

The Minister replied—

The ilmenite claims in the Cheyne Beach area are held by P. R. Jackson, F. A. Moore, and Hancock Prospecting Pty. Ltd.

It is no good arguing on that basis, but if an industry is to come here we know that we have mineral sands of good quality in the Albany area. I ask the Minister here and now: Does he intend to transport the mineral sands at Albany to the port of Bunbury?

Mr. Roberts: Hear, hear!

Mr. HALL: The member for Bunbury says, "Hear, hear"; but in doing so he is apparently ignoring the economy of transporting those sands to Albany. If it is economical to transport freight, such as coal, one way, it must be economical to transport it the other way. The industry could be operated at Albany alongside the successful development of the harbour. We would have no trouble with harbour effluent if it were segregated.

I think I have covered all my points, so I say to the Government that, in fairness to the development of the district of Albany and for the sake of the industrial expansion which will be required for that purpose—supported by the activity of the woollen mills—my suggestions should be put into effect. Apart from that we have the expansion of Borthwick's taking place, and there is talk of further expansion. There is also expansion on the waterfront, and silos being built for grain storage. In addition, an engineering firm has established itself at Albany. I feel I have presented a case for the Government to develop the railway system at Albany with a view to further expansion of the Albany townsite and its surrounding districts.

On motion by Mr. W. A. Manning, debate adjourned.

House adjourned at 11.10 p.m.

Legislative Assembly

Thursday, the 11th August, 1960

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ADDRESS-IN-REPLY : SIXTH DAY—

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

QUESTIONS ON NOTICE

WAR SERVICE LAND SETTLERS

Living Allowance

1. Mr. HALL asked the Minister for Agriculture:

- (1) Is the living allowance as paid to war service land settlers under review by the Agricultural Department?
- (2) If so, who authorised this review?
- (3) When will the decision be given as to whether there will be an increase or not?
- (4) What is the allowance as paid to war service land settlers now, and what was the allowance paid for the years 1957; 1958; 1959?
- (5) Does the number of dependants have a bearing on the assessment of living allowance?

Mr. NALDER replied:

- (1) and (2) Following my earlier representations to the Federal Minister in Canberra, the matter of living allowance has been reviewed by the Commonwealth.
- (3) Increase to £630 per annum approved to commence from the 1st October, 1960.
- (4) 1957, 1958, and 1959: £550 per annum.
- (5) No.

MT. MANY PEAKS ROAD

Sealing and Bituminising

2. Mr. HALL asked the Minister for Works:

- (1) Has finance been approved for sealing and bituminising Mt. Many Peaks Road?
- (2) If so, what is the grant?

- (3) If the answer to No. (1) is "Yes," when will work commence and what mileage is expected to be completed this year?

Mr. WILD replied:

- (1) No funds have been provided for sealing, but financial provision has been made for tar priming 2.3 miles of road between the 15.7 miles and 18.0 miles from Albany.
- (2) Answered by No. (1).
- (3) See answer to No. (1). The work described will commence early in 1961 and be completed this financial year.

BUILDING SOCIETIES

Allocation from Housing Funds

3. Mr. HALL asked the Minister representing the Minister for Housing:

- (1) Has the allocation of moneys been made to building societies for this financial year?
- (2) If so, what amounts were made to the respective building societies, and when will they be advised as to the amount granted?

Mr. ROSS HUTCHINSON replied:

- (1) and (2) The allocations to building societies for this financial year will be made very shortly, and particulars of such allocations will be publicised.

HEALTH COUNCIL

Membership and Reports

4. Dr. HENN asked the Minister for Health:

- (1) Does the Health Council of Western Australia issue a report from time to time?
- (2) Who are the members comprising the Health Council of Western Australia?
- (3) When was the last report issued?

Mr. ROSS HUTCHINSON replied:

- (1) No. The State Health Council is an advisory body to the Government functioning through the Minister for Health. The Minister for Health is informed of the State Health Council's deliberations, and receives a copy of the minutes of each meeting.
- (2) The State Health Council comprises—

1 representative of the Royal College of Surgeons.

1 representative of the Royal College of Physicians.

1 representative of the Royal College of Obstetricians and Gynaecologists.

4 representatives of the British Medical Association.

