten months of the year. In the Mt. Many Peaks area, green grass persists close up to Christmas; in fact, there is a very short dry period down there before the autumn rains start.

The Minister for Agriculture: The local people did not know much about the country, because they condemned it.

Hon. L. CRAIG: Very often local people do not know much about their own districts. That reminds me of the old saying, "What do they know of England who only England know?" That is very true. People who do not move around may not know how good or how bad their district is. The area in question is first-class, if properly handled. But we should not put one settler on an area where two should be placed. I suggest that the Minister consult with the Director of Land Settlement and that they make representations to the Commonwealth, which is providing the money, to allow smaller areas to be allocated to settlers.

The Minister for Agriculture: I will pass that on to the Minister for Lands.

Hon. L. CRAIG: I hope so. I am not talking loosely on the subject and I want members to know something about the problem. I have consulted Mr. Baron Hay and have his approval for making these representations. Turning now to the Rocky Gully area, the country there is different, but no better than that comprised in the Mt. Many Peaks locality. It is much more heavily timbered, but the authorities there are carrying out splendid work with the ball and chain gear. A steel ball, 8 ft. or 9 ft. high, is used, with a universal joint on each side fixed like an axle.

Attached to the joint is a chain with big links 1½ in. in thickness. A long cable is attached to each chain and is joined to a big D7 caterpillar, which is one of the strongest of its type obtainable. The steel ball weighs five tons and the two caterpillars are attached to it so that the cable is lifted off the ground. Members will appreciate that if the chain were pulled along the ground, as soon as it reached the butt of a tree, it would be pulled up and would not be effective.

As the chain is held up a few feet above the ground, the purchase derived is very considerable and the big trees are pulled over and the ball itself is capable of smashing down the smaller stuff. Under existing conditions, those in charge are pushing down timber at the rate of 50 acres per day. Mr. Baron Hay estimates that from 70 to 80 acres per day will be pulled when they get going properly. It is very cheap clearing in densely timbered country. The area is rolled down far better than would be possible with bulldozers, which usually make a mess of the country.

Hon. A. L. Loton: Is any good timber being destroyed?

Hon. L. CRAIG: No, I should say not, although, of course, there may be some.

Hon. E. H. Gray: What sort of timber is it?

Hon. L. CRAIG: Mainly jarrah and redgum. It is a good area with a splendid rainfall. The soil is good but gravelly, but is no better than that available at Mt. Many Peaks. It has a tremendous future. Personally, I would prefer to take up land in the Mt. Many Peaks area because it is closer to the coast and has a longer growing period. Now is the time, before we actually put men on the land, to see that public money is not wasted. I regard the scheme as a marvellous opportunity sticking out for any young energetic man without capital who is willing to work.

Hon. H. L. Roche: Is it a better proposition than Margaret River?

Hon. L. CRAIG: It is as good, with patches probably better at Margaret River.

The Minister for Agriculture: The area is much easier to deal with than the country at Margaret River.

Hon. L. CRAIG: Yes; that is because the trees are not so big. There may be parts at Margaret River that are better than some portions of this district, but there is a splendid chance sticking out for young men to take up holdings there already cleared for them to a stage that it would take the settler a lifetime to achieve—and then it would not be done as well. We should see to it that we do not make foolish mistakes at this stage and provide settlers with land for which they will be charged but which they will not be able to handle throughout the whole of their lifetime. I have consulted with interested people locally and I know the conditions. I hope the Government will not make mistakes but will see that success is achieved with the scheme.

HON. J. G. HISLOP (Metropolitan [5.53]): I rise to speak for a different purpose altogether from that animating Mr. Craig, but I, too, desire to see public funds spent in the best method. In deference to the Minister, who wishes the Bill to be passed tonight, I will have to speak on at least one subject with fewer facts than I usually desire to possess. One matter I wish to criticise at the moment has reference to the report published in this morning's issue of "The West Australian" dealing with the Government's acceptance of a tender for the construction of a hospital at Carnarvon that will cost £77,000. I emphasise again that I feel most unhappy about the hospital situation. Unless there is some clear-cut planning for the people's needs regarding hospital provision, it seems a colossal suggestion that one man practising in a town of 800 people, with possibly another 400 or 500 who may come into the question as well, should have at his disposal such an institution.

The Minister for Transport: The number would be greater than that because the enrolments total 1,300.

Hon. J. G. HISLOP: Let us regard the total as 2,000 although I think that would be greatly in excess of what the number would be. Suppose we say that the number to be dealt with would be 1,500. We are apparently determined to build a hospital for one doctor at a cost of £77,000.

Hon. R. M. Forrest: Not for one man.

Hon. L. Craig: It seems haywire!

Hon. J. G. HISLOP: I know the hospital will be there for the benefit of the people of the district, but it will be used by one man, because he is the only doctor practising in the district. We must view the hospital from the standpoint of what is to be done in the institution. I doubt very much if one medical man could use adequately a hospital erected at a cost of £77,000. As a matter of fact, we have astronomical ideas as to where we are with regard to hospital requests in this State.

Hon. H. C. Strickland: If we build a £77,000 hospital, there will be room for two doctors.

Hon. J. G. HISLOP: Let us have regard to that suggestion. It is plain utter nonsense, because the second doctor would still have to live on the illnesses of the same number of people.

Hon. H. C. Strickland: But they come from all over the North to Carnarvon.

Hon. J. G. HISLOP: I get all the ammunition I could desire from Mr. Strickland's interjections. Of course, patients may come from other parts to Carnarvon.

Hon. H. L. Roche: How many beds will be provided?

Hon. J. G. HISLOP: I do not know, offhand. When we hear the suggestion that patients will come to Carnarvon from all parts of the northern areas, we must remember that there are requests for improvements to be effected to the hospitals at Roebourne and Derby. One doctor cannot do everything in one district. If there is one doctor in the town and he has to operate, there must be someone to give the anaesthetic. We have no person at Carnarvon who is trained to give an anaesthetic.

Hon. A. L. Loton: How do they get on?

Hon. H. C. Strickland: There have been 200 operations at Carnarvon since the doctor went there.

Hon. J. G. HISLOP: That is more ammunition for me. If there have been 200 operations, it means that there must have been 200 anaesthetics given by an untrained matron. If we desire to have this type of hospital provided in the back country areas, some scheme should be inaugurated for the training of matrons in the giving of anaesthetics. If, under existing conditions, they are giving anaesthetics and are untrained—

Hon. H. L. Roche: They give them all right.

Hon. J. G. HISLOP: Yes. I suppose that goes on in different parts of the State.

Hon. H. C. Strickland: It has been done for a long time.

Hon. J. G. HISLOP: Are we to have a £77,000 hospital erected at Carnarvon and an untrained anaesthetist assisting at operations? The second point I want to make is that the request for the provision of a £77,000 hospital at Carnarvon has been made because the doctor there at the moment is a highly skilled man who is very surgically-minded.

Hon. R. M. Forrest: I do not think that is the reason.

Hon. J. G. HISLOP: The people are making that request—I repeat the statement with emphasis—because the man there at present is surgically-minded. I

know the doctor well and I appreciate that he is a very capable officer. His successor, however, may have no ambitions at all regarding surgery. Within a few years, the present doctor may leave Carnarvon and come to Perth.

Hon. R. M. Forrest: We will still have the hospital there.

Hon. J. G. HISLOP: The man who succeeds him may have no surgical bias, and the hospital will no longer be used to full advantage from that point of view. The State cannot afford that sort of thing.

Hon. H. C. Strickland: Carnarvon will grow.

Hon. J. G. HISLOP: This sort of thing goes on all through Western Australia. We have a number of examples in country towns where men who are surgically-minded have approached the Government with a request for the erection of a hospital whereas the next doctor who practises in the town cannot half fill the hospital. Look at this proposition and then put alongside it the fact that the Government contemplates building a regional hospital at Geraldton which will cost something like £750,000! It will be staffed by three general practitioners. But they cannot do the work there, nor can it be done at Carnarvon, to justify the respective expenditures. If some authority were appointed which would study public needs in relation to the services to be performed, we would have a very different picture of the whole of our hospital requirements in this State. It is no use providing some lavish outfit that cannot be used.

