

full particulars regarding any transaction shall be presented to Parliament within 30 days.

In the circumstances it seems to me that if the Bill is to achieve its purpose it should pass in the form in which it is printed, subject to the amendment which the Minister has foreshadowed. I suggest to the hon. Mr. Thomson that he might reconsider his proposal, because I do not see why the Government should not have the final authority in deciding whether it will or will not purchase land for the purpose outlined in the legislation. The rights of other citizens are not affected in this instance. It seems extraordinary to me that as the Government can buy various commodities ranging in price from £10 to £10,000,000, without having to come to Parliament for approval, it is necessary to have this Bill at all.

The Hon. J. M. THOMSON: My amendment does not, and nor does it intend to, remove from the Minister the authority to have the final say. The Committee can only recommend, and I think the amendment will safeguard the position and will not cause any delay. What effect would this amendment have had on the discussion to which the Minister referred? The two or three days which the committee would take to deal with it would not have had any effect on whether that industry would establish itself in Western Australia. I think these matters should still be referred to a committee.

*Amendment put and negatived.*

The Hon. J. M. THOMSON: As my previous amendment was defeated, I will not proceed with the other.

The Hon. F. J. S. WISE: I move an amendment—

Page 3, line 23—Add after the word, "applicant," the following subsection—

(8) Where in exercise of the power conferred on him by subsection (1b) of section eleven of this Act the Governor purchases land for the purposes of this Act, or where the Governor transfers or grants a lease of land so purchased, the Minister shall, on or before the expiration of thirty days after the purchase, registration of the transfer, or execution of the lease, lay or cause to be laid on the table of each House of Parliament a report containing true particulars of the purchase, transfer, or lease of the land, including a description of the vendor, the land, the consideration, or the rent reserved, but if Parliament is in recess the Minister shall lay the report or cause it to be laid on the table of each House of Parliament within thirty days of the next sitting day of Parliament.

The Hon. A. R. JONES: Is it intended that the papers shall be laid on the Table of the House within thirty days of the commencement of the session, or for a period of thirty days?

The Hon. F. J. S. WISE: If the House is not sitting, all transactions which have occurred since the House rose will be tabled immediately the House sits; and if the House is sitting, any transaction which takes place will be tabled within 30 days of its having taken place and will lie on the Table of the House until the House rises, as all other papers do.

*Amendment put and passed; the clause, as amended, agreed to.*

*Title—put and passed.*

Bill reported with amendments and the report adopted.

*Third Reading.*

Bill read a third time and returned to the Assembly with amendments.

*House adjourned at 6.13 p.m.*

## Legislative Assembly

Friday, the 28th November, 1958.

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The SPEAKER took the Chair at 2.15 p.m., and read prayers.

## QUESTIONS ON NOTICE.

## NORTH-WEST.

## Special Commonwealth Grants.

## 1. Mr. BRAND asked the Premier:

(1) On what date was the State Government officially advised of the decision of the Commonwealth Government to make a special grant of £2,500,000 available for development of the North-West?

(2) What part of this grant had been expended as at the 30th June, 1958?

(3) What amount will have been expended as at the 30th June, 1959?

(4) Has the State Government been officially advised of the decision of the Commonwealth Government to make available a further special grant of £2,500,000 for North-West development?

(5) Will this mean that from now on £1,000,000 of Commonwealth money will be available annually for North-West development during the currency of the special grant?

(6) Has the State Government agreed to match for the first Commonwealth grant £ for £ as foreshadowed by the Premier in his statement broadcast by the A.B.C. news service on the 28th November, 1957?

(7) What projects for use of the Commonwealth money have already been submitted to and approved by the Commonwealth Government?

(8) Has work been started on any of them; and, if so, what stage has been reached in the construction of each of them?

(9) What projects are under consideration by the State Government for use of the second grant of £2,500,000?

Mr. HAWKE replied:

I ask that this question be postponed.

## Expenditure of Loan Money.

2. Mr. BRAND asked the Minister representing the Minister for the North-West:

What amount of loan money has been spent in the North-West in each of the last four years?

Mr. KELLY replied:

Expenditure from loan funds for various undertakings—

	£
1954-55	111,660
1955-56	209,829
1956-57	264,017
1957-58	321,758
	<u>£907,264</u>

Expenditure from loan funds on rehabilitation of shipping fleet—

	£
1954-55	721,325
1955-56	490,967
1956-57	1,164,225
1957-58	910,429
	<u>£3,286,946</u>

No. 3. This question was postponed.

## TAMBELLUP SCHOOL.

## Provision of Septic System.

4. Mr. WATTS asked the Minister for Education:

(1) Referring to questions asked some weeks ago, has an estimate of the cost of providing a septic system for the Tambellup school yet been made?

(2) If so, have the local people been advised?

(3) If not, when will the estimate be available?

(4) If the answer to No. (2) is in the affirmative, will he state the amount?

Mr. HAWKE (for Mr. W. Hegney) replied:

- (1) No.
- (2) See reply to No. (1).
- (3) About the end of next month.
- (4) See reply to No. (1).

### AVON RIVER.

#### *Expenditure on Improvements.*

5. Mr. MAY asked the Minister for Works:

(1) What amount of money was made available by the Government in connection with the improvement of the Avon River in the vicinity of Toodyay and the Avon and Mortlock Rivers at Northam?

(2) What special circumstances, if any, justified such expenditure?

Mr. TONKIN replied:

(1) Expenditure, which was specially recommended by the Avon Valley Zone Development Committee, is as follows:—

1957-58—£9,480 expended.

1958-59—£7,000 allocated.

(2) The steadily increasing risk of the breaching of levees at Northam and the possible damage to an extensive closely built on area, and interruption to essential services. At Toodyay the improvements, while benefiting the town generally, have greatly reduced possible interruption to essential services, including both road and rail bridges.

### COLLIE WATER SUPPLY.

#### *Financial Operations for Year Ended the 30th June, 1958.*

6. Mr. MAY asked the Minister for Water Supplies:

Will he supply the figures covering the operations of the Collie Water Supply undertaking for the financial year ended the 30th June, 1958?

Mr. TONKIN replied:

Yes. The revenue account is as follows:—

	1957-58.
	£      £
Accrued Income—	
Rates, water charges, etc. ....	30,287
Operating Expenses—	
Pumping maintenance of mains, reticulation and services generally. Local management, etc. ....	9,135
Water ex Wellington Dam ....	8,927
Administrative expenses ....	3,992
Total operating expenses ....	22,054
Surplus on operating ....	8,233
Interest charges ....	7,314
Sinking Fund contributions ....	3,250
	10,564
Net deficiency ....	£2,331

No. 7. This question was postponed.

### METROPOLITAN TRANSPORT TRUST.

#### *Figures Relating to Take-over of Metro Buses.*

8. Mr. COURT asked the Minister for Transport:

With reference to the answer given to part (4) of question No. 18 on the 26th November, 1958, regarding the consideration received by Metro Buses Pty. Ltd., would he please reconcile the figures of £843,288 with the figures of £704,149 for the shares, and £275,535 for freehold properties advised by the company to shareholders?

Mr. GRAHAM replied:

The chairman of the Metropolitan Transport Trust advises that the figures £704,149 for the shares and £275,535 for freehold properties were not advised by Metro Buses Pty. Ltd. to shareholders. These figures were advised to the shareholders of Metro Industries Ltd. which company owned portion of the shares in Metro Buses Pty. Ltd. and the freehold properties which had been acquired for and used by the bus undertaking.

### YARLOOP SCHOOL.

#### *Installation of Septic System.*

9. Mr. I. W. MANNING asked the Minister for Education:

(1) Is he aware that parents with children attending the Yarloop school are concerned for the health of their children, because of the unpleasant odour issuing from the school latrines, which are situated in close proximity to the class-rooms?

(2) Have funds yet been set aside for the installation of a septic system at this school?

(3) When will the installation of the septic system be undertaken?

Mr. HAWKE (for Mr. W. Hegney) replied:

(1) and (2) Yes.

(3) See reply to No. (2).

I might add that the subject matter of this part of the question will receive consideration when next year's loan allocations are to be decided.

### ELECTRICITY SUPPLIES.

#### *Charges for Domestic Lighting and Power.*

10. Mr. ROBERTS asked the Minister for Works:

What is the amount charged by the State Electricity Commission for domestic lighting and power to householders with 500, 750, 1,000, 1,250, 1,500, 1,750, 2,000 square feet of basic area in—

(a) metropolitan area;

(b) country areas;

for each 20, 40, 50, 100, 250, 500, 750, 1,000, 1,250, 1,500 and over, units of electricity consumed?

Mr. TONKIN replied:

The question does not supply sufficient information to enable a calculation to be made. The appropriate rate schedules are attached.

#### Schedule of Charges for Electric Current. Metropolitan Area.

As from the 15th September, 1953.

##### Table 'A' Lighting:

- First 100 units per month—6.65d. per unit.
- Next 500 units per month—6.15d. per unit.
- Next 4,400 units per month—5.15d. per unit.
- All over 5,000 units per month—4.15d. per unit.

##### Table 'B' Industrial Power:

- First 200 units per month—3.65d. per unit.
- Next 4,800 units per month—3.15d. per unit.
- Next 50,000 units per month—2.65d. per unit.
- All over 55,000 units per month—2.05d. per unit.

##### Table 'C' Domestic Power:

Private residences and purely residential flats only—not hotels, boarding houses or residences partly for business—2.65d. per unit.

##### Table 'D' Combined Domestic Lighting and Power:

For domestic purposes only—does not include flats, boarding houses, hotels or residences used partly for business.

For every 100 square feet of basic area 2½ units per quarter (¾ unit per month) are charged at the Lighting Rate; all the balance at the Domestic Power Rate.

A fee of 7s. 6d. for inspecting, making plan and determining the basic area, to be paid on applying for this rate.

##### Table 'E' Combined Commercial Lighting and Power:

Lighting and power for shops, offices, warehouses, theatres, public buildings, State and Commonwealth buildings and hospitals, or where light and power mains are not separate.

- First 50 units per month—7.65d. per unit.
- Next 950 units per month—6.65d. per unit.
- Next 1,000 units per month—5.15d. per unit.
- Next 3,000 units per month—4.15d. per unit.
- Next 50,000 units per month—3.15d. per unit.
- All over 55,000 units per month—2.05d. per unit.

#### Floodlighting:

4.15d. per unit.

All consumers to be charged one or another of the above rates. Each and every point of supply shall be taken separately for assessment on the above rates.

No master meter rents charged.

#### Minimum Charge:

A minimum charge of 3s. 4d. per month (10s. per quarter) will be made.

#### South-West Power Scheme.

As from the 21st September, 1953.

First 24 units per month—7.31d.

Next 24 units per month—4.31d.

Next 4,952 units per month—3.31d.

All over 5,000 units per month—2.31d.

#### Minimum Charge:

3s. 4d. per month.