3 representatives of the Faculty of Medicine of the University of Western Australia.

Professor of Child Health.

Inspector-General of Mental Services.

Commissioner of Public Health.

Deputy Commissioner of Public Health.

Under Secretary for Health.

- (3) The minutes of the last meeting are dated the 11th July, 1960. A general report on the activities of the State Health Council appears in the commissioner's annual report.

"C" CLASS HOSPITALS

Complaints Regarding Conduct

5. Dr. HENN asked the Minister for Health:

(1) Has the Department of Public Health received any complaints regarding "C" class hospitals in recent months?

(2) When the department makes an inspection of "C" class hospitals, does it inform the matron beforehand of the intended visit?

(3) Is he aware that in one "C" class hospital in the metropolitan area an unqualified elderly woman was put in charge of 14 patients for the whole night's duty?

Mr. ROSS HUTCHINSON replied:

(1) No.

(2) No.

(3) No. However, if any specific complaints are received on such matters or allied matters, an investigation will be made.

STATE PURCHASE HOMES

Analysis of Arrears

6. Mr. GRAHAM asked the Minister representing the Minister for Housing:

Will he supply a copy of the analysis of arrears on purchase homes under the State Housing Act, to which he made reference in reply to a question asked by me on the 3rd August?

Mr. ROSS HUTCHINSON replied:

The answer to this question requires considerable research, and I ask that the question be postponed.

FINCHES

Embargo on Export

7. Mr. RHATIGAN asked the Chief Secretary:

(1) Is he aware of the Commonwealth Government's embargo on the export of finches overseas from Western Australia?

(2) If so, does he agree with this embargo?

(3) If so, will he give his reasons for supporting it?

(4) If not, will he do all in his power to have the embargo lifted?

Mr. ROSS HUTCHINSON replied:

(1) Yes.

(2) No.

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

(4) Yes. This matter, which has already been taken up with the Prime Minister, will again be discussed at a Commonwealth-State fauna authorities conference next month.

PERTH GIRLS' HIGH SCHOOL

Completion of Tennis Courts

8. Mr. GRAHAM asked the Minister for Education:

(1) Is the Perth Girls' High School to remain a school?

(2) Is so, does he agree that the pupils would be as entitled to adequate tennis-playing facilities as pupils attending other schools at which such provision has been made?

(3) In any event, will he take early steps to have the half-completed tennis courts put into a condition so that they might be used?

Mr. WATTS replied:

(1), (2), and (3) The future use of this school is still under consideration. The honourable member will be advised when a decision is reached.

FOOTBALL POOLS

Legality

9. Mr. OLDFIELD asked the Minister for Police:

(1) Is the football tipping competition being conducted by the *Daily News* newspaper being conducted contrary to the gaming provisions of either the Criminal Code or the Police Act?

(2) If so, will he assure the House that arrests will be made and charges laid accordingly?

Mr. PERKINS replied:

(1) No.

(2) Answered by No. (1).

GOVERNMENT ENTERPRISES*Transfer to Private Ownership*

10. Mr. FLETCHER asked the Premier:

- (1) Has the Government given assurances that employees of Government enterprises shall not be disadvantaged in respect of wages and conditions if such undertakings change to private ownership?

Long-Service Leave Entitlements

- (2) If so, will he undertake that employees so affected shall continue to obtain their long service leave in accordance with governmental qualifying periods rather than the 20-year term?

Mr. BRAND replied:

The Government has made it clear that it will have proper regard for the interests of the employees of State trading concerns.

The exact nature of any changes in conditions of service can be determined only in the light of each particular case if and when negotiations are finalised.

A committee of senior officers is examining the present conditions of service and the possible effect of any sale, and it will make recommendations and advise the Government.

Such committee cannot complete its recommendations until it has a specific set of circumstances to deal with.

DRIVING PUMP SHAFTS*Manufacturing Time and Cost*

11. Mr. TONKIN asked the Minister for Railways:

- (1) On what date was actual fabrication commenced of the three shafts XIII48 for which an order was said to have been placed on the 25th February, 1960, and which were said to have been completed and to have passed inspection on the 4th August?
- (2) How many man-hours would ordinarily be required to make one shaft XIII48?
- (3) What was the cost of making each shaft?