Hon. R. M. Forrest: What would you suggest?

Hon. J. G. HISLOP: I suggest that the whole of the North-West have a base at Geraldton.

Hon. R. M. Forrest: Oh!

Hon. J. G. HISLOP: It would be a jolly sight cheaper to have a plane service and pay the fares of patients, who needed the major services of a hospital, to enable them to fly to Geraldton for treatment, than to build up a temporary service in Carnarvon. I am not going to make a long statement as to what can happen in the North-West, but I am trying to emphasise that I do not believe one man can use a hospital costing that amount of money. I would like to see tabled the plan of what it is contemplated should be erected in that area.

On an average, one medical man can look after about 1,200 people in a populated area. I doubt very much whether two medical men are required to look after 1,200 people in the Carnarvon area, and certainly I do not think a hospital of that kind is required. I would rather see some close investigation made, because the money that is available must go

round the entire State. I am criticising not only the proposition with regard to Carnarvon, but also the Geraldton, Bunbury and Albany proposals. They are extravagant and beyond the capacity of the men in those towns to use.

Hon. L. A. Logan: What about the one at Midland Junction?

Hon. J. G. HISLOP: That must be looked at from the point of view that the Royal Perth Hospital is the hospital centre of the metropolitan area and the work done at Midland Junction cannot be expected to be of the same standard as that done at the Royal Perth Hospital. The same applies to Geraldton, Albany and Bunbury. We must realise that we cannot afford to build huge hospitals which are replicas of the Royal Perth Hospital and which contain all modern equipment. The provision of equipment must be considered from the point of view of the State's ability to pay, and of the ability of the medical men in the respective districts to use that equipment. If we are to provide modern equipment for all those places, it will be necessary also to provide ancillary staff, such as radiological and pathological technicians; but not one move has been made to do that.

Unless somebody has some proper idea about things and engages in some organised planning in regard to these matters, we shall find that we will scatter this money far and wide. If we are going to look at hospitals in the light of the prodigious cost of building today, we must realise that in a hospital there must be an acute block and we must vary the type of accommodation according to the actual degree of illness or the recovery of the patient. In other words, once the patient's acute stage of illness has passed, he can be transferred from the acute block. I do not think it is necessary to build hospitals in the towns I have mentioned that will cost that amount of money.

The State cannot afford the prodigious outlay which is contemplated on hospitals unless the whole business is planned; but today there is a total absence of planning. We cannot erect these hospitals one by one and expect them all to work. They will not do so. If we are going to do anything in the way of setting up this enormous organisation and spending this enormous amount of money, there must be somebody with some knowledge of what the State requires and what modern hospital planning entails.

Hon. A. R. Jones: Who is the present planner?

Hon. J. G. HISLOP: There is a total absence of planning.

Hon. A. R. Jones: Is it not the Medical Department?

Hon. J. G. HISLOP: The Medical Department was never intended to be established for the organisation and control of hospitals and no one knows that better than does the present Ministry. Why the medical profession has to talk for years and endeavour to persuade Governments to organise a commission that will take over a lifetime study of hospitals, I cannot understand. Here large sums of money are being spent without supervision by any trained persons. I do not say that with the idea of depreciating the actions of the department. But we cannot ask people who have not been trained in these matters suddenly to organise and take over a wholly modern and well equipped hospital in an area like this. If we are going to have regional and sub-regional hospitals, why build one at Pinjarra and then spend large sums of money on hospitals in surrounding areas?

Hon. A. L. Loton: Why build one at Pinjarra?

Hon. J. G. HISLOP: I maintain that Pinjarra is one area in which such a hospital could be built; but why, in those circumstances, spend large sums of money on institutions in areas which are supposed to be served by the Pinjarra Hospital?

Hon. R. M. Forrest: Why centralise everything?

Hon. J. G. HISLOP: Because decentralisation of small hospitals is inefficient. It must be realised that there are something like 95 hospitals in this State, and many of them have an average of five beds or under.

Hon. R. M. Forrest: Some are a perfect disgrace.

Hon. J. G. HISLOP: We must aggregate some of them, because we cannot provide today's modern equipment or today's modern services within such buildings. I want to emphasise that I have no objection to any town having its hospital needs supplied, and I have no objection to every person in this State obtaining the full medical attention he deserves. But I do want to see that the money expended is spent in the best interests of the people, and that it is not so squandered that we will find that our urgent requirements are not being met.

We are told that we cannot possibly contemplate the provision of a medical school which will supply the medical officers required for these institutions, yet we are proposing to build three regional hospitals costing over £2,000,000 between them, none of which shows any evidence of meeting the real needs of the community. Unless there is some sort of organised thinking in these matters, we will find ourselves in an awful mess before long. I hope that by my con-

stantly drawing attention to this question we will not get into that mess, but will have an organised body appointed whose responsibility it will be to see that these problems are attended to on a sound basis.

I would stress that the provision of a medical school is urgent because the Commonwealth Government contemplates that we must at least prepare for war in an effort to prevent war, and if war should occur we will need front-line doctors. We cannot send troops into the front line without medical men to care for them, and it takes several years to provide a front-line doctor. If we started a medical school here tomorrow, it would be 11 years before we could provide a front-line doctor from that school. When the Commonwealth Government spends some astronomical figure, like £200,000,000 a year on defence, and then says we cannot afford to establish a medical school, that seems to me like nonsense. My view is that we cannot afford not to.

I will have no objection if the reply is made that at present, in the Eastern States, there are more medical men being trained than Australia can absorb on the prewar basis of a man to a district. I do not mind if I am given that answer, because I will reply that we found during the war that it was a difficult business indeed, even when men were being trained faster than normally, to find men who would come to Western Australia as practitioners. In the next war, we may discover that we are nearer to the front line than we were previously.

Again I say that I would not mind receiving that reply if it were realised that we could do an immense amount of good here if we started a medical school on a post-graduate basis. I realise that the Senate of the University has had replies from various sources condemning the establishment of a medical school on a post-graduate basis, but there are quite a number of eminent authorities who agree that we would be very wise to do so.

Hon. R. M. Forrest: How many doctors would a town with a population of 5,000 people require?

Hon. J. G. HISLOP: It varies from four to five and depends on the type of work they would have to do and on the isolation of the town. I think Geraldton must have about 4,000 people.

Hon. L. A. Logan: Just on 6,000.

Hon. J. G. HISLOP: And there are three doctors there, I think.

Hon. L. A. Logan: Four.

Hon. J. G. HISLOP: The average would be about one to 1,200 people. There is another phase I would like to mention. When the Estimates are presented in another place, I would be pleased to see money set aside therein for traffic purposes. Our traffic conditions in the city are getting more and more out of hand. They are

archaic. Surely the time has come when we should have traffic lights to control the traffic in Perth and Fremantle instead of these Rafferty rules in which everybody tries to push himself through the other traffic, and drivers refuse to give others the right-of-way because there is an absence of control at the centre. It is extraordinary to see in the City of Perth, at some of the most crowded periods, policemen walk off and allow the traffic to drift through as best it can, so that we find vehicles dribbling up against one another and all trying to get through first.

One of the most outstanding occasions was on the evening of Flower Day when the city was absolutely packed with motor-cars and there was not a policeman in sight. One would almost have thought that somebody in control had said, "It will get a bit thick. You had better go off." I think the conduct of drivers that night was amazing, but the delay at the various corners, which could have been overcome by the presence of traffic lights, was very considerable. The time has arrived when we should come out of the jungle and behave like a city. I hope the remarks I have made will sink under somebody's skin and that there will be some results therefrom.

Sitting suspended from 6.15 to 7.30 p.m.