No master meter rents charged.

Sub-meter rental charge—6d. per meter per month.

All accounts rendered quarterly.

### WAR SERVICE LAND SETTLEMENT.

#### *Carrying Capacity of Sheep Properties.*

11. Mr. WATTS asked the Minister for Lands:

(1) Was 900 sheep the number required to be carried by a war service land settler before he was asked to meet full commitments?

(2) Has any change recently been made in this number?

(3) If so, is the settler expected to carry the extra sheep so as to make up the deficiency caused by lower product prices?

(4) If 900 sheep was the maximum capacity of the property previously, how is it possible to successfully carry more than 900 sheep on the same property?

(5) If the answer to No. (3) is in the affirmative, was the change brought about as the result of—

(a) a ministerial direction;

(b) a Commonwealth requirement; or

(c) a local departmental decision?

(6) What will be the effect of such rearrangement on the promised writing off of revenue debts that could not be made under the system previously prevailing?

(7) Will he have the position reconsidered?

Mr. KELLY replied:

(1) It was when commodity prices made this possible.

(2) Yes.

(3) No.

(4) It is not, unless the pastures have improved.

(5) Answered by No. (3).

(6) The basis of the assessment policy has not altered in regard to the writing-off of revenue debits. Commitments fluctuate with the prices of products whilst the carrying capacity is the factual carrying capacity.

(7) There is no need for reconsideration.

### **NARROGIN AGRICULTURAL HIGH SCHOOL.**

#### *Additions, and Position of Surplus Students.*

12. Mr. W. A. MANNING asked the Minister for Education:

(1) In view of the fact that there are 70 applications for 24 vacancies at Narrogin agricultural wing of the Agricultural High School, does he propose making an urgent start on the proposed new dormitories?

(2) If not, does he intend to—

(a) refuse agricultural education to the overall surplus of applicants;

(b) transfer some students to schools where the training does not cater for their needs?

Mr. HAWKE (for Mr. W. Hegney) replied:

(1) No.

(2) (a) and (b). It does not necessarily follow that all applicants will have the necessary qualifications for admission. It may be possible to offer those not selected for Narrogin, places in other agricultural schools. It is for the applicants to decide whether they will accept these places.

### **ROBBS JETTY.**

#### *Strike of Slaughtermen.*

13. Mr. NALDER asked the Minister for Agriculture:

(1) Was the report correct that slaughtermen from Robbs Jetty went on strike on Tuesday afternoon?

(2) What were the reasons for the strike?

(3) Has any action been taken to remedy the cause and thus obviate a repetition?

Mr. KELLY replied:

(1) The slaughterman ceased work at lunchtime on Tuesday because there were insufficient Commonwealth meat inspectors to inspect the output of which the men were capable.

(2) The men concerned are export mutton slaughtermen paid by results and the shortage of inspectors reduced their earning power. Work proceeded normally next morning.

(3) The matter is one for the Commonwealth Department of Primary Industry to which the position has been represented.

### **MILK BOARD.**

#### *Advertisements in Newspaper "Labor."*

14. Mr. ROBERTS asked the Minister for Agriculture:

How many square inches of space were utilised by Milk Board advertisements in "Labor" the newspaper being the official organ of the Australian Labor Party (W.A. Branch) in each of the following cases:—

(a) Advertisement appearing in the July, 1956, issue, costing £14 8s.?

(b) Advertisement appearing in the August, 1956, issue, costing £15 6s. 2d.?

(c) Advertisement appearing in the September-October, 1956, issue, costing £14 8s.?

(d) Advertisement appearing in the November-December, 1956, issue, costing £14 8s.?

(e) Advertisement appearing in the special Federal election issue, 1958, costing £100?

Mr. KELLY replied:

(a) 31.5 square inches.

(b) 32.81 square inches.

(c) 32.81 square inches.

(d) 32.81 square inches.

(e) 112.625 square inches.

### **ARMADALE HIGH SCHOOL.**

#### *Increase in Status.*

15. Mr. WILD asked the Minister for Education:

(1) Is he aware that the anticipated attendance at the Armadale High School in 1959 will approximate 1,200 students?

(2) Has consideration been given to increasing the status of this school to a five-year course?

Mr. HAWKE (for Mr. W. Hegney) replied:

(1) No. The anticipated enrolment at Armadale High School in 1959 is 900.

(2) No. The numbers offering for post junior courses do not warrant it.

### **QUESTIONS WITHOUT NOTICE.**

#### **NORTH-WEST.**

##### *Special Commonwealth Grants.*

1. Mr. BRAND asked the Premier:

Will he be able to give an answer on Tuesday to question No. 1 as to finance to be made available to the North-West?

Mr. HAWKE replied:

Yes; I certainly hope so. The announcement regarding the extra grant was made during the currency of the Federal election campaign. The only information we have is a brief telegram from the Prime Minister which was sent, I think, the next day, or the following day. We are in touch with the Commonwealth Treasury

Department through our own State Treasury officers seeking more information. That is the reason why the replies to the Leader of the Opposition's questions have been delayed.

### ROBBS JETTY.

#### *Strike of Slaughtermen.*

2. Mr. NALDER asked the Minister for Agriculture:

Did I understand the Minister to say in giving his answer to question No. 13 on the notice paper that representations have been made to the department of primary production with the object of overcoming the problem, so that this trouble will not be repeated through the lack of inspectors?

Mr. KELLY replied:

Yes; representations have been made.

### BILLS (3)—THIRD READING.

1. Road Closure.

2. Traffic Act Amendment (No. 2).

Transmitted to the Council.

3. Traffic Act Amendment.

Returned to the Council with amendments.

### INDUSTRY (ADVANCES) ACT AMENDMENT BILL.

#### *Second Reading.*

THE HON. L. F. KELLY (Minister for Lands—Merridin-Yilgarn) [2.32] in moving the second reading said: This is a very short measure, but its size does not mean that it lacks importance. Only towards the end of last week did the circumstances affected by this Bill come to the notice of the Rural and Industries Bank.

The Bill actually sets out to amend the Industry (Advances) Act, 1947, wherein the definition of "industry" is related to Section 6 of the Rural and Industries Bank Act, 1944, which reads as follows:—

"Industry" includes every trade, or business, or form or branch of productive labour, or other activity having for its object the production or manufacture of marketable products or things.

It is significant that for a period of 14 years that wording was deemed to be all that was necessary in transactions that came within the purview of this Act. In the past, this definition has been interpreted very widely, and guarantees have been given for activities which the Government considered worthy of assistance. Over a period of time this Act has been called into operation on many occasions.

The Prudential Assurance Co. Ltd. had agreed to the Government's guarantee of £250,000 to assist in the Building of Canterbury Court; but all of a sudden the Government was informed that the company's

solicitors had come to the conclusion that the guarantee offering under this Act, worded as it is, was no longer of any use and therefore was not acceptable to the company.

The effect of this has been to place the completion of the building of Canterbury Court in jeopardy. The Government approached the Solicitor-General, who considered that, although it is a debatable point, the definition I quoted should be interpreted in accordance with its latter words, "the production or manufacture of marketable products or things." However, as these words narrow the meaning of the definition, the Solicitor-General recommended that the principal Act be amended in accordance with the provisions contained in this Bill.

It is very evident that arguments cannot be allowed to develop on this narrow interpretation of the word "industry" which so drastically restricts the Government's power to direct the Rural and Industries Bank to make advances or issue guarantees. For instance, it would disqualify such bodies as the Trustees of the Wheat Pool, who annually conduct barley and oats pools, which are financed by guarantees.

This year's guarantees are on the point of issuing; and, as a matter of fact, one of the two has already been issued. The present interpretation would also have a restricting influence on any cultural activity such as the National Theatre; and the course in that direction could be very adversely affected.

Therefore, the amendment sets out to do two things. Firstly, it will validate actions of the past, some of which are parallel to those which I have enumerated; and, secondly, it will give the Government power to make advances to or guarantee any industry or activity, whether related to industry or not, but considered by the Treasurer as worthy of assistance. I move—

That the Bill be now read a second time.

On motion by Mr. Roberts, debate adjourned.

#### *Message.*

Message from the Lieut.-Governor and Administrator received and read recommending appropriation for the purposes of the Bill.

### MINE WORKERS' RELIEF ACT AMENDMENT BILL.

#### *Second Reading.*

Debate resumed from the previous day.

MR. BOVELL (Vasse) [2.37]: This Bill if I interpret it aright—and I have not had the opportunity of perusing the Minister's speech, although I listened attentively to it—extends the provisions of the

Mine Workers' Relief Act relating to asbestosis of the lungs to cover any dusting of the lungs. Hitherto the Act only referred to silicosis and tuberculosis.

As far as I can see no legitimate objection can be raised to extending the conditions to cover asbestosis; but the Bill also includes the onset of asbestosis, and any particular case commenced before the introduction of the Bill.

I would like the Minister to clarify the position in regard to the number of cases which are known to include asbestosis of the lungs. Perhaps he could give the House some statistics regarding this disease which would be informative and show how far-reaching the Bill might be.

**MR. WILD (Dale) [2.39]:** I wish to apologise to the Minister for being out of the House when this Bill came forward. However, as hon. members are aware, the measure was introduced only yesterday and at my home I endeavoured to find in the latest Webster's Dictionary the meaning of the word "asbestosis," but was unable to do so. When I come into the House I like to know what I am talking about. I went out to ring up to ascertain whether someone outside the House could tell me what it means. I think the average man knows what it means. It is the dusting effect on a man who works in an asbestos mine. But the word does not appear in the latest edition of Webster's Dictionary.

**Mr. Moir:** It is in the medical dictionary.

**Mr. WILD:** Yes. The Bill seeks to cover men who are working in the asbestos mines at Wittenoom Gorge—and, I presume, at any other place where asbestos may be mined from time to time. I understand that when these men have been examined, the medical fraternity have found three or four of them who have been suffering from a complaint which is slightly foreign to medical history. The complaint is not the same as the normal pneumoconiosis, or silicosis, but is something which has been observed over the last four or five years. The medical men seem to think that the disease, in the three or four cases that have been discovered, is a latent result of conditions that the men experienced at some time in their lives when working in mines where silica dust was in evidence.

However, the object of the Bill is to bring the men who apparently have this new disease, asbestosis, within the scope of the Act. In the future, men who work in the asbestos mines and who suffer from this disease will be looked after. The Bill is only a small one but it will mean much to those engaged in the industry. I feel, therefore, that there is every justification for bringing these men within the scope of the Act. I support the second reading.

**MR. BICKERTON (Pilbara) [2.42]:** I wish to associate myself with the remarks that have been made on the Bill, and to

commend the Minister for bringing down a measure which will, in effect, bring asbestosis sufferers into the same position as sufferers from silicosis, so far as the Act is concerned.