Mr. COURT replied:

- (1) The 5th April, 1960.
- (2) About 15.
- (3) The costs are not yet finalised, but progress records indicate that the cost quoted in reply to the question by the honourable member on the 2nd August, 1960—that is, £17—will prove approximately correct.

RCA WAGONS*Railways Department Requirements*

12. Mr. TONKIN asked the Minister for Railways:

- (1) Is the Railways Department in need of more RCA wagons?
- (2) Is the need urgent?
- (3) What is the estimated daily earning capacity of an RCA wagon?
- (4) Are there any RCA wagons at present under construction?
- (5) If so, by whom is construction in whole or in part being done?
- (6) Are there any partly constructed RCA wagons (and, if so, how many), the completion and use of which is delayed because of the tardiness of a private contractor in delivering bogies?

Mr. COURT replied:

- (1) Yes.
- (2) New bogie wagons are needed for replacement of over-aged stock and for current demands, and are required for these purposes as soon as possible.
- (3) The earning capacity of a wagon depends upon the type of traffic it is used for, the distance it has to travel, and whether any loading limitation is necessary due to the standard of the permanent way on certain sections.

The RCA wagon is a general purpose wagon and could be used for classes of goods ranging from the lowest to the highest in the freight classification.

Because of these diverse factors, a reliable figure cannot be given, but an average rate obtained by dividing goods revenue by available wagons produces a figure of approximately £6 for a bogie wagon. This rate is regarded as too empirical to be accepted as a sound guide for individual wagons.

- (4) Yes.
- (5) Midland Junction Workshops, with the exception of bogies.
- (6) There are 92 RCA wagon bodies awaiting supply of bogies from contractors. This does not necessarily denote tardiness of private contractors, although deliveries are not up to expectation.

WATER RATES*Increases*

13. Mr. TONKIN asked the Minister for Water Supplies:

- (1) Is he aware that there are instances where rate notices recently issued show increases exceeding 80 per cent. on the amount charged last year?

- (2) In which districts would the increase per cent. in charges be highest?
- (3) Does he consider that an increase from £9 2s. to £16 13s. such as has been imposed on a Subiaco resident can be justified?
- (4) If so, what is the justification?
- (5) Does the increase per cent. in the total rates levied this year constitute an all-time record?
- (6) If not, in what year was it exceeded?

Mr. WILD replied:

- (1) Yes, in some instances where the increased valuations are warranted.
- (2) The districts in which progressive reviews of annual valuations took place during 1959-60. These districts are as follows:—
 Melville Road Board — Palmyra and Bicton Wards;
 Subiaco City Council;
 Perth City Council—Leederville-Wembley Wards, North Perth Ward;
 Perth Road Board — Scarborough, Doubleview;
 Bayswater Road Board;
 Midland Junction Council;
 South Perth — Manning Ward;
 Canning Road Board — River-ton Ward;
 Gosnells Road Board.
- (3) and (4) On details of the property in question being made known, further information will be supplied.
- (5) No.
- (6) 1953-54.

LOCAL GOVERNMENT BILL

Introduction

14. Mr. EVANS asked the Minister representing the Minister for Local Government:

Could he please indicate when the Local Government Bill is likely to be introduced this session?

Mr. PERKINS replied:

A rough draft of the Bill has been printed, and is now being checked by the Crown Law officers. As soon as this is completed, final printing will be completed, and the Bill will be introduced.

CHILDREN OF SCHOOL-LEAVING AGE

Details of 1958 Survey

15. Mr. EVANS asked the Minister for Education:

- (1) Re his answer given to me in part (2) of question No. 21—*Votes and Proceedings* No. 4 of 1960—could he please amplify the position as to the 1958 survey of Government schools whether this concerned a State-wide coverage, and also whether all Government schools were included in the survey?
- (2) When, if ever, was a previous survey along similar lines conducted?
- (3) How does the 1 per cent. finding of the 1958 survey compare with previous findings?
- (4) Is it possible to segregate the percentage of such children who continued on at school in country areas during 1958?
- (5) If so, what was the percentage of the complete State age group?