HON. G. BENNETTS (South-East) [7.30]: I did not intend to speak on the Bill, but I thought Mr. Henning's speech the most outstanding I had heard for a long time with respect to milk and butter production in this State, and as I have been paying a lot of attention lately to the question of butter and milk supplies I could not let his remarks pass without saying a few words. I agree with him that committees set up today spend a lot of time and do considerable work, but get only very little consideration. Unless the Government does something to help these people to get results, the State will lose them, because the committees will resign. Food is the main thing in any country. Unless we are prepared to help the farming industries, particularly with regard to milk and butter production, we will have a lot of hungry people in the more remote areas. The position on the Goldfields today is still serious. I was in Kalgoorlie last Friday, and a person went into a grocer's shop there to buy a tin of powdered milk for a kiddy, but was not able to get it.

Hon. A. L. Loton: Cannot you establish a flourishing dairying industry on the Esperance plains?

Hon. G. BENNETTS: There we have an abundance of land which is easy to clear. Mr. Craig mentioned the Mt. Many Peaks district. I think we have just as good land as that, if not better. I have not seen that section of the country myself, but from the reports that have come through from Mr. Buttons, of Esperance, it must be good. The Minister will agree that Mr. Buttons is an outstanding farmer, and

a man of ability and knowledge. Last year this gentleman had a look at Mt. Many Peaks, and it is his opinion that Esperance is ahead of that district. I do not know whether the Minister will agree with me.

The Minister for Agriculture: You are robbing me of my thunder.

Hon. G. BENNETTS: I congratulate the Minister and say that had it not been for him, possibly the people of the State would not know what Esperance was capable of doing.

The Minister for Agriculture: Except Mr. Buttons.

Hon. G. BENNETTS: Yes. He was the man who bought a sandplain property, and cleared and developed it at his own expense. Later the Minister went there and established a research station which will be holding a field day on the 14th November. I would like the House to suspend its sittings so that members could take a reso trip there to see what the country can produce. Some members recently went to the South-West. This land at Esperance is capable of growing anything and I think it would be well worth the while of the farmers in this House and another place to inspect it. There is an abundance of land with a good 28-inch rainfall and plenty of underground water. I think the depth of sand is about 6 to 9 inches with a good gravel subsoil, so that the country is capable of growing wonderful pastures. We have all sorts of clovers there, and it is astonishing to see what can be done. I was recently in the district with the Minister and his wife. And we went on to a property where there was a crop of oats, and we could just see the top of our hats over the oats. The crop was good, not only in height, but in quantity and quality.

Hon. A. L. Loton: It would not have to be more than 6ft. 6in. high.

Hon. G. BENNETTS: No, it was a good crop. This was the first time the land had been sown to oats. Mr. Bowes's property has been pretty heavily stocked for a number of years. We should do everything possible to step up the production of milk in the State. I do not care how we do it, but if we have to assist these people, we must do so. If we want parents to rear Australian-born children, we must have milk and butterfat production. It is of no use having a big population here if we cannot feed the people. I listened to Dr. Hislop when he spoke on the subject of plans for hospitals. I think there is a lot in what he says because we have been trying to get additions to many hospitals in my district, but without success. It is time a committee was formed, and I would like to see Dr. Hislop as chairman of it so that something could be done in this direction. I am not going to detain the House any longer. I again congratulate Mr. Henning on what he said.

HON. E. M. FORREST (North) [7.37]: I had no intention of speaking on the Bill because I understood the Minister was anxious to get it through this evening. But after hearing Dr. Hislop's remarks regarding the Carnarvon hospital, I felt I would like to say a few words. I am sorry Dr. Hislop is not present. He told me just before we resumed that he would not be here tonight. I am surprised at the way he spoke about what the Government has done in regard to hospitalisation at Carnarvon. He said the hospital would serve only 1,000 or 1,200 people. The Government went into this matter long before it decided to build the hospital which, I understand, can serve a minimum of 2,700 people.

The doctor at Carnarvon is, no doubt, a very clever man because people from different districts go to him instead, as they did in the past, to the doctors at Geraldton. The area of the North-West is very large—the distance from Wyndham to Carnarvon is over 1,000 miles—and it is served by only four doctors. There is one at Wyndham, another at Broome, one at Port Hedland and the other at Carnarvon. But there are five towns in the North without a doctor, namely, Onslow, Roebourne, Wittenoom, Marble Bar and Nullagine, and, in addition, the inland towns of Hall's Creek and Fitzroy Crossing in the Kimberley district, are also without a doctor.

I am surprised that anyone in this Chamber should condemn what the Government is doing to help the North, medically. I have had experience, as I have mentioned before, of the requirements of the medical officers there. I stated in my speech on the Address-in-reply debate last session that a little girl was transported 400 miles from Onslow for medical treatment because there was no doctor there. I am hoping it will not be long before the Government will build at Port Hedland the same sort of hospital as it intends to erect at Carnarvon, another at Broome and a third at Wyndham, because the sooner we realise the fact that the more we decentralise population in Western Australia, the better it will be for the State and the Commonwealth. The old hospital at Carnarvon is a disgrace.

Hon. N. E. Baxter: Only one of many.

Hon. R. M. FORREST: Carnarvon is an isolated town compared with the towns in the South-West Land Division, because Carnarvon is 300 miles from Geraldton. Onslow is 300 miles further north, Roebourne 200 miles north of Onslow and Port Hedland is 170 miles north of Roebourne, and then there is a stretch of 400 miles to Broome. So I think the more we encourage the building of good hospitals in the North, the more we will encourage population to go there. Good hospitalisation is a security to women and children. It is obvious that Dr. Hislop has not lived in these parts, or anywhere else

in the backblocks, because, had he done so, he would not have adopted his present attitude.

The hospital at Carnarvon is to be a 16-bed hospital, and it will cost roughly £5,000 per bed, or slightly less. Had the hospital been built three or four years ago it would have cost £30,000 or £35,000 in all. We would not have quibbled about a hospital costing that much a few years ago, but as the cost today has gone up double or treble, it is obvious we cannot expect an up-to-date hospital to be built under £50,000 to £70,000. I hope the House will not take much notice of what Dr. Hislop said with regard to the hospitalisation of the North-West.

HON. A. R. JONES (Midland) [7.45]: I do not intend to take up much time, but I want to stress the point made by Mr. Henning and support his claim that the Government must take more notice of the realities of the situation and put greater effort into increasing our production. Mr. Henning claimed that there should be greater production of dairy products. We all know that they are essentials in the life of this nation, but, of course, we need to increase production in all types of primary products.

I believe that Governments in the past have spent too much money on non-productive work instead of spending it in areas which are capable of producing primary products. We have a classical example of money being spent on non-productive work in the construction of a new causeway. I do not know how much money has been spent on that project, but I do not think I would be far wrong if I said that £1,000,000 has been, or will be, spent.

All that I can say is that the traffic would have managed quite well with the old causeway for the next few years and that £1,000,000 could have been put to better use in the clearing of some of the land mentioned by Mr. Henning. If that had been done, the land could have been brought into production and in five years time it would probably have produced £1,000,000 worth of goods and thus the causeway would not have been the burden it is.

When our Ministers attend meetings of Cabinet they should put up all possible claims for money to be spent on productive work. Schools are being built throughout the State and I consider that too much money is being spent upon their construction. We certainly want all the schools we can get, but instead of constructing the edifices that are being erected, some more modest plans could have been used. I think our standards are too high and we have the spectacle of the buildings at Wongan Hills, Carnamah and other places. These schools are beautiful buildings and we would all like to see the same type of building

erected throughout the country, but many more schools could have been built for the same sum of money if our standards were not as high as they are.

Insufficient heed is being paid to the cost of these buildings and also insufficient heed is being paid to productive work. I want the Ministers in this House to put up the plea that our expenditure must be directed into more useful channels and so increase our production. Unless we have greater production we will never be lifted from our present state, and prices will continue to soar as they are doing at the moment.