The asbestos industry is an important one to Australia, and extremely so to the North-West of this State. We feel that those who work in the industry form an important portion of the population of the North-West. The Minister is to be commended for getting on to this matter so quickly and providing for these people to be treated under the Mine Workers' Relief Act, the same as are the suffers from silicosis.

**MR. EVANS (Kalgoorlie) [2.43]:** I, too, support the Bill. Earlier in the session the condition of workers in the asbestos mining industry was brought to my attention by the Workmen's Inspector of Mines at Kalgoorlie (Mr. Jack Kelly). He requested me to ask certain questions of the Minister. I understand that for quite a while some concern has been expressed at the incidence of asbestosis. Therefore, having asked the questions I was favourably impressed to find that the Government had taken the initiative and introduced a Bill to extend the coverage which is available under the Mine Workers' Relief Act to workers in the asbestos industry.

The purpose of the measure is to provide relief for workers suffering from asbestosis as well as to grant relief to miners in the goldmining industry, who suffer from pneumoconiosis and silicosis. I feel sure the workers in Kalgoorlie—those miners who contribute to the fund, and who are eligible to benefit from it—will be only too happy to see their colleagues in the North-West come under the legislation; but there is one point that must be considered, and that is that proper medical supervision must be provided to see that there is what might be termed fair jurisdiction maintained when workers, who go up for examination, claim they are due for benefits under the Act. This situation must be carefully watched by the Mines Department.

**MR. O'BRIEN (Murchison) [2.46]:** I support the Bill. As one who was for many years in the goldmining industry, I realise what can happen to a miner. He can develop different complaints. Fortunately, only this morning I received a certificate from the chest hospital in Perth to say that I was O.K. I am pleased to be in that state of health; and I hope I shall remain for many years behind the Labour Government and the Minister for Mines, who presented the Bill, so that I may support them.

This measure will help to protect those unfortunate individuals who have, through their industry, suffered from asbestosis, silicosis, or whatever other "osis" it might be. If they did not suffer from one of

these complaints, it would be "fracturosis," because no matter what a man does in the goldmining, or any other mining industry, he suffers plenty of disabilities.

Not all members of the Opposition realise the hardships that exist in the mining industry. As the hon. member for Pilbara has said, people in this industry go outback to earn their living and to open up the country. They deserve at least what this Government is prepared to give them. The Government is proud to introduce a measure to give them this assistance to which they are justly entitled.

Question put and passed.

Bill read a second time.

### *In Committee.*

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

### *Third Reading.*

Bill read a third time and transmitted to the Council.

## **CITY OF PERTH SCHEME FOR SUPERANNUATION (AMENDMENTS AUTHORISATION) BILL.**

### *Second Reading.*

MR. HEAL (West Perth) [2.51] in moving the second reading said: The Perth City Council desires to have three amendments made to the present legislation. The first amendment contained in the measure deals with female workers. Under the present superannuation scheme a female worker can retire only at the age of 65 years to derive benefit from the scheme. The amendment provides for three stages at which retirement can take place.

It is unusual for female workers to remain in a position until they reach the age of 65 years; and that is why the Perth City Council believes this amendment will be helpful to it. It provides that, if they so desire, female workers can elect to retire at 55 years of age, 60 years of age, or 65 years of age. Of course they have to elect, when they begin contributing to the scheme, at which age they wish to retire and the contributions vary accordingly, as set out in the Bill.

The second amendment sought by this measure relates to widows' benefits. At present there are quite a number of officers of the Perth City Council, who, when they commenced contributing to the superannuation scheme, overlooked the opportunity of paying in a little extra to secure the widow's benefit. The amendment seeks to allow them, if they so desire, to make application and commence contributing to that scheme. Naturally, contributions under those circumstances will be

greater than they would have been had the payments been commenced earlier, and arrears will have to be paid. This is a most desirable amendment.

The last amendment contained in the measure provides that in 1964, and every tenth year thereafter, the board shall report to the council what would be the effect on the fund of wages employees who had not taken out the maximum number of units, desiring to do so. The board would have to examine the position and report to the council which, in view of the state of the fund, could then decide whether to allow the employees concerned to take out a greater number of units.

The Premier has examined the preamble of the measure, and I have given a copy to the Deputy Leader of the Opposition. If they have no objection to the measure, I would seek the assistance of the House in having it passed through all its three stages today. A letter, dated the 4th November, 1958, which I received from the Town Clerk, reads as follows:—

I attach herewith a draft of a proposed amendment to the City of Perth Superannuation Scheme for the purpose of making the scheme conditions a little less rigorous for female officers, as the present conditions of the scheme only provide for a retirement of any contributor to the scheme at the age of 65 years.

It is felt that it is most unusual for female officers to remain in employment until they attain the age of 65 years and therefore are under a disability inasmuch as they are required to stay in the service to that age before any superannuation benefits may accrue. The Council feels that—

(a) providing they have completed not less than 10 years' total service and retire by reason of permanent ill health or infirmity and that they have made an annual contribution of not less than £8 per centum of their annual salary, they may retire at the age of 55 years and receive superannuation benefits; or

(b) that they may retire at the age of 60 years provided that their contribution is not less than £6 per centum of their annual salary; and

(c) they may retire at the age of 65 years provided they have paid not less than £4 per centum of their annual salary.

It may be appreciated that this gives a scale of contribution appropriate to a contributor electing to retire at 55, 60 or 65.

The council also feels that there is a number of officers who did not appreciate the wisdom of contributing for widow's benefit and who now desire to do so, and the proposal is to amend the scheme in order that any



officer who has not contributed for widow's benefit may be permitted to do so by increasing his contributions to include widow's benefit and to pay the amount of arrears of contributions that would be payable had he elected to include widow's benefit on first becoming a contributor.

There is a further amendment which will provide that in the year 1964 and every tenth year thereafter, the Superannuation Fund Board shall report to the council the effect on the Superannuation Fund of permitting wages employees who have not taken up the maximum number of units of pension which they are entitled to do under the Scheme, should they decide so to do. The Council would then be in a position to judge whether the Superannuation Fund Scheme as a whole would be detrimentally affected from an actuarial point of view if all its wages employees take up the maximum number of units at the rates provided for in the scheme, and if the scheme would not be detrimentally affected then the council would be authorised to agree to accept contributions from its wages employees entitling them to the maximum unit benefit.

If the amendment of the scheme previously made relating to this matter is examined, it will be noted that wages employees are entitled to take up a number of units to a maximum of five at various rates of contributions fixed by conditions relating to their length of service. The real effect of this provision is to ensure that wages employees would be able to receive superannuation fund benefits up to an amount which would not prejudice the amounts received by them under the old age pension provisions of the Commonwealth.

I move—

That the Bill be now read a second time.

**MR. COURT** (Nedlands) [2.59]: The hon. member for West Perth has adequately explained the provisions of the measure and the objectives of the Perth City Council. He has made it clear that the Bill has the approval of the Government, and I have ascertained that it has the support of the full council of the City of Perth. For those reasons, the Opposition thinks this is a desirable measure. We give it our support.

Question put and passed.

Bill read a second time.

#### *In Committee.*

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

#### *Third Reading.*

Bill read a third time and transmitted to the Council.

### **LOCAL COURTS ACT AMENDMENT BILL.**

#### *In Committee.*

Resumed from the previous day. Mr. Sewell in the Chair; Mr. Marshall in charge of the Bill.

#### *New clause:*

The CHAIRMAN: Progress was reported after the following new clause had been moved by Mr. Marshall:—

Page 2—Add the following to stand as Clause 2:—

(2). Section sixty-four of the principal Act is amended by substituting for the word, "Act" in line six of subsection (2), the word, "section."

Mr. NULSEN: The only reason why these amendments are necessary is to enable the Bill to be printed correctly; in other words, they are merely printing errors that require adjustment. I have spoken to the Hon. E. M. Heenan, who introduced this Bill in another place, and he has no objection to the amendments. As the Bill reads at the moment, it seeks to amend the subsection of an Act. That is not possible, and it should read "subsection (1) of this section."

*New clause put and passed.*

#### *New clause:*

Mr. NULSEN: I move—

Page 2—Add the following to stand as clause 3:—

3. Section ninety-one of the principal Act is amended by substituting for the word, "twenty" in line two, the word, "fifty."

In the Bill the clause reads that Section 99 shall be amended, but it should be Section 91, and this amendment is designed to rectify the error in order that the Bill may be printed correctly.

*New clause put and passed.*

*Title—put and passed.*

Bill reported with amendments and the report adopted.

#### *Third Reading.*

Bill read a third time and returned to the Council with amendments.

### **LICENSING (POLICE FORCE CANTEEN) BILL.**

#### *Council's Amendments.*

Schedule of two amendments made by the Council now considered.

*In Committee.*

Mr. Sewell in the Chair; the Hon. E. Nulsen (Minister for Justice) in charge of the Bill.

No. 1.

Clause 6, page 2, line 21—Insert after the figures "1892" the words "for the use of Members of the Police Force of Western Australia, accredited members or officials of other Police Forces, and such visitors as may be approved by the Commissioner of Police from time to time."

Mr. NULSEN: I move—

That the amendment be agreed to.

This amendment is designed to give the Commissioner of Police a little more power in the control of the police canteen. It enables visitors to use that canteen.

Mr. BRAND: We on this side support the Council's amendment. Some difficulty could arise, after the establishment of the canteen, over its use. The amendment will give the commissioner a little more control over it, particularly over visitors. It is rather impracticable to suggest that the Police Force should have a canteen but visitors should not be permitted to use it. This amendment would permit members of the force to hold social nights and invite their families and friends.

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

No. 2.

Title—Delete all words in the title from and including the word "extend" down to and including the word "authorising", and substitute the word "authorise."

Mr. NULSEN: I move—

That the amendment be agreed to. It is merely a consequential amendment to the title.

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

Resolutions reported, the report adopted, and a message accordingly returned to the Council.

## ANNUAL ESTIMATES, 1958-59.

### *In Committee of Supply.*

Debate resumed from the 30th October on the Treasurer's Financial Statement and on the Annual Estimates, Mr. Sewell in the Chair.

*Vote—Legislative Council, £9,675:*

MR. BICKERTON (Pilbara) [3.20]: I have listened with considerable interest to various hon. members discussing matters on the Estimates and also when debating on the Address-in-reply. I found that in the main there was one noticeable similarity, in that they dealt with only half the

State of Western Australia. Whilst this is quite understandable, it illustrates how easy it is for us to think of Western Australia as Western Australia plus the North-West. Therefore it is equally easy to understand people in other parts of Australia looking upon the northern areas of this country as just so much desert.

Even if I had the ability to do so, I doubt whether I could convince the latter group of the necessity to take an interest in that area, but I feel it will do no harm to re-acquaint hon. members with the fact that there is a northern part of their State.

Mr. Roberts: I think we are all conscious of that.

Mr. BICKERTON: I am pleased to hear that. The North-West presents so many problems that it would be impossible for one individual to deal with them in a lifetime. When one set of problems is overcome, invariably another arises. Therefore it can hardly be expected that one back-bencher can achieve what statesmen, politicians, and leaders have failed to do for many years.