Mr. WATTS replied:

- (1) (a) Yes.
(b) Yes.
- (2) and (3) It is known that none has been conducted since 1940, but whether any were before that year is unknown.
- (4) It is possible to do this, but it is by no means clear that any useful purpose would be achieved.
- (5) Answered by No. (4).

NATIVE WELFARE ACT

Definition of "Next of Kin"

16. Mr. NORTON asked the Minister for Native Welfare:

- (1) Who, under the Native Welfare Act, are designated as the "next of kin" of a native within the meaning of the Act?
- (2) What becomes of a native's property at his death when he has no "next of kin" as designated by the Act?
- (3) Under what section of the Act or by what regulation is the "next of kin" defined?
- (4) Does he consider that these definitions are fair and just?

Mr. PERKINS replied:

- (1) If legally made, the distribution is carried out under the provisions of section 14 of the Administration Act, the next of kin being primarily the parents or direct descendants, unless the deceased is a tribal native, when the next of kin is as set out in the regulations.

- (2) The property is converted into cash and carried into a special trust account called "Section 65".
- (3) Native Welfare Regulation No. 106.
- (4) I am considering legislation to improve the provisions.

SNAPPER FISHING

Investigation into Use of Traps

17. Mr. NORTON asked the Minister for Fisheries:

- (1) Has he received any report from F.R.V. *Lancelin* in respect of the investigation being carried out on the catching of snapper by traps?
- (2) If not, when can it be expected that one will be submitted?

Mr. ROSS HUTCHINSON replied:

- (1) No.
- (2) It is expected that a report on the results of the investigations, which are still in train, will be available some time in October.

NATIVES AT CARNARVON

Government Assistance for Rebuilding Homes

18. Mr. NORTON asked the Minister for the North-West:

- (1) Has any assistance been given to the coloured people at Carnarvon who lost their dwellings during the recent cyclone, to rebuild their homes?
- (2) If no assistance has been given, will he give the reasons?

Mr. COURT replied:

- (1) Arrangements for rehousing coloured people at Carnarvon are in hand. There has been no discrimination in assistance granted to white and coloured people. The Carnarvon Cyclone Relief Advisory Committee has assisted some coloured families by direct grants, and five coloured families will be rehoused at an approximate cost of £1,400 each.
- (2) Answered by No. (1).

COLLIE RAILWAY INSTITUTE

Cost of Building and Furnishing

19. Mr. MAY asked the Minister for Railways:

Will he inform the House of the total cost of building and furnishing the Railway Institute at Collie?

Mr. COURT replied:

The total cost of the building was £15,640, and I am informed that furnishing costs amounted to £1,512, giving a total of £17,152. The furnishing was financed from Railway Institute funds.

UNEMPLOYMENT

Comparison of May and June Figures

20. Mr. GRAHAM asked the Premier:

- (1) Was the total number of employment vacancies registered in Western Australia fewer at the end of June than at the end of May this year?
- (2) If so, by how many?
- (3) Was the total number of persons registered as unemployed in Western Australia more at the end of June than at the end of May this year?
- (4) If so, by how many?
- (5) Was the total number of recipients of unemployment benefit greater at the end of June than at the end of May this year?
- (6) If so, by how many?

Mr. BRAND replied:

Nos. (1) to (6) The employment position has shown the customary seasonal decline in June as compared with May, but the figures for this year are better than those of last year, and substantially better than two years ago. The figures, together with comparable figures for 1959 and 1958, are:—

Employment Vacancies:			
	1960	1959	1958
End of May	1,247	1,035	859
End of June	904	849	782
Decrease	343	186	67

Persons Registered for Employment			
	1960	1959	1958
End of May	4,499	5,972	5,735
End of June	4,694	6,074	6,308
Increase	195	102	573

Recipients of Unemployment Benefits:			
	1960	1959	1958
End of May	2,075	2,674	2,543
End of June	2,254	2,939	3,005
Increase	179	265	462

REOPENED RAILWAY LINES

Cost of Alternative Road Transport

21. Mr. GRAHAM asked the Minister for Transport:

What would have been the cost to the Government if road transport subsidies had been paid in respect of the goods hauled by rail during the period rail services operated on the Burakin-Bonnie Rock and Lake Grace-Hyden lines respectively this year—

- (a) under full subsidy conditions;
- (b) under subsidy conditions agreed upon at the time of cessation of services, had such continued?