HON. H. C. STRICKLAND (North) [7.48]: I also want to say a few words about the Carnarvon hospital, following on the remarks of Dr. Hislop who condemned the expenditure of such a large sum of money from loan funds. I think Dr. Hislop has lost sight of the fact that originally the new hospital was to have cost £35,000. That was the original estimate put forward by the Principal Architect and last year that estimate had risen to £65,000. Only last August we found that the cost will be in the vicinity of £79,000; that is not due to additions being made to the hospital, but solely to rising costs.

The people at Carnarvon are not getting an elaborate hospital and it will certainly not be big enough when it is built. Tenders have only recently been accepted for this job and as yet no work has commenced. It is to be a 16-bed hospital, while the old hospital had only two wards, one for women and one for men, with a verandah all round the building. Of course beds are placed out on the verandah as well.

The Minister for Agriculture: Will any use be made of the old hospital when the new one is built?

Hon. H. C. STRICKLAND: Yes, the suggestion is that the old hospital be turned into a hospital for the use of natives. At the moment there is no provision for the hospitalisation of natives and those affected with T.B. have to be treated at the present hospital. This also applies to other natives who are suffering from diseases and the idea is to convert the old hospital into a building for the use of natives in the district.

The old building is in such a bad condition that when a proposal was put forward to convert it into a staff dining-room and kitchen, the Health Department reported upon it and stated that it was hygienically unfit for that purpose. So members can imagine the state of that old building. There is a maternity wing which is connected to the hospital by a ramp and that wing has only four beds, which is quite inadequate. This building was built from funds obtained by public subscription and a grant from the Lotteries Commission.

It is not as if the people are getting a bigger hospital built than was originally planned. When the hospital is finally built it will still not be sufficient for the requirements of the district. The building is of a modern design, the plans having been drawn up by the Principal Architect of the Public Works Department in collaboration with the health authorities. After much discussion and wrangling they decided on the plan which has now been drawn up. I have seen the plan and I should say it will be a good hospital when it is finally built. Dr. Hislop stated that he considered there should be one doctor to each 1,000 people. The census taken at the 30th June, 1947, showed that there were 979 persons in the Carnarvon municipality; that would be within a radius of two miles of the hospital.

Hon. R. M. Forrest: That is only adults.

Hon. H. C. STRICKLAND: No, that includes everybody. The census was taken on the 30th June, 1947, and the 979 includes everybody within the municipality. There were 782 people within the Gascoyne-Minilya Road Board district and of that number I should say that at least 500 would reside within eight miles of the hospital—that is on the plantation area. Also there is the Upper Gascoyne Road Board where 347 people were registered and the Shark Bay Road Board district with 183 people, making a total of 2,231 persons at the 30th June, 1947. It is quite safe to say that today the number would exceed 3,000 because the population had just started to increase at the time the census was taken.

As well as an increased number of people residing in the plantation areas, there are also two whaling stations. These stations have only recently been established and in the season they would employ approximately 140 persons each. One of those whaling stations is established at Carnarvon and the other 160 miles north at Pt. Cloates. These two industries warrant a decent hospital and a first-class doctor because it is most dangerous work and accidents do occur. On top of that there is a large moving population, including hundreds of shearers. Shearing is also dangerous work and many shearers make use of the hospital and the doctor.

I mentioned that the doctor had completed 200 operations and Dr. Hislop said that that statement was ammunition for him. I do not know what he has in mind but the statement I made is quite correct. There could be no trained anaesthetists there and unless another doctor has been available matrons have had to administer anaesthetics otherwise hundreds of people would have died because they would have been unable to reach the metropolitan area in time. It is all very well for Dr. Hislop to say that we should not have these hospitals in the North. But what does he want? Does he want to centralise everything and ensure that every person

must pass through a St. George's Terrace specialist and then on to the Royal Perth Hospital?

Hon. A. L. Loton: He might pass on altogether.

Hon. H. C. STRICKLAND: Dr. Hislop tells us that he is a consultant and that he does not cure people, but merely diagnoses cases. We in Carnarvon have been very fortunate because we have always had good, competent doctors. Prior to the doctor we have now we had a man who used to send all his patients down here for the reason that he was not satisfied with the anaesthetists available. He did quite a few operations, however, and he was fortunate in having a competent matron to assist him.

Usually he diagnosed cases and sent the patients down to Perth. Invariably he was correct in his diagnosis and he did an excellent job in that respect. Prior to that man we had another doctor who carried out all the work and the present man is much the same type. He has a wonderful record.

Hon. A. R. Jones: Is he leaving the district?

Hon. H. C. STRICKLAND: No, he has just arrived and we are very lucky to have retained him. He is living in a two-roomed house and is forced to sleep in the living room. That is a disgrace. However, his house is now under construction and in all probability he will settle down; at least everybody hopes so. When I was in Carnarvon recently he had three patients from the Kimberleys. He was in Derby for several years during the war and, I think, he has been resident in several North-West towns. He has a very good reputation as a medical officer. People are confident in his ability and those resident further North fly down to Carnarvon to him for treatment.

For the life of me I cannot fathom why Dr. Hislop is so averse to people living so far away having decent hospitalisation. Surely they are entitled to it. If a person at Wyndham becomes ill, and there is no doctor available, he has to fly down to Perth. The plane fare alone is £50 return and that sum of money would pay for an operation. Only this year I read in "The Northern Times" where a young woman in Port Hedland had to fly down to Geraldton to have a tooth out and it cost £30 for the fares alone.

Hon. A. R. Jones: He suggested that the Government should find the planes; be fair!

Hon. H. C. STRICKLAND: The Government will not find the planes. He asked questions about the flying doctor service in the North. This service has made living much more comfortable and

has given people much more confidence, especially women and children. They are prepared to live on the Kimberley stations knowing that if anything happens it is only a matter of a day or so and they can be in Perth or at least in the hands of a doctor. Women were not so happy about settling in those areas until some such provision could be made. Mr. Forrest said he would like to see similar hospitals built at Port Hedland and Broome. Everybody in the North-West would like to see one built at Port Hedland and the flying doctor service brought up to date.

I was in Roebourne not so long ago when a man came in by an Airlines plane from Wittenoom Gorge. Although the population at Wittenoom exceeds 600 and the mining work there is dangerous, there is no local hospital though I understand that the establishment of one is under way now. When this man came in there was no doctor at Roebourne or at Wittenoom, but there was a trained nurse in each place. No warning or advice was received about this man; he was taken off the plane and was obviously very ill. The matron rang the doctor at Port Hedland and unfortunately one of Mac-Robertson-Miller's Ansons which was available to the doctor was on a station run somewhere so that he could not get down. The next day the man died.

Those things happen and they illustrate just how urgently good medical services are required in the North. I hope the Government will not be misled by Dr. Hislop's objection to so much money being spent away from the city for the help of the outback areas. There is one other question I would like to bring before the House and that is the question of protection for servicemen, or I should say for the housing of servicemen. A young airman called on me the other day and asked me to assist him in his attempts to obtain a flat or house of some kind; somewhere where he could house his wife and one child.

This man is likely to be sent overseas at any moment—it is only a matter of getting orders and away he goes. He had an application with the Housing Commission as a civilian for 12 months. At that time he was employed in the P.M.G.'s Department but some ten months ago he joined the Air Force. I thought he had a reasonable case and I interviewed the officer concerned. I was astounded to find there was no provision made at all for servicemen in his particular position. The rent Bill gives a serviceman protection when he is on active service, that is, if he is in a house. It also gives protection to a man who is badly maimed or handicapped when he comes back.

Hon. A. R. Jones: It was the same during the last war.

Hon. H. C. STRICKLAND: That is so. It probably only needs some small provision to be put into the Act. It may only require a little bit of clear thinking by the State Housing Commission so that these men can be assisted. However, the point is that this young fellow is at the moment renting a caravan at one of the seaside resorts, but he will have to get out when the summer comes because the rents of caravans are then doubled or trebled and he would not be able to pay what will be demanded. Besides this, he was only given the caravan until the summer months, after which such accommodation is booked right out. When that is taken away from him, members can imagine what a lot of trouble he will have on his mind when he goes away to fight for his country and leaves his wife and child behind without anywhere to go. He does not know where they will be pushed around. It will be no comfort to him or his family who are left behind.