However, having decided that certain potentials do exist in the North-West, it is obvious that money must be made available for the exploring and exploitation of such potentials. Whether that money comes from the taxpayer via Governments or from consumers via private enterprise is possibly a matter of circumstances and considered opinion. Personally, I believe that there are advantages in both.

I feel that the undeveloped areas of this country, and particularly the northern ones, will never be developed under a conservative Government. When I say a conservative Government I mean a conservative-thinking Government. To get these areas moving, it is necessary to have a progressive—and even, perhaps, an aggressive—Government. The Western Australian Government is giving the North-West more than its share—taken on a population basis—of the money available. However, I feel that the Government realises, more than I do that much more is required to provide the North-West with certain essentials to enable it to be a place where people will choose to live.

That extra money can come only from the Commonwealth Government. I have heard hon. members say that the Commonwealth Government is criticised too much for the lack of finance for developmental projects. But when the Federation was created, the body that was put there to govern the country must surely have been prepared to accept criticism levelled at it by the States, and any Government which is in a position to win sufficient seats to form itself into a Government in the House of Representatives must surely realise that there are portions of this country that will

need greater assistance to develop. This applies to any Government, no matter what its political colour.

When I say that a progressive Government is needed for these areas, I really mean a Government which realises that the North-West must necessarily be run at a loss. I know that it is being run at a loss at the moment, and that state of affairs must continue for a long time. The productive areas must be prepared to carry the non-productive areas until such time as they themselves are productive, and that may take a long time.

The sooner a realistic view is taken of this problem, the better. Any Government that endeavoured to develop these areas on the "pay as you go" system would only succeed in making the situation worse. What is needed is a term of hire-purchase, or time payment, although that may have many difficulties. But in the North-West, we do need a system of long terms and extended terms, with no definite dates for repayments, until the development of these areas is assured. The only security that is obtainable from these areas is in the space of 500,000 square miles in which 10,000 people are prepared to live where no-one else is interested in living.

The only way to approach the problem of the North-West is from the practical point of view. I say that because I do not consider that I have the ability to view it on a purely technical basis; and at this stage I do not think it should be considered on a technical basis. There has been a lot of technical research carried out and Australia is chock-a-block full with all the technical information that may be required.

We should firstly ask ourselves: "Do we want the north of Australia?" I think that we can assume that we do. So the next problem is: How are we going to hold it? I feel that if one had the task of putting before an unbiased body—if such a thing exists in this world—a case as to why we should hang on to the northern areas, it would be difficult for it to justify our keeping them, considering the lack of progress and population in such areas. And yet that is the only way we can retain the North—by developing it and making it so attractive that people would go there to live.

With finance granted through the Commonwealth Government, the industries already established could be expanded considerably. One of these that comes to my mind is the manganese industry. I feel that this is restricted at the present time because of the lack of export facilities—particularly at Port Hedland. At the moment, boats of only a limited capacity—no more than 4,000 tons—are able to enter the port. I realise that investigations will have to be undertaken before that situation can be remedied and the "S" bend channel will have to be straightened before bigger ships are able to be accommodated.

There is also the question of whether this would result in sitting at Port Hedland, so requiring a dredge to be stationed there permanently. I would request that full investigations be made. I asked a question in this House some time ago regarding what is being done in relation to Port Hedland with the object of accommodating bigger ships. At present the Government is working on the provision of a second berth. I am very pleased about that; and the answer to the question I asked was that soundings and probings were being made to see if it was possible to make the port available for a bigger class of ship.

I sincerely hope that work will be continued, because I believe that if bigger ships can use the port, and there is a possibility of getting a larger quota for exporting our manganese ore, the industry will increase in size. I understand that at present export licences are held for about 100,000 tons annually. I am not sure of that figure, but it is one I have heard. If facilities are improved, and it is possible to get approval to export further ore, it will make a big difference to the North-West.

The industry is being worked at present by small Western Australian companies with Western Australian capital. Anything that could be done to assist these companies would, to my way of thinking, be a good thing for the North-West and would give security and stability to a very important coastal town. In addition it would help the companies involved. Some of them have pioneered the industry, and I would not like to see a set of circumstances come about under which, owing to a restriction on the sale of their product, they could not get sufficient finance to carry on; in which case, perhaps offers would be made to larger overseas companies who would come in and take up large areas to mine manganese. In that event they would become virtually a monopoly and would control many things in that area to suit themselves. If assistance could be given to those people already operating it would certainly put them on a much sounder foundation.

The ways in which I consider the Government could help are by the provision of more and better roads, port facilities, and possibly overseas sales promotion. I know that at present the Government is having a lot of trouble in getting licences for the export of iron ore; and I do not know how it would get on with the Commonwealth Government if it wanted a licence to export large quantities of manganese. But it seems to me that that would be one way in which the North-West could at least start to assist itself. Of course the same applies to roads and transport in the North. These problems affect every town up there.

At present at Wittenoom Gorge we have a stable industry which is keeping a population of approximately 1,000 people in the area. To many that does not sound a great number, but it is practically a city so far as the North-West is concerned. The people at Wittenoom Gorge who are keeping the industry going have to live under conditions in which the majority of people would not be interested. Yet when approaches are made for Commonwealth assistance for industries such as this it always seems so difficult to get anywhere.

One of the difficulties that faces the people in that town, along with other North-West towns, is in connection with the airstrip facilities. Most of the strips in the North-West are not all-weather; and it is fortunate that the climate is kind to them, owing to the infrequency of rain, by not washing the strips away.

A town like Wittenoom Gorge relies very much on its air services. Perishables, machinery parts, and so on are brought in by air; and individuals come and go by the service provided. As a result, I think special efforts should be made by the Department of Civil Aviation to investigate the possibility of bituminising the airstrips in the North-West so that the air services are never interfered with.

In addition, we must bear in mind that most of these towns rely on their strips for the flying doctor service. This service is most essential in a town like Wittenoom Gorge. If a serious accident happened in the mine at a time when the airstrip was out of order, the position could be serious. No doubt some action would be taken afterwards, but it would be a case of closing the stable door after the horse had bolted. The industry being carried on at Wittenoom Gorge is an important one, because it is keeping that portion of the country open.

That brings us to the method of transporting the product from Wittenoom Gorge to the port at Point Samson. A better road service, or an all-weather road through to Roebourne or Point Samson from Wittenoom Gorge would help to stabilise the industry. Point Samson is the port through which the asbestos is shipped, and a small community of people there are keeping the port going. As the asbestos exports increase so the number of people will increase. But again, those people are faced with such difficulties as having no fresh water, except what they catch in their tanks in the wet season. This matter has been examined and I have had discussions about it with the Minister for Works.

I realise, of course, that the State Government is extremely short of funds for this type of work; but it was hoped that a water supply system could be provided for these people from the Roebourne town supply. The water would have to be piped for a distance of about seven miles. I

understand that the cost would be £40,000 or £45,000. That might sound a lot of money for only 60 to 70 people; but if those people were not there the industry which they service would not be possible. So they are fulfilling a purpose by helping to keep other people in the North-West; and if they can be encouraged to remain there, there are prospects of getting others to live and work in that area. That is another case where, if special grants were made by the Commonwealth, it would definitely encourage people to settle in the North-West and help to keep them there.

Another one of our industries in the North-West which is facing difficult problems is the pastoral industry. I do not profess to have the answers to all its problems; I have not yet struck anybody who has. There are many problems associated with it owing to the vastness of the country; but it seems to me that if investigations were made so that there could be some form of closer settlement, there are areas in the North-West which could carry more stock and could maintain more families than they do at present.

There are other areas, where—perhaps with an alteration to the boundaries—those stations which are feeling the pinch could be brought into a more productive state. The general outlook in the Nullagine-Marble Bar area, from a pastoral point of view, is very bad indeed. In one area alone, surrounding Hillside Station, there are about four or five abandoned properties; and as each station becomes abandoned the possibility of dogs wrecking the remainder becomes worse.

Dogs are a problem in that area, and the road boards can do little about it except levy a vermin rate. But even in that regard the board at Marble Bar is levying a rate of 6d. in the £ on unimproved capital value, and the rate is about 7½d. in Nullagine. Those figures are quite high, taking into consideration the difficulties that people experience in those districts in trying to run their properties.

So that is another way in which, with Commonwealth Funds being made available to the area, additional doggers' wages could be paid, together with the possibility of a programme being carried out to assist these people to remain on their stations; because, as I view it, we cannot go on having more and more people walking off and leaving the North-West and fewer and fewer wishing to take their place.

I received the following letter from the Nullagine Vermin Board which I should like to read to the Committee:—

The Nullagine Pastoralists District Committee have asked the Central Association to act in the following matters:—

No. 1. To approach the Government for an increase in money for vermin destruction so that more doggers can be placed in the North-West areas.

The Nullagine Vermin Board have in their turn, rated their district at 74d. in the pound on pastoral holdings, which we believe is the highest rating in the State for a vermin district. And from the figures of wild dogs already destroyed, since the 1st July to the 10th September, we have paid bonus on 95 wild dogs more than in the same period last year. Admittedly a lot of them were wild dog pups but they come within the meaning of the Act and would have soon grown into dogs if left alone.

The Nullagine committee are of the opinion, that the wild dogs have increased in the outlying places since the July aerial baiting flights were withdrawn and ask that they be resumed again, so that this country will be at least baited from the air if in no other way.

I know that various pastoralists differ quite considerably on the advantages and disadvantages of aerial baiting, and I do not profess to be an authority on it. But I think the matter is one that should receive consideration with a view to helping these people; because as more stations become abandoned, I do not see how they can possibly handle the dog menace on their own. Whether an assisted system of restocking these areas in dry times would be a possibility, I do not know; but I think it would be worth considering. The mining industry receives certain financial assistance from time to time to keep it going, and whether this is a possibility for the pastoral industry is difficult to say. It would, however, help considerably in some cases.

On previous occasions I have mentioned the question of education for these areas. To my way of thinking this is one of the chief reasons why our people are drifting away from the North-West. At the moment the position in the North-West is that if one decides to put up with the difficulties and establish oneself in that area, when one's children reach the secondary education stage one must either pack up and go south, or have sufficient money to send one's children to schools that provide boarding facilities in Perth. In most cases people do not like to be parted from their children; and, because of that, we lose the entire family. Even if these people can afford to send their children to the boarding schools, and remain in the North-West themselves, it is rarely the case that the children concerned return to the North-West. They develop a liking for the brighter lights, and remain in Perth; and one cannot blame them for that.

Greater efforts should be made to have central educational facilities available in some of the larger North-West towns. I recently read a report issued by the Director of Education concerning the north-western area, and I think it is a very good

one. It briefly envisages that the area should have high-school facilities available to it.