I hope that when the new Bill relating to rents is brought down it will include some provision for the protection of these men. I remember when the Increase of Rent (War Restrictions) Act Amendment Bill was defeated in this House—incidentally it was thrown out on the very day that our soldiers went into action in Korea—that the main argument put up by those members who voted against the continuance of that Bill was that it was the No. 1 responsibility of the Government and the State Housing Commission to find housing for these fighting men.

While I agree—and I agreed at the time—that that was quite right, I think it is time in the face of that Bill being defeated and on the speeches made by the various members who opposed the Bill, that the Government took a little notice of what was said in that respect and that something should be done to house these men in Commonwealth-State rental homes. This particular type of serviceman cannot go in for a war service home because he has not yet been to the war—he has to be an ex-serviceman before he can have the opportunity to buy one of these homes.

I will not waste any more time on that point except to say that unless a Bill is brought down pretty soon to deal with rents generally and also to deal with the protection of servicemen, it will only be a matter of about eight or nine weeks before everything goes overboard. Then there will be no protection for anyone; the present Act will expire and I have no doubt there will be utter chaos. I support the second reading of the Bill.

HON. J. MURRAY (South-West) [8.7]: Like other members I did not intend to speak on the Supply Bill, but when I

heard the Minister refer to one particular item, I thought I would rise more in a questioning mood than otherwise. If the Minister would prefer me to put the item on the notice paper as a question, I will do so, but he might be prepared to answer it. I refer to the £30,000 which was mentioned in regard to the Kent River sawmill. In the first place this sawmill is being erected as an experiment by the Department of Industrial Development, without any intention of the officials running it themselves, but with a view to handing it over to somebody else to run. I understand arrangements have been made now for an independent body to take it over and I am rather curious to know at what stage that independent body is going to take over this mill from the Government—

Hon. A. L. Loton: And at what price.

Hon. J. MURRAY:—and how much further expenditure the Government intends to undertake before handing it over. This sum of £30,000 which was for a fruit-case mill—for that is what it was—would have gone a long way towards erecting a sawmill in ordinary circumstances. I would say, however, that £30,000 is far short of the total amount that has been spent. I would like the Minister to tell the House the total cost of the Kent River mill today and the estimated cost at the time when it will be handed over to the body concerned.

The other point about which I am seriously concerned is that we have not yet received a report from the Royal Commissioner who investigated forestry matters. The Minister for Housing and Forests and State Saw Mills has times without number criticised private sawmillers for their lack of co-operation with the Government in meeting the needs of housing, yet on the Estimates for this year the Government budgets for a loss of £14,300 on the State Saw Mills. I would point out to the Government that private sawmillers have got to make a profit, build sawmills and have still got to co-operate with the Government, but the Government is not able to do this itself.

HON. L. A. LOGAN (Midland) [8.9]: I make no apology for speaking on the Supply Bill even at this hour. When introducing the Bill the Minister mentioned that it was supplying £1,500,000 more than previously. In answer to a question I asked tonight I discovered that repairs to a bridge cost £18,000; that is merely for repairs. It took 13 men every day for 12 months to lay a cement foundation on the top of it. The original pillars were there and had been put down something like 60 years ago; they were sound as a bell and all that had to be done was to put a top on it. Yet this took £18,000 of the taxpayers' money.

We also find that colossal amounts are provided for hospitals at Carnarvon and Morawa. I am beginning to think that it is the attitude of the Government over the last few years that has made these figures so high. In the past the replies to all the deputations that have waited on Ministers have been that there is plenty of money; every Minister has said the same thing. Human nature being what it is has led contractors to chase the money, and I think the Government should take a certain amount of blame for this attitude.

It seems to me that the cut the Government is getting from the Commonwealth might be a very good thing, and although I am also one of the members who have chased the Government for jobs to be done in my electorate, I have come to the conclusion that we have got to take a stand. If we agree to a certain figure being reasonable and do not accept any tender beyond that, then the time will come when our costs will be reduced. We have all got to do it; there is no point in the members of one or two electorates doing this while the others do not.

The time has come when we have got to make our stand. As it is, there is a colossal number of school children—over 5,000 next year—who will have to be housed somewhere or left in the streets. The same thing applies to hospitals. Four years ago there were three No. 1 priority hospitals the erection of which was promised at Albany, Bunbury and Geraldton. Since then we have had hospitals provided at Midland Junction, Pinjarra, Carnarvon and Fremantle, with colossal sums of money set aside for that purpose.

Hon. R. M. Forrest: The plans for the hospital at Geraldton have been prepared.

Hon. L. A. LOGAN: There is only a rough plan; it is not a plan on which a builder could start building. I mentioned that case because I feel that the hospitals to which I have referred are being relegated to the background and this, I think, is mainly due to the other buildings that are going up. The other point I wish to mention concerns railways. Nobody in this House is a greater advocate of railways than I am, but I would draw the attention of the Minister to one aspect, namely, the attempt to recapture the metropolitan passenger trade by the importation of diesels. I suppose I use transport around the city as much as any other member, I use six different routes and travel on trains and buses. When we look at figures dealing with the numbers of passengers transported in the city of a morning, we find they are colossal.

Out of 50,000 or more people who are brought into the city every morning, 3,000 are conveyed by train and the rest by Government and private buses. Of the 82,000 people who went to the Royal Show, 30,000 were conveyed by trolley-

bus and 18,000 by train, almost a thousand and less by train than last year. When we consider that the buses stop at almost every other street and that the railway stations are practically a mile apart, we must realise that it is impossible for even a diesel service to recapture the passenger traffic. Railway stations cannot be provided at every second street. I say that if we are going to spend a large sum of money on diesels in endeavouring to win back the traffic, it will be tantamount to throwing money down the drain. Diesels could be used with advantage on country lines and the number will probably be more than sufficient for that purpose.

I again stress the fact that it is time we called a halt to this colossal expenditure, even if we have to wait a couple of years to get some of the buildings we need. If we get down to earth, contractors will soon realise that they must put in a decent tender, something that can be accepted. At present, Government money is being spent altogether too lavishly, and the Government should put a curb on so that we shall get value for the expenditure in future.

HON. N. E. BAXTER (Central) [8.17]: In supporting the motion, I intend to speak briefly. Looking at the Estimates, I find that the estimated expenditure is nearly £33,000,000, which is in excess of last year's expenditure by some £4,000,000, or practically 12½ per cent. If similar increases are going to happen year after year, we do not know where we shall finish.

I agree with Mr. Logan that the Government must make a stand on the question of expenditure, particularly in regard to buildings and other public works. I find in the Estimates an item for the maintenance of public buildings of £300,000. That might seem to be a relatively small amount, but it is a large proportion of £33,000,000, and that is for maintenance of only a section of the buildings. I know that the Government feels considerable concern about the increasing cost of buildings, particularly schools and hospitals, and that in the matter of education and schools it is reducing some of the building proposals.

However, there is pressure from all over the State for the building of more schools and more hospitals, and lavish ones at that, and at such a time as the present, when costs are so high, this can only have the effect of causing serious financial trouble. The Minister might suggest to the Premier from this House that the department, when calling tenders for building a school, hospital or any other structure, should assess the cost of the building and sit tight on that as the maximum price it is prepared to pay. If the contractors will not tender within that price, building should be deferred

until they come to heel, as they will be bound to do sooner or later. The other day I saw a record of the wages paid to a painter in the country, and the amount was £18 per week, plus £4 2s. 6d. for keep. Certainly, he was a tradesman.

Hon. R. M. Forrest: I paid £38 for a carpenter.

Hon. N. E. BAXTER: But the hon. member does not say whether that was the amount paid per week. Another man was paying £6 per day to plasterers. These people are just having a shot at employers.

Hon. J. McI. Thomson: That is not the fault of the contractors.

Hon. N. E. BAXTER: If contractors are prepared to pay high wages, they must increase their costs.

Hon. R. J. Boylen: They must be getting value for their money or they would not be paying it.

Hon. N. E. BAXTER: One member sides with the contractors and Mr. Boylen says another thing. If the Government assessed the cost and sat on that price when it advertised for tenders, I feel sure that contractors and tradesmen would soon revert to a reasonable figure.

Hon. J. McI. Thomson: But you would not get a tender.

Hon. N. E. BAXTER: I feel sure that contractors would eventually submit a satisfactory price. The Government would be wise to consider sitting on its estimate of costs until such time as contractors are forced to say to their employees, "We cannot get the price from the Government and therefore we cannot pay you so much." I hope the Minister will convey that suggestion to the Government.

HON. W. R. HALL (North-East) [8.22]: I support the motion. I did not intend to speak, but after having read a statement in tonight's "Daily News" regarding the Federal Treasurer, Sir Arthur Fadden, I felt that I must say a few words. The statement reads—

The Federal Government's policy decision on the sale of part of Australia's gold production on the world's premium market has been deferred.

That is a very serious matter for this State.

Treasurer Sir Arthur Fadden said today that the Government was carrying out its undertaking to discuss gold sales policy with representatives of the mining industry, but, at the request of the industry, it had deferred discussion until November 1.

The recent decision by the International Monetary Fund will enable the Government to authorise the sale of part of the current gold production

on premium markets at a price above the fund's fixed price. Some gold-producing members of the International Monetary Fund have already authorised premium sales.

Are we in Western Australia and Australia behind the times in allowing this matter to be deferred while the industry, as well as the people dependent on it, are suffering? I say that it should not be deferred. If something is not done soon, some of the mines that are working on a very low grade of ore will go out of production. I quote a well-known man connected with the mining industry, Sir Massey Green, who said—

It is evident that Australia has not benefited in any way by its membership of the International Monetary Fund, and I hope that the Federal Government will allow its gold producers to sell their gold where they can get their best prices.

South Africa produces about three-fourths of the world's gold and she sells 40 per cent. of her gold on the free gold market and has reaped great benefits over and above the price fixed by the International Monetary Fund. If Australia is allowed to do this, it will save many mines on low-grade from closing down.

Those are very sound statements by a man who knows the ins and outs of the goldmining industry and its ramifications. I rose merely to impress upon the Minister for Mines the very serious position in which the industry finds itself today, and I hope that the Government will leave no stone unturned to get the Federal Treasurer to liven himself up and see what he can do about the industry.

Hon. A. L. Loton: He is indisposed.

Hon. W. R. HALL: Then surely somebody should take his place! Probably Mr. Menzies could take over his portfolios for the time being until this business has been finalised. However, the industry, as well as Sir Arthur Fadden, is indisposed.

There are one or two other matters I wish to mention which, though falling in the Federal sphere, affect the State. One is that of the increased telephone charges, which have risen out of all proportion to the service received. We have to pay more dearly for the use of our telephones and the service, instead of improving, has become worse. In the metropolitan area, some of the lines are overworked, and one has to sit at the telephone dialling a number for half-an-hour and then often without getting it. Perhaps the Minister can arrange for some approach to be made to the Commonwealth to the end that the service may be improved, as it is far from satisfactory.

Another matter is the increase for postal services. Postages have been increased to such an extent that taxpayers now have to find much more money than they did previously. Here again I believe that a better service should be given, particularly in outback parts, where trains and aerial services are few. People on the Eastern Goldfields have nothing whatever to gain by putting a 6½d. stamp on a letter to send it by air mail, except that the letter may be posted up to 5 a.m., but who wants to post letters up to that hour? Nobody, so far as I know. When letters are sent by air from the metropolitan area to the Eastern Goldfields they arrive in the morning, but are not delivered until the train—the old rattler—comes in and the air mail letters are then delivered together with those carrying the ordinary 3½d. postage stamp.

So there is no advantage to be gained from the airmail service, with one exception as I have mentioned. It is high time the Commonwealth tried to give a better service to the people from whom it is levying these higher charges. The same remarks apply to the telegraph system. The charge for a telegram is out of all proportion to the service rendered and today it is often cheaper to post a letter and have it sent by express delivery than to send a telegram, and in many cases a letter sent in that way will reach its destination before a telegram will.

I had occasion recently to take notice of the dining car service between Kalgoorlie and Perth and I would like to know from the Minister what is the revenue received from the dining cars and what is the expenditure on them. It might be a good idea to take one of the dining cars off the Kalgoorlie run and use it on the service to Wiluna where women and children have to travel for about 20 hours with no refreshments at all. I acknowledge that our dining cars have rendered better service to the public since they were taken over by the Railway Department. The staff are efficient but I think the cost must be fairly high in comparison with the revenue earned by that service.

Hon. G. Bennetts: They get it back in the fares.

Hon. W. R. HALL: People do not travel with a view to eating their heads off. They want to get to their destination at the scheduled time. There are refreshment rooms at various points along the route from here to Kalgoorlie and I do not see why the refreshment service should be duplicated. We should have one thing or the other. At present we have the dining cars and refreshment rooms both run by the Railway Department. Passengers on the trans-Australian railway have the cost of their meals included in their fares and I believe the charge for a meal in the dining car should be such that people would patronise that service rather than avail themselves of the refreshment rooms along the

route. Perhaps it would be possible then to eliminate the loss of time due to the shunting on and off of the dining cars at Yellowdine and Cunderdin and run them through the full journey. They are shunted on and off so often that I really forget just where it occurs, but at all events I think the railways should charge a reasonable price for the meals they supply.

Hon. R. M. Forrest: What is the charge?

Hon. W. R. HALL: I know that when travelling by the Westland people are on embarkation at Kalgoorlie compelled to purchase a 5s. meal ticket while for the ordinary dining car service the charge is 4s. 6d. Why the differentiation?

Hon. L. Craig: What is 6d. to you?

Hon. W. R. HALL: It would not mean a button off my shirt, nor would it mean as much to the hon. member but, at the same time, it is a matter of some concern to many of those who patronise our railways.

Hon. G. Bennetts: By purchasing the 5s. ticket you obtain the privilege of having afternoon tea and actually show a profit of 1s.

Hon. W. R. HALL: That is the greatest brain wave I have ever heard of on the part of the railways, but I believe that is right. Afternoon tea is provided for those who desire to partake of it. The train leaves at about 3.30 and I suppose afternoon tea is served at 4 or 4.30 p.m.

Hon. G. Bennetts: You get it all for the 5s.

Hon. W. R. HALL: I am always prepared to buy that meal ticket though I think the trans-Australian rail passengers get a reduction on the State railways as compared with the charge to passengers travelling from Perth to Kalgoorlie. I hope the Minister will give consideration to the points that have been raised, and I would like to know what is the cost of running the dining cars and also the revenue derived from that service.

Hon. E. M. Heenan: The meals are pretty good, at all events.

Hon. W. R. HALL: They are better now than they have been for many years. At one time the passenger had to fill up on pumpkin and cabbage but things are different now. I sincerely trust that some help will be given to the residents of the Goldfields in the matter of water charges. This question has been raised in the House on scores of occasions and I feel that the time is long past when the Government should have given some relief to the Goldfields in this regard. Once again I protest at the cost of water to Goldfields residents.

Hon. G. Bennetts: Would you consider a flat rate throughout the State?

Hon. W. R. HALL: Any rate would be all right, so long as it was a reduction on the present charge. There is no compari-

son between the allowance of water to a resident in the metropolitan area and the allowance to a Goldfields resident. Some concession should be made to the people on the Goldfields who do not enjoy most of the amenities readily available in the metropolitan area.

The price of gold is a burning question on the Goldfields today and I believe the Government should give careful consideration to all matters of vital interest to that industry. The goldmining industry is in a precarious position and some of the large mines in the northern part of my electorate must be finding it very hard to keep going. Something should be done for them before South Africa secures the whole of the free market for gold which it has been exploiting for a number of years now while mining interests in Australia have suffered through our being honest with the International Monetary Fund, of which Australia is a member.