*Sitting suspended from 3.45 to 4.5 p.m.*

Mr. BICKERTON: The matter of education is of real importance to the North-West if we hope to get any sort of stability there, from the family point of view. The greatest settlers in those areas are the people with families. Whilst the single person is doing a good job, he is inclined to be the here-today-and-gone-tomorrow type. If we can encourage Australian families to settle in the North, we will go a long way towards getting stability in those undeveloped parts.

The report on that area, by the Director of Education, was to the effect that certain facilities had to be provided gradually in Derby and Carnarvon; and it was envisaged that, later, high school facilities—I take it this will be in the dim and distant future—would be established at Port Hedland. It would be a great thing if that proposal could be accelerated somewhat and the facilities made available within a short period, even though the full number of students are not available at present.

The establishment of the schools would assist many people to decide to say, "We will remain in these towns, because we have the necessary educational facilities for our children." They would be saved the heavy expense of having to send the youngsters away from home for their education. I make a special appeal to the authorities to investigate the possibility of making educational facilities—especially a high school at Port Hedland—available at an early date.

These areas must be run at a loss. We cannot make a profit out of the North and the North-West at this stage. But if whatever we attempt is done with the aim of giving stability and security to the people in those parts, I feel sure the population will automatically increase. Port Hedland itself is an example of this, because in the last three or four years its population has doubled owing to the activities of the mining industry in the area and the fact that the people there have been able to get a few extra facilities such as housing.

On the subject of housing, another anomaly creeps in. I feel that under the Commonwealth-State Housing Agreement, arrangements could be made whereby the rents in the North-West could be subsidised to a greater extent than they are at present. If a person is prepared to go into those areas, there is no reason why he should be penalised by having to pay a rental of about £5 a week.

The people in those parts want houses, but that is a lot to ask a man to pay when he has to put up with all the other disabilities in the northern areas. If some

arrangement could be made to bring the rents into line with what the city cousins of these people pay, it would be of some assistance. The climatic conditions that folk in the North have to suffer are already a sufficient deterrent against people going there; and if they have to pay twice the rent that they would normally pay under better conditions in the south, they will never go there.

Some time ago, the all-party committee put before the Commonwealth Government different projects that could be undertaken in the North-West. This committee was formed many years ago, and it has continually brought before the notice of the Commonwealth Government various projects, such as the Ord River dam, and has mentioned such matters as tax relief and so on.

These questions could again be brought before the Commonwealth Government in view of the fact that that Government has now an additional three years to run. The Commonwealth Government should not be worried about elections in the near future, so it could concentrate on the proposals for the development of the North, put forward by the representatives of this State.

Tax relief would undoubtedly be a big factor in encouraging industry to go to those areas. Many proposals have been put forward, but I believe there should be at least complete relief from taxation on moneys invested in those areas and a bigger relief from taxation for the wage-earner. That is one way in which the Commonwealth could assist. Transport is another very important question which should receive first consideration in regard to any grants that are made for the North. There is a great deal more that could be done with our North and much more country could be opened up if only sufficient money were available.

I appeal for an infusion of more progressive thinking on the part of all concerned in regard to the North-West. The people of that part of the State realise that they cannot have equality with their city cousins in matters controlled by forces other than man; and here I refer to climate, isolation, and so on. But I think it is reasonable for them to expect some sort of equality in matters controlled by man: questions such as housing, education, transport, medical and hospital benefits, and the like.

If the Commonwealth is thinking at this stage of giving an additional grant to the North-West, those matters should receive priority. I was glad to hear the promise before the recent election with regard to a further £2,500,000 for the North; and if that grant comes to light, it will be very welcome, although we all realise that it will fall far short of the figures required to give the North anything approaching equality with the more favoured parts of the State.

**MR. ROBERTS (Bunbury) [4.12]:** I was interested in the comments of the hon. member for Pilbara, as there is not the slightest doubt that there must be a tremendous future ahead of the North-West; and Governments in days to come will have to see that everything necessary is done for that part of the State. The south-eastern portion of this State likewise has a tremendous future, as the Minister for Justice well knows.

As most hon. members are aware, prior to the 7th April, 1956, there were many comments in this House in reference to the jealousy between two of our outports. It has been pleasing to me that, since that date, that jealousy has disappeared, because both the port of Albany and the port of Bunbury have a job to do for their hinterlands. Both ports, as the years go by, will benefit more and more from the production of their rich hinterlands, and additional cargoes will go through each port.

I would like to refer to the fact that in the past Albany's surplus of earnings over expenses has always been most noticeable, while the port of Bunbury has always shown a deficit. The last financial year was the first in which a great quantity of wheat went through the port of Albany; and it is interesting to note that, in the Auditor-General's report last year, the surplus for Albany was £24,294. For the year ended the 30th June, 1958, the port of Albany showed a deficit of £28,271, which brings it into line, practically, with what has happened at the port of Bunbury for many years; and again this year Bunbury showed a deficit of £22,584.

Hon. members might ask the reason for the figures I have given. The more wheat that is exported through both ports the greater will be their deficits, because there is no wharfage charge on wheat; and, so far as Bunbury is concerned, it has had this problem for many years—a problem which Albany is now facing. With all due respect to those hon. members who represent wheatgrowing areas, I believe consideration will have to be given, at some future date, to imposing a wharfage charge on wheat. In order to give the ports of Albany, Bunbury, and Geraldton an opportunity to show a profit each year and maintain the facilities that are provided for the handling of wheat cargoes, consideration will have to be given to that wharfage question.

I understand that in some of the States of Australia wharfage is charged on the export of wheat; and although I have not been able to ascertain the exact amounts, it looks as though at some future date the Government of this State will have to give serious consideration to imposing a similar charge. The hon. member for Albany has, at times, boosted Albany's figures by mentioning the fact that so many ships have

gone through that port, and he has given the gross tonnage. Gross tonnage does not, in fact, mean a thing. What counts, so far as shipping is concerned, is the tonnage inwards and outwards through the port—the cargo tonnage.

Since the hon. member for Albany made his last comments in that regard and compared the gross tonnage of the port of Albany with that of the port of Bunbury, I thought it necessary to check up on the actual definition of "gross tonnage." I consulted Nichol's "Seamanship and Nautical Knowledge." There, "gross tonnage" is based on 100 cubic ft. to the ton. The gross tonnage is given as the measure of the total internal volume of the ship and is equal to the under-deck tonnage plus the tonnage of all enclosed space above deck.

The net tonnage is the residual tonnage after the various allowances for propelling, power, crew space, navigation space and so on have been deducted from the gross tonnage. This would mean—going from the sublime to the ridiculous—that if "The Queen Mary" called at Albany with 100 tons of cargo, so far as the gross tonnage for the port was concerned, Albany's figures would be increased by something like 86,000 tons; whereas if an interstate vessel called at Bunbury to pick up 1,000 tons of cargo, the gross tonnage might be only 4,000 tons.

Mr. Hall: Now tell us the difference in the number of ships that pass through the two ports.

Mr. ROBERTS: A comparison of the number of ships which pass through the ports of Albany and Bunbury, at this stage, is against Bunbury; I realise that. However, it is interesting to note that in 1956 only 56 vessels called at the port of Bunbury; but, in 1958, the number had increased to 85. The total tonnage handled in that port was, as I have mentioned in my Address-in-reply speech, 355,377 tons. A total of 85,255 tons of ilmenite was included in that figure—a product we are keen to see exported.

Mr. Hall: Could you tell me the wages paid for handling the tonnages in each port?

Mr. ROBERTS: I have not those figures with me at the moment. Nevertheless, I feel confident that the comparison between Bunbury and Albany would have no bearing at all so far as the future of those two ports are concerned, because there is not the slightest doubt that outports in this State have to co-operate with one another to get their fair share of hinterland cargoes. I have advocated in this House previously that ports such as Geraldton and Esperance must, in time, be controlled by an autonomous body such as a local harbour board which operates the ports of Bunbury and Albany at present.

Mr. Watts: Do you agree that ports, for special reasons, should not be less than 100 miles apart?

Mr. ROBERTS: It depends on the trade, because a different position exists on the eastern seaboard. As far as mileage is concerned there is not a great deal of difference between Newcastle, Sydney, and Melbourne as compared with the distance between Fremantle, Albany and Bunbury.

Mr. Watts: They are all more than 100 miles apart.

Mr. ROBERTS: Each port has a job to do; and there is not the slightest doubt that, from an economic aspect, the goods required in the port zone should flow through the local port.

The next subject I want to deal with is one I have brought before the House on innumerable occasions; namely, the effect of "The Cut" and "The Plug" on Bunbury. Since I first had the honour to represent the electorate of Bunbury I have pressed both these factors very forcibly in this Chamber. I have asked many questions about them. I have had the privilege of inspecting the areas myself in the company of the Minister for Works.

I was amazed, however, to find, only recently, that the Minister had received a deputation on the matter of "The Plug" from citizens who live in or in close proximity to the Bunbury electorate. They were introduced to the Minister by the hon. member for Collie. I do not know whether this is a political move or not, but I think there are certain ethics that should be recognised in regard to these matters. For the information of the Committee, I will read out the names of the members of the deputation. I repeat that the deputation was introduced to the Minister for Works by the hon. member for Collie and it was asking for an immediate investigation to be made on "The Plug."

The deputation was headed by Mr. J. S. Kirk, President of the South-West Council of the A.L.P. Another member of the deputation was the Vice-President of the same body, Mr. E. J. Stapleton, who, it will be recalled by hon. members, was a candidate for the Forrest seat in the recent Federal election. The next member of the deputation was the selected Labour candidate for the electorate of Bunbury, Mr. F. R. Hay; and the fourth member was Mr. F. White, a very staunch supporter of the Labour Party, as all hon. members opposite would know.

The deputation was introduced to the Minister for Works in Perth by the hon. member for Collie, Mr. Harry May. Subsequently, the proceedings were reported in "The South-Western Times" on the 23rd October, 1958. In that report it was

stated that the deputation was enthusiastic following its discussions with the Minister. In "The South-Western Times" dated the 23rd October, 1958, the following was reported:—

The Minister for Works made the following statement in connection with the plug and estuary:—

An immediate investigation will be made to determine if the plug is achieving the purpose of reducing the siltation of the Bunbury harbour. If it is found, following this investigation, that this is not being achieved, assurance is given that the plug will be reopened.

The Minister is going to make an immediate investigation, but at this stage he knows full well that "The Plug" is performing the action for which it was put there. There is not the slightest doubt that "The Plug" is at present stopping siltation from both the Collie and Preston Rivers. Silt from those two rivers, prior to the days of "The Plug," was deposited within the shipping lanes in Bunbury Harbour.

On the 7th October, 1958, I asked the following question of the Minister for Works:—

Will he now indicate if a definite decision has been reached in regard to the carrying out of certain works on the plug at the old mouth of Leschenault Estuary during this financial year?

He replied—

It has not been established that expenditure on the plug at the mouth of the Leschenault Estuary, or related works, is necessary or would be beneficial.