THE MINISTER FOR TRANSPORT

(Hon. C. H. Simpson—Midland—in reply) [8.40]: When introducing this measure I stated that there was no desire to restrict members from speaking on any subject they chose, and that right has been freely exercised. Some of the matters raised have been of a Federal character and in relation to them, in some instances, the State can do very little, but I assure members that all they have said will be referred to the relevant departments. Mr. Murray raised a point with regard to the Kent River saw-mill and I suggest that he should get in touch with the Minister concerned who, I am sure, will give him all the information he requires. Some of the points raised come within the realm of my colleague the Minister for Agriculture and I know he will give them due consideration.

I come now to a matter raised by Mr. Logan who said that 3,000 people came in to Perth by train in the morning and that there was a total of 50,000 entering the city. Those figures were a snap report from a speech made by Mr. Clark, the Assistant Commissioner of Railways (Engineering) and they give a distorted picture of what he actually said. That 3,000 count was the number taken as arriving at Perth station between 8 and 9 a.m. and did not take into account those arriving before that time, who would have constituted a rather greater number. The figure did not take into account the passengers who got off at East Perth or West Perth.

With regard to the 50,000 coming into the city, that is probably a fairly correct estimate, but members should recall that railway traffic to the city covers only about 10 per cent of the area and so it does, in proportion, carry its due measure of the traffic offering. I come now to the decision to order diesel rail cars. That was

not a new order. Actually about 18 months ago there was an order for a number of coaching stock to replace old coaching stock that was just about on its last legs. Later, when the position was further considered, it was decided that instead of getting all the coaches of the steam-driven type, it would be wise to order a number of diesel railcars which could be used in either town or country. They can be run as small units and they are much cheaper than a steam train.

There is something to be said for using our railway lines which, after all is said and done, are already there and the track has to be maintained for taking the country traffic right through to Fremantle and for the running of diesel and other cars in order to transport workers travelling from the city during peak hours when there is great congestion. Also, in using the diesel rail cars to ease the situation, we are minimising the wear and tear on the roads themselves.

During the course of his remarks, Mr. Hall referred to the necessity for expediting action to take advantage of the premium sales on the world free gold market. I think the hon. member is aware that a deputation went to Canberra, before the international monetary conference was held, in order to ascertain whether Australia, with other countries, could obtain relief from the restrictions imposed by the International Monetary Fund. When it was published that that fund would lift the restrictions on premium sales, we again took the matter up with the Commonwealth Government and followed that up with a suggestion that the Gold Buyers' Association either be used in conjunction with the Commonwealth Government or a committee established under the operations of that fund, immediately so that we should get our share of the world premium gold sales.

That matter is under discussion and as the 1st November is only eight days hence, I take it that serious consideration is being given to the proposal and an announcement will probably be made about that date. In the meantime we realise the situation that has developed in regard to goldmining, and we will continue to press for the mines being given the opportunity to receive every benefit from gold sales premiums. The other matters members have dealt with will be referred to the appropriate departments, and I know that they will receive due consideration.

Question put and passed.

Bill read a second time.

In Committee, etc.

Bill passed through Committee without debate, reported without amendment and the report adopted.

Bill read a third time and passed.

BILL—PETROLEUM ACT AMENDMENT.

Second Reading.

THE MINISTER FOR MINES (Hon. C. H. Simpson—Midland) [8.50] in moving the second reading said: A similar Bill has already been introduced to this House so I do not propose to take up members' time by giving another detailed description of the measure. I might explain that with regard to the Bill which passed through all stages here and was referred to another place, a ruling was given that there was a remote possibility of the clause relating to helium entailing a charge on the Crown and therefore, for that reason, the Bill was ruled out of order. As a result, the measure was re-introduced in another place. It has been passed through that House without amendment and it has now been sent to this House. If there is any further explanation required in addition to that already given and which I think most members have heard and understood, I shall be pleased to give it during the Committee stage. I move—

That the Bill be now read a second time.

Question put and passed.

Bill read a second time.

In Committee.

Bill passed through Committee without debate, reported without amendment and the report adopted.

BILL—MUJA-CENTAUR COAL MINE RAILWAY.

Second Reading.

THE MINISTER FOR RAILWAYS (Hon. C. H. Simpson—Midland) [8.55] in moving the second reading said: The purpose of this small Bill is to obtain parliamentary sanction for the construction of a railway line from the Muja siding, which is approximately 13 miles east of Collie, to the Centaur colliery, a distance of 4 miles 14 chains south of Muja. Early last year it became apparent that serious seam disturbances in the Wyvern colliery would appreciably affect the reserves and output of the Griffin Coal Mining Coy.

Drilling on the Muja site commenced in August, 1950, and by April, 1951, 31 bores had been drilled, all but three of which penetrated coal seams. The desire of the company was to commence mining operations before the onset of the 1951 winter season, and to this end construction activities commenced in April. Coal production was begun late in July, 13 weeks after the construction work had started. Production during August averaged 375 tons weekly, while for the past four weeks this has increased to an average of 731 tons per week.

The aim of the company is to produce 25,000 tons of coal by the end of this year, with an output of 500 tons daily with existing equipment. Further trackless equipment is on order and it is hoped that this will be delivered in about nine months. By July next year it is hoped to have two trackless production units in operation and, by working two shifts, to produce 1,000 tons per day. The company is prepared to develop another mine on the present site within the next three to four years. This would be of great assistance in the efforts to meet the ever-increasing demand in this State for deep mine coal.

In its development of the Centaur colliery, the company has received considerable aid and advice from the Government, including financial assistance for the purpose of acquiring equipment, advice by the Geological Survey Branch of the Mines Department, provision of temporary and permanent road access, the drilling of the leases to prove the seams at depth and, as contained in the Bill, the provision of a railway line from Muja to the pit. The question of the transport of coal, bearing in mind the overwhelming demand for this commodity, and the urgent necessity to increase production, was considered at a meeting in July last by the Director of Works, the Deputy Commissioner of Main Roads, the Commissioners of Railways, their Chief Civil Engineer, and the managing director of the Griffin Coal Mining Coy. After very full discussion and examination of all matters involved, this committee agreed that as it would be necessary to construct either a road or a railway line from Muja siding to the colliery and that as haulage by road would entail additional handling costs into railway wagons at the siding, the most satisfactory solution of the transport problem would be to construct a railway line.

Apart from the construction of a 10 span bridge over the South Colliie River, which will be carried out by private contract under the supervision of railway engineers, the terrain presents little difficulty. The necessary materials can be provided by the recovery of rails, etc. from the discontinued Upper Darling Range railway. Necessary labour is being made available by the Public Works Department while, if necessary, the trimming of the formation of the route will be done by the Main Roads Department, thereby obviating the diversion of railway labour from the important Colliie marshalling yards' scheme. It is estimated that the line can be built in four months at a cost of approximately £40,000, this excluding sidings at the mine, which will be the responsibility of the company.

The only private property owners affected by the proposed route are a Mr. and Mrs. W. J. Griggs of Muja who own

locations 1677 and 1678, which together total 362 acres. Mr. and Mrs. Griggs have co-operated very satisfactorily with the Railway Department and have signed an agreement permitting the department to commence construction of the line pending official resumption and determination of compensation.

The seam at Muja is comparatively near the surface and the coal produced has been found suitable for all purposes. It is in use by the Railways Commission and the State Electricity Commission and it is anticipated that the output will assist to tide both departments over the miners' Christmas holiday period. There is no need for me to stress the importance of the coal mining industry to the economy of the State, and the necessity for us to expand our production as quickly and as efficiently as possible. I trust therefore that this Bill will receive favourable consideration. As it is a statutory requirement, I have laid on the Table of the House a plan showing the route of the proposed line, together with a recommendation by the board that the line be constructed. I move—

That the Bill be now read a second time.