I asked further—

If a decision has been reached, what are the details of same?

The Minister replied—

Answered by No. (1).

This question of the Leschenault Estuary, "The Plug," and "The Cut," is too important for the playing of politics. This is a spot which has for many years provided enjoyment not only to the residents of Bunbury, but those of the South-West and the State in general. I do not suppose that along this coastline there is any better estuary. Today we find that the waters have deteriorated in the lower reaches; I do not say that all the waters of Leschenault Estuary are polluted.

As the Minister knows, I have at times suggested that penstocks or something of that nature be installed in that plug, in order that the waters from the harbour may flow into the lower reaches of the Leschenault Estuary, thereby having a tendency to flush out the lower reaches.

I can well recall during one inspection with the Minister when a comment was made regarding the stench. I agree that on many days there is no stench in the lower reaches of Leschenault Estuary. But last Sunday I happened to go over to "The Plug" and I can assure the Minister for Works that the stench rising from the lower reaches near the railway roundabout was intense. From a tourist's point of view alone something should be done to remedy this.

On the other side of "The Plug" I noticed recently that the Railway Department was depositing ashes. I do not know whether it is the Government's policy to fill in the little harbour where small boats are moored at present, but the ashes are being deposited. That is quite a nice little spot where tourists go crabbing or boating during their stay in Bunbury.

I appeal to the Minister for Works not to bring politics into play in regard to this problem at Bunbury, but to give very serious consideration to alleviating the deterioration of the lower reaches of the Leschenault Estuary. It is probably going through the Minister's mind at the moment that into the lower reaches some of the effluents from the town flow; that they deposit liquid into the water; and that the effluents contribute in no small way to the deterioration of the old entrance. Something has to be done very soon as far as "The Plug" is concerned. On the Leschenault Estuary side of "The Cut" a tremendous difference is evident from the build-up of sandbanks. During this year not only professional fishermen but amateurs will not be able to get out of "The Cut," owing to the presence of the sandbanks in the estuary near "The Cut." I am aware that the engineers are doing all they can and are watching the position.

However, some dredging must be done at that spot; otherwise we will lose a very valuable estuary on which not only the people of this State but those from overseas and other States have found enjoyment in the past. We cannot overlook the tourist aspect of Bunbury. I make an appeal to the Minister to give this matter very serious consideration. I assure him that irrespective of the political affiliation of the people engaged in any project at Bunbury, I shall always be delighted to introduce any deputation to him.

Mr. Bovell: That is your right.

Mr. ROBERTS: It is my right to introduce deputations from the electorate I represent. Another matter which I want to bring to the notice of this Chamber, and especially the Minister for Education, is the need for additional funds. A few moments ago, the hon. member for Pillbara stressed the necessity for additional funds to be made available in his electorate for educational purposes. Earlier in this



session, when the hon. member for Narrogin asked the Premier who was responsible for decentralisation, if my memory serves me right the Premier said "All Ministers."

Mr. W. A. Manning: Your memory is right.

Mr. ROBERTS: Hon. members will recall that very early in the session I asked a question concerning a comment made in the Lieut.-Governor's Speech. The comment was that in this State for the last 12 months some 214 classrooms have been built. Following the question I asked, I discovered that of those 214 classrooms built in the State, only 50 had been built in country areas.

Mr. Potter: There must be more demand in the metropolitan area.

Mr. ROBERTS: I do not intend to start an argument with the hon. member as to the number of children in the metropolitan area, as compared with those in country centres, because I have already got those figures, and they are recorded in Hansard. As one of the Ministers responsible for decentralisation the Minister for Education will, I trust, give greater consideration to the allocation of funds for the building of classrooms in country districts. The conditions in some of those centres are shocking.

Even in this evening's newspaper there is a cartoon on the back page pointing out to the general public the conditions in some country centres. I shall confine myself to the position in my electorate. One of the most important State schools is the Bunbury High School.

Mr. Toms: They are all important.

Mr. ROBERTS: This is a school where the children finish their education. There they take the leaving or junior examinations, and from there they go out into the big wide world.

Mr. Marshall: Is that the school in the cartoon?

Mr. ROBERTS: That looks like the one at Wembley Beaches. I raised the question regarding the Bunbury High School on the 19th August, 1958, during the Address-in-reply. I pointed out to the Minister that there was a necessity to take some prompt action. On several occasions the Minister interjected. It was unfortunate that after I finished my address in reply I did not hear the interjection of the Minister for Education. At the conclusion of my speech he said—

You are making a mountain out of a molehill.

That is recorded on page 239 of the 1958 Hansard.

Mr. W. Hegney: You are now trying to make a political football out of education. You were complaining about the Minister for Works playing politics.

Mr. ROBERTS: I am not making a political football out of education, as the Minister well knows. If I were to do that I would kick a mighty goal. If the Minister wants to play politics with education in Bunbury I shall co-operate with him fully.

The position in the Bunbury High School is so acute that not only the students but also their parents are very perturbed. A considerable amount of correspondence and detail has been passed on to the department in recent weeks. To give hon. members some idea of the position, I would like to mention that in reply to a question I asked some time ago it was indicated that there were some 752 students attending the Bunbury High School and that there were 26 classrooms. The 26 classrooms are made up as follows:—

In all there are 13 rooms which could be actually classified as classrooms. Room No. 1 is designed for a seating capacity of 36, but at present it is accommodating 43; No. 2—seating capacity 30, those seated 44; No. 3—capacity 30, seated 34; No. 4—capacity 30, seated 35; No. 5—capacity 30, seated 37; No. 6—capacity 30, seated 37; No. 7—capacity 30, seated 36; No. 8—capacity 36, seated 43; No. 9—capacity 32, seated 40; No. 10—capacity 23, seated 24; and in No. 11 there is a capacity of 24, and 24 are actually seated. In Nos. 12 and 13 the capacity is 40, and there are 40 actually seated. Also at this school is a biology laboratory with a seating capacity of 32, in which 37 are accommodated when the class is held. The chemistry laboratory cannot be classified as a classroom except at certain periods of the day.

Mr. W. Hegney: But children are actually accommodated.

Mr. ROBERTS: Not actually seated, though. In the physics laboratory seating is available for 30, but 45 have to be accommodated when classes are held there. The other rooms at the school are for art, typing, technical drawing, woodwork, metal work, cooking and dressmaking. These rooms are all designed for half classes, and generally their capacity cannot be exceeded.

There is also a library. There is no designed seating capacity in this room although 48 use it. In the gymnasium there is no seating capacity designed, but 45 are also seated there. Both sexes have washrooms without designed seating accommodation, but 30 are catered for in each and in the shelter shed, again there is no designed seating capacity but 40 are accommodated.

Mr. Nalder: You have plenty of rooms there anyway.

Mr. ROBERTS: Yes. But it is estimated that enrolments for 1959 are going to be something like 880. At present there are many children who have to be taught in the open because there is no seating

accommodation for them in the school. It is for this reason that I appeal to the Minister to give further consideration, at the earliest possible date, to the erection—I use the word erection—of additional classrooms at the Bunbury High School. I realise that there will be provided an additional six classrooms this year but they are being made out of the chemistry and biology laboratories and so forth.

Unless something is done in the very near future in regard to this problem, I am afraid—I do not want the Minister for one moment to think that I am investigating it—that the parents of the children attending that high school will take drastic action. I sincerely hope they will not. But as the Minister well knows, during the Junior exams last year children were sent home because there was insufficient accommodation in the school to cope with all who attended during the examination period.

I realise that there are other centres in need of additional accommodation, but there is a first-class school in Bunbury with first-class teachers, and all that is required at this stage is additional seating accommodation. As you well know, Mr. Deputy Chairman, the municipality of Bunbury has grown considerably in the last ten years; and there are set aside within that municipality certain areas of land at St. Clair's Hospital site, the South-West Carey Park site, and a site in Rathmines; and these will ultimately have schools built on them to cater for this ever-growing population.

I hope that during the next financial year the Education Department will at least make funds available to proceed with these projects because I am confident that if the Minister for Education made a visit to Bunbury he would be amazed at the growth in the Mangles-st. and Carey Park areas. I will also include the Rathmines area.

Mr. W. Hegney: How many children are there at Rathmines now?

Mr. ROBERTS: I am not worrying about that.

Mr. W. Hegney: Yes, but off-hand how many are there now?

Mr. ROBERTS: There would be about 45 I would say; but I think the Minister has overlooked the fact that there is a considerable number of children from that area who go to the senior State school and also to Carey Park. Because of this, some children have to travel great distances. That area is growing and will continue to grow rapidly in the near future; and if we are fortunate enough to have a big industry established there shortly, then some drastic action will be necessary to provide for the additional children.

Mr. W. Hegney: How is the Busselton High School going? Very good!

Mr. ROBERTS: Another point regarding technical education is that although there has been an increase in the number of subjects being taught over the past years, there are other courses which should be commenced in Bunbury. I say "technical" because there are certain apprentices in Bunbury who have to come to the metropolitan area to receive their training; and so, although I appreciate the fact that there is a move in Bunbury in regard to additional technical education, there is the necessity for further classes to be established.

Another subject I wanted to mention—I notice my time is getting short—concerns the important subject of direct cargo to the port of Bunbury. In March, 1959, there will be another ship which will come from the eastern seaboard with general cargo for Bunbury. I appeal to every hon. member of the Cabinet to arrange, if possible, through his department, to ship any goods required in the South-West, because it is all-important that this direct shipment of goods through the port of Bunbury should continue.

The March shipment will be the second of two trial shipments, the first being in October last. We want to ensure that the March shipment will be as successful as was the October one. I would especially appeal to the Minister for Works to make sure that any item of machinery that is necessary for the Bunbury power station or other work within the Bunbury port zone is shipped direct through the port. In 1962, this city is going to have one of the greatest opportunities it has ever had for publicising the tourist attractions of Western Australia.

Mr. Potter: And obtain a pool in the park!

Mr. ROBERTS: In the past, we have not, as a State, spent sufficient on tourist activities.

Mr. Bovell: Hear, hear!

Mr. ROBERTS: Over the last eight or 10 years only from £15,000 to £25,000 has been spent by the Government on tourist activities per year, and I do not believe that that is anywhere near enough. Unless we are prepared to expend money to attract tourists to this State we will not get them; and if we attract tourists, and numbers of them, the State coffers will benefit considerably.

There is not the slightest question that the potential is colossal. It is for this reason that I make the suggestion that at the earliest possible date the Government give consideration to the employment of a topnotch advertising man—someone who has the knack of advertising, and who will publicise our State throughout the world.

It might be possible to get some little catchery that everybody would know referred to Western Australia. The Minister for Works has recently returned from

an overseas trip and I am sure that he, like many of us who have been overseas, was amazed that people over there had no idea that there was a State of Western Australia. If we could, by publicity, develop some programme that was dramatic or imaginative—something forceful that would appeal to people in the Eastern States and other parts of the world—I am sure they would come here themselves; and, as I say, with the approaching Empire Games, our tourist business has the opportunity of a tremendous filip.

I suppose everyone of us has heard of the sun-kissed oranges of California. We have better oranges here, but we have not the knack of putting over the publicity such as the Americans have. As one American said to me, "You in this State have the climate that we in California wish we had, and which we boast about". So we have the climate, and we have the attractions here, and all we need is to encourage people to come and have a look at them.

It is of no use saying we have wonderful beaches. The average person can see great beaches in other parts of the world. We have to get something unique to attract people. In the electorate represented by the hon. member for Vasse they are opening up the caves at Augusta, and I understand the Government has recently allocated certain funds for this purpose.

Mr. Marshall: They have a big hole in the ground there.

Mr. ROBERTS: I believe that this cave is something worth seeing. The Government should take the opportunity which will be afforded it by the holding of the Empire Games in this State in 1962 of doing something to boost our tourist attractions. We should grasp this opportunity; and if we do, I feel sure that our tourist trade will benefit considerably in the years to come. There are many other matters which I wanted to discuss; but as my time has expired, I will leave it at that.

**MR. MARSHALL** (Wembley Beaches) [5.2]: There are a few matters upon which I wish to comment. Like my colleague, the hon. member for Pilbara, I have listened attentively to every speech that has been made on the Estimates. It has been apparent to me, as it has been to my colleague, that each hon. member has stressed the urgent need for development. I was pleased to hear his comments on the urgent need to develop our North-West, and there is no doubt about the potential that there is in that area; it is one that requires the close attention of every hon. member in this House. We should do everything possible to obtain the co-operation of the Commonwealth Government and have sufficient finance made available to develop our North-West. There is no doubt that the North can and will be developed, and population will gradually move to places where development is taking place.

We have also heard of the necessity to develop our country areas by way of land settlement and the like; and have heard the various hon. members who represent the southern parts of the State stressing the necessity to develop our outports which handle the produce of the hinterland in close proximity to those ports. But as one who is associated with the metropolitan area, where the biggest bulk of the population is concentrated, I should like to stress the fact that we have to face up to numerous difficulties associated with the density of population.

The first point I want to stress is in regard to town planning. I think we could speed up our ideas on town planning, particularly for the metropolitan area, so that no unnecessary delays would be caused in development, particularly of our residential areas. With a large concentration of population, we also have to remember that we must establish an industrial belt in close proximity to that population.

In the last two or three years the general trend has been towards shifting the population from certain parts of the metropolitan area and directing it to other parts. The tendency has been for people to go north and west; and that, I think, is in conformity with the plan formulated by Professor Stephenson. Hon. members who have had the opportunity of studying that plan will know that it is estimated that within a few years, provided of course the Government and private enterprise keep to the plan and develop the areas in accordance with it, we will have enormous concentrations of population.

In the general plan that is envisaged for the metropolitan region, an area is set aside for an agricultural belt spreading out from the light agricultural lands from Yanchep and Wanneroo down to Osborne Park. Many of us can recall that in areas in close proximity to Perth a considerable amount of market gardening used to be undertaken; but as the city has grown, those market gardens have been closed, and the gardeners have been gradually forced into the outer agricultural area.

I know that some of this light land in the agricultural area referred to requires a considerable amount of preparation and work to bring it to a stage where it can produce, and serious consideration should be given to allowing that belt to be developed for the purpose of market gardening. I know that you, Mr. Deputy Chairman, are most interested in the market gardens in your area; but I do not envisage the time when every piece of land around the metropolitan area will be completely settled and we have to bring our market garden produce from the Gascoyne district.

In this agricultural belt an area is also set aside for light industrial use. Where we have large concentrations of population it is necessary, to get an overall picture,

to have certain portions set aside and developed with light or heavy industries so as to provide the necessary employment for the people who live there.

In the coastal and northern suburbs of Perth there are now large concentrations of population, and it is becoming a problem to envisage where these people will find employment. We know that with the modern transport we have it is nothing for a person to travel from 10 to 40 miles a day to go to work. Over the last few years there has been a general tendency for factories and other industrial establishments to move out from the city of Perth, and a number of them are moving into the Hilton Park-Fremantle area. That means, of course, that if the staff of those establishments wish to continue in their employment they have to travel considerable distances to work. As yet we have not been able to establish an inter-suburban transport system; although possibly that may be envisaged by the Metropolitan Transport Trust in the future.

But the time and cost factors are most important to people who have to travel from our western and northern suburbs to Fremantle and South Fremantle to work. I have mentioned before that west of Perth some very valuable land is being utilised by the Commonwealth for a rifle range. When one looks at a map of the metropolitan area one sees that from Subiaco to the coast, taking into consideration the park lands and ocean reserves, there is a considerable area of land to the west of the city that could be utilised to much better advantage. Of course, the coastal area type of land is not suitable for agricultural purposes, but it is suitable and is required for park lands and residential purposes.

The Commonwealth Government controls Karrakatta and the Swanbourne rifle range; and in my opinion those army establishments could be moved to a more northerly part of the metropolitan area. They could be provided with equal facilities for those who work at the establishments, and also for those who use them in the course of their training.

We have in close proximity to that area two sewage plants; and it makes one wonder how much longer those plants will be able to continue to operate efficiently, taking into consideration the terrific growth in the population of those areas. When one travels through the agricultural belt I mentioned, from north of Yanchep down to Wanneroo and Osborne Park, one sees many acres of land that could be utilised if the sludge from the sewage plants was used.

I know that this type of plant is installed in various parts of Australia; and, so far as I can ascertain, with some beneficial results. I am sure that the type of land I have referred to could be made most productive with the use of sludge from the

sewage plants. It would considerably assist the productive capacity and output of the market gardens that would be established, and would provide employment for many people living in that area.

I must refer now to some aspects of the beaches; and I want to link up my first remarks with the unfortunate situation that developed early this year in regard to the sewage treatment plant and the unfortunate circumstances associated with the alleged pollution. I am not going to say that the criticism and allegations made against the Government to the effect that sewage was being let into the ocean were correct; because if that were so, I never saw it. I do know, however, that the Government was most concerned about the bacteriological count taken from time to time because the plant does discharge effluent into the ocean.

I think it was about in March that the first report of the closure at City Beach was contemplated; and at that time an article appeared in "The West Australian," on the 14th of March, which was given to that paper by an English doctor who made some very drastic comments on the pollution of rivers both in Britain and on the Continent.

As the result of the scare of pollution that had developed, I sought—and was given—a considerable amount of information. I was, however, very interested to hear the Minister for Works, when he returned from his trip abroad, explaining to the House that this was one of the aspects that he had had the opportunity of investigating in several parts of Europe, and England, particularly with reference to the system of the disposal of sewage.

I received some most interesting information in connection with pollution that has taken place both in England and on the Continent. Among that information I received from the "London Times" a letter which had been written by a member of the House of Commons to that paper, and a further letter submitted to it by a member of the House of Lords. This letter was confirming an article that had appeared in the "Times," expressing the danger of pollution to rivers and pools both in England and Scotland. Reference was also made to various parts of the Continent.

As I have said, this information was most interesting; and, coming as it does from such reputable people, it appears to me to indicate a most serious problem indeed, particularly when one considers that the population in England is in the vicinity of 56,000,000 or 58,000,000 which is considerable when compared with the population of our own metropolitan area. Hon. members will readily realise the difficulties associated with the disposal of sewage in such a small but densely populated country; its sewage problem must be a very real one indeed.

I was very interested to hear the Minister for Works say that he had contact with the chiefs of the metropolitan water supply and sewerage departments on the continent, and that he had investigated the most up-to-date methods of sewage disposal plants. When we receive evidence of the enormous difficulties associated with the disposal of sewage, it makes one wonder if we should not follow some of the ideas and practices that operate in Europe and Scotland, and endeavour to establish sewage farms. We could do that in our light agricultural lands, which require building up in order that they may produce more heavily than they would if not treated with this type of sludge.

I would like the Government to look more closely and thoroughly into this question. I know that the sewage plant at Subiaco treatment works is being brought to a point where it is estimated that it will handle all the requirements for some considerable time; but I fear that in the thickly populated areas of the coastal strip, it will not be long before there is a demand to do away with the septic tank system which, in my opinion, and in the opinion of most people, is not suitable for densely populated and built up areas.

We all know that we have large housing areas established; and each person, of course, must have a separate septic and drainage system. In my own electorate I know people who do not know how to handle the septic system, merely because they have been living previously in an area that was deep sewered. As a consequence of that, trouble develops, and the system must be cleaned out; and this, of course, is most offensive to the rest of the neighbourhood.

I would like the Government to give particular attention to the problem that could possibly arise. I would like it to see if it could not provide a sewage farm in the northern areas of our light agricultural belt that has been set aside in accordance with the town planning scheme.

Mr. Roberts: Do you believe that the effluent from the Subiaco sewage plant should be used for irrigation purposes?

Mr. MARSHALL: I am informed that a very large area would be required to utilise the effluent from a treatment plant of that size.

Mr. Roberts: Surely it could be pumped.

Mr. MARSHALL: It would be out of the question to consider pumping from, say, Subiaco to Yanchep. I see no reason why the sewage from our northern suburbs cannot be pumped northwards and utilised in that direction. As hon. members know, quite a considerable amount of effluent comes across the river at the present time to the Lincoln-st. main, after which it gravitates through the booster

pumps until it reaches the Subiaco treatment works. I understand that the Government might have something in mind in relation to the establishment of a sewage treatment plant on the southern side of the river, so as to obviate the necessity of bringing the effluent across the river.

I imagine that on the southern side of the river it would be quite possible for the sludge to be used in the simple manner to which I have referred. It could be used in the South Fremantle area. The development of the residential areas in that vicinity is growing as it is in the northern areas. With the extension of sewage requirements, instead of pumping it into the river, or the ocean, we could use this very excellent type of fertiliser to our own advantage, and to the advantage of market gardeners, and those people who desire to take up light agricultural land with a view to growing various types of vegetables.

Once again I must stress to our Minister, and to the Government, the necessity to make every endeavour to encourage the establishment of light and heavy industries in the industrial belt already allocated between the western residential area and the city. I have said before that we do not want people travelling too far to their work. We want to keep our work force within reasonable distance of their homes; and I trust the Government will make every effort to encourage industry within close proximity of the heavily populated residential areas now being established.

There is one other matter on which I would like to touch, though hon. members will have heard the story many times. I refer to the report that appeared in "The West Australian" of the 26th November, 1958, indicating that at long last the Government, and the powers that be, had satisfied themselves that it was necessary to make a thorough investigation into our native flora. I have been advocating this for a couple of years in this House; and it has been a long, hard road.