HON. C. H. HENNING (South-West) [9.0]: I desire briefly to support the second reading of the Bill and I sincerely hope that the line will be constructed through to the colliery with similar expedition to that with which the company has developed the Muja mine. I was at the opening which was not less than five months after the start of the mine and we were told that on the previous day 431 tons of coal had been taken out. When the mine is in full production it will put us well towards the goal of 1,000,000 tons produced at Collie in the one year. Great credit is due to the company for the way in which it has proceeded with the development of the property and to the mine management and staff. Particularly does that apply to the manager who is Collie bred and trained. Credit is due also to the union and its secretary for the co-operation extended to the colliery management.

The Minister for Railways: Hear, hear!

Hon. C. H. HENNING: Without a doubt the mine would not be producing today were it not for that combined effort. It just shows what can be done when everyone gets together to do something for the benefit of the State. It is a matter for regret that certain land had to be resumed but it is pleasing to know that an amicable agreement has been signed by the parties. I trust that when a settlement is arranged it will be on a fair and equitable basis so that no hardship will be experienced by the settler who has had to surrender land for the purposes of the railway.

Question put and passed.

Bill read a second time.

In Committee.

Hon. G. Fraser in the Chair; the Minister for Railways in charge of the Bill.

Clauses 1 and 2—agreed to.

Schedule:

The MINISTER FOR RAILWAYS: Before we complete the Committee stage I would like to reply to a point raised by Mr. Henning who said he hoped that fair treatment would be extended to Mr. and Mrs. Griggs whose land had to be resumed. We have routed the line as far as possible towards one boundary of their property and we have entered into an arrangement to bulldoze and clear certain land towards another boundary which has been awaiting development for a long time. Mr. Griggs seems to be quite satisfied with the arrangement that has been reached.

Schedule put and passed.

Title—agreed to.

Bill reported without amendment and the report adopted.

BILL—BUILDING OPERATIONS AND BUILDING MATERIALS CONTROL ACT AMENDMENT AND CONTINUANCE.

Second Reading.

Debate resumed from previous day.

HON. E. M. HEENAN (North-East) [9.51]: This is quite a short measure, but one of considerable importance. The main provisions aim at continuing the operations of the principal Act and at increasing penalties. A further amendment deals with anomalies that have developed under the provisions of the Act and which require attention because they enable some of the objects of the legislation to be defeated. I am sure members were very impressed by the complete outline of building operations presented by the Minister in his introductory speech.

The magnitude of the demands which will be placed on the building industry were exemplified by the Minister's statement that the Government has a five-year target in hand for the purpose of building 40,000 homes for the people. In addition, new hotels, and additions to existing licensed premises have to be undertaken to cater for the increased demands by the travelling public. Furthermore, schools, churches, banks, offices and the like have to be built. With the increase in population it is obvious that building operations such as I have outlined will have to be accorded a fairly high priority.

Hon. J. Murray: The Minister gave no indication that there will be any such priority.

Hon. E. M. HEENAN: I drew that inference from the Minister's remarks and I believe such projects will receive attention. For instance, the overcrowding in schools cannot be allowed to continue. As Mr. Henning pointed out, the population of the metropolis is growing at an alarming rate and I am sure it affords little consolation to many of us to hear that the population of Perth, on a pro rata basis, is increasing at a greater rate than that of any other capital city in Australia. That is a phase of our economy that has always given me, as I am sure it has given other members, great cause for alarm. The city of Perth seems to be growing and developing at a rate out of keeping altogether with the development taking place in other parts of the State. That, of course, is not a healthy sign.

For my part, I am sympathetic with members representing the North Province with regard to the hospital at Carnarvon because if the State is to go ahead and cope with the increasing population arriving annually in Australia, and particularly in Western Australia, the outlying parts of the State must receive consideration. Therefore I agree that a hospital in a centre such as Carnarvon is probably greatly needed and that the institution will contribute something towards inducing people to populate the North, in which respect the hospital will be amply justified.

In his speech Mr. Hall outlined the position with respect to the Goldfields and on every possible occasion members representing that part of the State have endeavoured to point out that the present-day situation is causing a great deal of anxiety. I was pleased to hear the Minister say that the parent Act is to continue and that the State Housing Commission will see to it that such materials as are available will be allocated in fair proportions to districts outside the metropolitan area.

That brings me back to the main purpose of the Bill which is to continue the operations of the principal Act. I do not think anyone can argue that the time has arrived when we can afford to discard the legislation. Obviously unless materials are controlled they will be allocated to avenues not consistent with the best interests of the greatest number. The point made by the Minister that impressed me very greatly was that if materials were not controlled the probable result would be that they would be used in the metropolitan area and that the people residing in other parts of the State would not receive as fair a proportion as they would if controls were continued.

Hon. G. Bennetts: I do not think the country areas are now getting what they require.

Hon. E. M. HEENAN: I do not want it inferred from my remarks for one moment that I agree that outlying portions of the State have in the past received an adequate share of the materials available. I impress upon the Minister and on the State Housing Commission the necessity constantly to have in mind the problem of decentralisation and to make sure that all deserving cases in the country areas receive adequate quotas of building materials. I do not want the spectacle of the city becoming more and more unbalanced with people leaving the country areas simply because they cannot obtain homes there and have better opportunities in that respect in the city.

Another feature of the Bill has regard to the increased penalties. I am sure that phase of the measure will cause members grave concern. I never agree with the provision of vicious penalties, but the Minister's remarks to my mind indicated a good case for heavier imposts. Apparently, in the past, penalties have been of such a standard that a lot of people have been prepared to flout the Act and put up with the penalties that have been imposed on them. Seemingly they have been satisfied with the results. That is a most unsatisfactory situation, because the honest person suffers again. We want to protect the honest person who abides by the law and provide penalties of such a standard that they will be a deterrent to people who just break the law. Although the amounts have been greatly increased, no minimum has been fixed, and I think magistrates and judges, who are practised in weighing up the circumstances of each case, will be able to carry out the intention of Parliament in that regard.

I do not think there is much more I need add, except to say that I have been impressed by a circular I have received from the Master Builders' Association of Western Australia, in the second paragraph of which appears the following:—

It is generally agreed by those associated with the building industry that, under present circumstances, there is necessity to continue the Act for a further period.

Hon. H. K. Watson: You are aware that since writing that letter, the Master Builders' Association has expressed itself as being in favour of the complete abolition of all controls.

Hon. E. M. HEENAN: Let me deal with one thing at a time. The concluding paragraph of the circular is as follows:—

The Master Builders' Association claims that the control and distribution of building materials in short supply has been fair and equitable, and the association is definitely of the opinion that while the Act remains in force, the control of such

materials should remain with the controlling authority—particularly as it is known that the policy of the State Housing Commission is to progressively lift controls as the building materials supply position improves, as has already been the case in regard to timber and tiles.

Hon. J. Murray: The policy of the Housing Commission is to look after the Master Builders' Association.

Hon. H. L. Roche: When did they progressively reduce controls?

Hon. E. M. HEENAN: The hon. member can speak in this debate and answer the question himself. After listening to the comprehensive and convincing arguments submitted by the Minister, and after reading this circular, and as a result of my own experience, I have pleasure in supporting the Bill.

On motion by Hon. H. L. Roche, debate adjourned.

House adjourned at 9.19 p.m.

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

QUESTIONS.

FREMANTLE HARBOUR.

As to Further Tests for Pollution.

Hon. J. B. SLEEMAN asked the Minister for Works:

(1) In view of an answer to a question on the 9th October, that he would have samples in the Fremantle Harbour taken that could be done without the services of a diver, is he aware that the Harbour Works have a diver permanently employed?

(2) Is he not also aware that samples of the sludge can be taken without the services of a diver?

The MINISTER replied:

(1) Yes.

(2) Yes.

LABOUR SELECTION CANDIDATES.

As to Permission to Address State Engineering Works Employees.

Hon. J. B. SLEEMAN asked the Minister for Works:

On whose authority, and for what reason, were candidates in the Labour selection ballot for West Province refused permission to address employees at the State Engineering Works, North Fremantle, during their lunch hour?

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