As a matter of fact, I think the subject has been considered since 1946, and it is heartening to find that at last a satisfactory investigation has been made, and the people concerned feel that it is necessary to conduct investigations; and, as a result of the initial assistance from the Minister in allowing certain extracts to be made at the Chemical Laboratories, a very large firm has at last been encouraged to make a thorough investigation of the medical and clinical reports that have been submitted to it from the Medical Department. I notice that this very well known firm of pharmaceutical chemists has at last decided in principle to establish a research chair in pharmacology with the aid of a £62,500 gift from the Wellcome Foundation.

I would say that this is a very welcome gift indeed. The money will also help to finance an investigation of the pharmacological properties of Western Australian flora. This matter has been before the Senate of the University and it has decided to refer to its finance committee proposals that the University provide up to £3,000 per annum for five years to assist the investigation into the pharmacological properties of Western Australian flora on the understanding that the State Government provide some of the additional money needed.

Mr. TONKIN: I move—

That the hon. member be given leave to continue his speech at a later stage of the sitting.

Motion put and passed.

Progress reported.

### HIRE-PURCHASE BILL.

*Third Reading.*

Bill read a third time and transmitted to the Council.

### ROAD CLOSURE BILL.

Returned from the Council without amendment.

### ANNUAL ESTIMATES, 1958-59.

*In Committee of Supply.*

Debate resumed from an earlier stage of the sitting on the Treasurer's Financial Statement and on the Annual Estimates, Mr. Heal in the Chair.

*Vote—Legislative Council £9,675;*

MR. MARSHALL (Wembley Beaches) [5.34]: I was speaking in regard to a report which had appeared in "The West Australian" and was referring to the fact that the University had agreed to accept responsibility for providing up to £3,000 per annum for five years to assist the investigation into the pharmacological properties of Western Australian flora on the understanding that the State Government provided some of the additional money needed.

I understand that the vice-chancellor is to negotiate with the State Government for a capital grant of £15,000 and a maintenance grant of £5,000 per annum for five years. This, with the £3,000 contribution from the University, should permit the establishment of a research unit. A professorial board committee under the chairmanship of Professor E. J. Underwood estimated that the capital cost of a new research building would be £25,000, but the committee said that a permanent building should not be begun until the future of the research project was clearly established. Meanwhile, a building for conversion was an important requirement.

I have expressed my opinions quite a number of times in this House and therefore do not want to weary hon. members by reiterating what I have previously said on the subject. However, it is a most important matter, when we realise the danger that exists in our midst today in regard to the dreadful scourge of cancer. With the research that can be undertaken in regard to certain drugs, some of which have been proved to have a palliative effect in cases where persons are suffering from cancer, I feel we will find something to benefit cancer patients, and also ascertain which extracts from our native flora can be helpful to our people.

Mr. Nulsen: I think you should be proud of the pharmacology department at the University which was set up after your advocacy in regard to that research.

Mr. MARSHALL: Cancer is a dreadful disease, and when one looks for statistics in regard to it, one finds it is on the increase. There does not seem to be any sign of its diminishing—it is ever on the increase.

I have a comment here, which does not make nice reading. It is from the "Reader's Digest," and it says that it is not a pleasant thought that anybody buying a State lottery ticket in New South Wales has 130 more chances of dying of cancer within the year than of winning the first prize. It also says that a person has one chance in 100,000 in the lottery.

That spotlights the terrible incidence of cancer. In New South Wales, in 1955, some 4,557 persons died of cancer—2,471 males and 2,086 females. That means that cancer kills 12 persons every day in New South Wales—three out of every 20 persons who die. It kills nearly 20 times more persons than T.B. Deaths from cancer are six times those on our roads. In the six war years, nearly twice as many Australians were killed by cancer than were killed by enemy action in World War II. And cancer is on the increase.

Over the past 50 years the death rate from cancer has increased from 6.8 per cent. of total deaths to 14 per cent. today. That story should make us want to do everything we can to see that research work is undertaken in order to ascertain how to alleviate the scourge by the use of therapeutic drugs.

Much has been said about linear accelerators; and much about radio therapy and various types of x-ray machines. I have an article here from "The Digest of World Reading" dated August, 1957, which reads as follows:—

A world already troubled by the ominous problems of the atom last month discovered it had another scientific demon on its hands. The villain, long familiar but unsuspected, is radar.

At a radar manufacturing plant in Los Angeles a 42-year-old technician happened to stand in front of a radar transmitter when the set was turned on. He had been there about ten seconds when he felt heat in his abdomen. In less than a minute it got so hot that he decided to move out of the way.

Two weeks later the man was dead.

The story of the accident, which happened in 1954, came out in the official journal of the California Medical Association. There was not a mark on the man's body, wrote Dr. John T. McLaughlin, an industrial medical consultant, but "his insides were cooked . . . There was a hole as big as a silver dollar burned in his small bowel." The victim was cooked by microwave radiation, the method used to cook steaks in 30 seconds.

Most small radar sets, such as those used to catch speeders, are relatively harmless, Dr. McLaughlin said. But others are so powerful that no human is safe directly in front of them—not even if he is 10 miles away.

That illustrates medical opinion of the dangers associated with the various types of machines, appliances and apparatus which are used to check cancer in patients. I have personally contacted quite a number of unfortunate people who are suffering from cancer and who have had to submit to medical treatment, and I know what they are suffering on account of the effects of radio therapeutical treatment. It has to be seen to be believed. It is only by the use of heavy drugs that these people can obtain any relief and, in quite a number of cases, it is the drugs which eventually kill them.

I will finish on that comment; but I would ask the Government to take into consideration the fact that this work has been investigated; and it has been agreed upon by the medical profession, the University, and the Medical School. Therefore, I hope and trust that the Government will endeavour to give what consideration it can towards providing money for a laboratory, as I feel sure that the work now started will continue and meet with very great success.

**MR. POTTER** (Subiaco) [5.48]: After listening attentively to speeches on the Estimates, it seems to me that hon. members are trying to push their own barrow.

**Mr. Nalder**: Is yours rubber-tyred?

**Mr. POTTER**: Yes. This is because we have a very large State to develop; and it is a State with many potentialities. I intend to confine myself, more or less, to local matters, and some of them I will leave until the individual items are discussed. At that stage I will make some reference to them. I am pleased

that the University proposes to develop the land between Daglish and Jollimont. I feel that what the University proposes to do there is the key to the development of the area west of the city. I trust that the University Senate will get on with the job and that, particularly in view of the Empire Games, the land will soon be developed.

Listening to the hon. member for Pilbara reminded me of my early life when my father and his friends used to speak of the State's potential. They were widely travelled men who had seen many parts of the world. They spoke of the crops of tobacco, cotton, and the like, that could be grown in Western Australia, years before such crops were grown here. At that time there was quite a controversy over electricity supplies. I heard these matters discussed early in my life—when I was about 10 or 12 years of age—and many of the men who used to talk about them passed on, as a result of the 1914-18 war, at an early age.

I can also recall how they used to plug, really, to establish a market in our Near East. They said repeatedly that if we had reliable agents in such places as Burma, China and so on—in those days they were not under the regime that they are now—many of our goods could be exported. I noticed that according to the Press yesterday morning there is a big demand in Singapore for some of our vegetables. I feel that in Singapore we have a trade potential we could develop.

During the depression years, I thought I would be able to relieve, in some measure, our unemployment by doing certain things, and I looked into the question of exporting meat to Hong Kong, Tokyo, and so on, where I had some connections. I understand that about 25,000 head was available for export at the time.

**Mr. Nalder**: Sheep or cattle?

**Mr. POTTER**: Cattle. I was interested in beef. I wrote to my connections in those places, and I found, firstly, that our production was so infinitesimal that it would not meet their breakfast requirements. Perhaps that is an exaggeration. Secondly, there was a need for shipping facilities and direct lines of shipping. The people with whom I was in touch, had connections with the Argentine where much money had been invested in the railways. As the money could not be taken out of the country, it was made available for beef production, and much of the Argentine was taken up for that purpose.

Although I commend the Commonwealth Government for giving Western Australia £5,000,000 for the development of the North, I feel that an investment of even ten times that amount, in a short space of time would not be too much; and that is not an exaggeration. Although I do not know what the position is at the moment, I have

had connections in the Far East and in Sydney, and I realise that the markets are there.

Mr. I. W. Manning: Does the hon. member for Subiaco realise that he is putting his case to the Opposition?

Mr. POTTER: I am not putting a case to the Opposition at all.

Mr. I. W. Manning: You had better get the Whip to bring the Labour Party in to listen to you.

Mr. POTTER: I am still a Socialist so far as that is concerned. As the hon. member for Pilbara has so frequently pointed out, we cannot have a Conservative Government. If the Liberals were in office they would make the British Conservatives weep. Unfortunately, they are even trying to annihilate the most progressive wing of their party—the Country Party—and I think they are succeeding. They have been sacrificing the Country Party to satisfy the needs of the right wing. I dealt with this matter when speaking on the wool marketing debate. I point out the potential of the North-West, and I deplore that the Commonwealth Government cannot give ten times £5,000,000 to assist in the development of that part of our State.

We need population in Western Australia, and we can only have increased population if we encourage trade to come here. The Deputy Leader of our party has gone a long way, in this respect. We should, I suppose, refer to the psychology of fear such as we had a week or two ago in the political sphere.

Mr. Roberts: Who is frightened?

Mr. POTTER: I do not think that psychology will get us very far in regard to trade promotion. I do, however, point out to the members of all political parties, and the members of all sections of commerce, that it is as well that we should get together to promote trade. For too long has this State looked, firstly, to England for the goods it needs; and, secondly, to the Eastern States. Western Australia now has a market—somewhat belatedly—so that we should be able to make people realise that we can produce certain goods in our own State. I commend the Government for what it has done in this regard.

If we look back over some of our more recent history, we find that British capital was invested in the Near East and the Far East. Had it been invested in this country, although the profits would not have been so high, the returns would have been more reliable and stable, and we could have exported quite a number of goods. Another feature is that the Commonwealth Trade Commissioners are not, I consider, exactly doing their job in relation to Western Australia. I believe they look to the Eastern States, and not to this State.

I thank the Government for the way it has dealt with the urgent local matters I have placed before it. It has at least endeavoured to co-operate, although in some respects it has not been able to meet all my requirements. However, taking into account the estimated Budget and the vital needs of the State, I feel the Government is doing an excellent job. I realise that money does not go as far as it used to do five or ten years ago.

I often feel that there is a tendency to make invidious comparisons between the Estimates of this year and those for the period 10 or 20 years ago. People are apt to compare the Budgets of 1949 and those of today without taking cognisance of the increased costs of wages and services. If the Government continues to pursue its present course of action, it will put the State on the map. I can visualise that trade will be promoted. I trust that the Deputy Premier, and his colleagues who went overseas with him, will have their efforts crowned with success, and that many new industries will come to Western Australia.

Progress reported.

House adjourned at 5.58 p.m.

## Legislative Council

Tuesday, the 2nd December, 1958.

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