Mr. PERKINS replied:

	(a)	(b)
	£	£
Burakin-Bonnie Rock	18,200	13,000
Lake Grace - Hyden	22,200	15,860

UNDEVELOPED PROPERTIES

Financial Assistance from Commonwealth Bank

22. Mr. CRAIG asked the Minister for Lands:

Has the Government given any consideration to submitting proposals to the Commonwealth Development Bank for financial assistance to primary producers whose properties are undeveloped and who are unable to secure such aid through normal channels?

Mr. BOVELL replied:

Yes. Avenues, one of which is the Commonwealth Development Bank, are being explored to ascertain whether financial aid is available to primary producers for farm development. The Commonwealth Development Bank is now receiving applications from

primary producers for developmental loans, and each case is being considered on its individual merits.

FREIGHT RATES

Increases and Previous Charges

23. Mr. KELLY asked the Minister for Railways:

(1) What rate in truck lots was charged prior to the rise now indicated by the Government on the following (based on 75, 150, 200, 250 mile hauls)—

- (a) wheat, barley, oats;
- (b) wool;
- (c) fencing materials;
- (d) superphosphate;
- (e) livestock;
- (f) building materials;
- (g) pyrites;
- (h) mining machinery;
- (i) explosives;
- (j) road metal?

(2) What will be the increased rate charged on the above goods?

Mr. COURT replied:

Commodity	75 Miles		150 Miles		200 Miles		250 Miles	
	A	B	A	B	A	B	A	B
	per ton		per ton		per ton		per ton	
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
(a) Wheat, Barley Oats	30 7	36 6	39 0	46 6	44 8	53 6	50 3	60 0
(b) Wool	74 10	79 0	110 9	118 6	127 0	136 0	137 10	148 0
(c) Fencing Materials	46 8	53 0	64 8	74 0	71 9	82 6	76 9	88 0
(d) Superphosphate	30 7	33 5	39 0	42 7	44 8	49 0	50 3	55 0
(e) Livestock—								
Cattle	163 2	179 6	268 3	300 0	326 11	365 0	379 0	425 0
Sheep	146 11	161 6	241 6	269 6	294 2	327 6	341 1	382 6
(f) Building Materials	58 6	63 6	82 11	90 6	93 10	103 0	101 4	111 0
(g) Pyrites*	30 7	36 6	39 0	46 6	44 8	53 6	50 3	60 0
(h) Mining Machinery	58 6	63 6	82 11	90 6	93 10	103 0	101 4	111 0
(i) Explosives	105 11	135 6	179 11	234 6	209 11	274 6	232 11	305 0
(j) Road Metal	30 7	36 6	39 0	46 6	44 8	53 6	50 3	60 0

A Rates as at 31st August, 1960.

B Rates as from 1st September, 1960.

* From Norseman and Kalgoorlie to Metropolitan Area special rates apply.

24. This question was postponed.

GOVERNMENT OFFICERS

Salaries

25. Mr. JAMIESON asked the Treasurer:

- (1) How many Government and semi-Government officers draw salaries in excess of £2,200 per annum?
- (2) How many of these officers draw salaries in excess of £3,000 per annum?

Mr. BRAND replied:

- (1) 928.
- (2) 183.

PERTH AIRPORT EXTENSIONS

Sketch Plan

26. Mr. JAMIESON asked the Minister representing the Minister for Housing:

Would he make available a sketch plan showing the proposed resumptions for Perth Airport extensions so that the answer to question No. 24 of Tuesday the 2nd August would be more readily appreciated?

Mr. ROSS HUTCHINSON replied:

The files can now be laid on the table of the house for one week.

The files were tabled.

CROSSWALKS*Zigzag Markings in Guildford-Midland
Electorate*

27A. Mr. BRADY asked the Minister for Transport:

Will he arrange to have zigzag markings on the approach to all pedestrian crossings in the Guildford-Midland electorate?

Mr. PERKINS replied:

As a first step, zigzag markings will be painted on the approaches to pedestrian crossings on major roads only. It is not at present the intention to provide this treatment on pedestrian crossings on minor roads.

*Flashing Lights in Guildford-Midland
Area*

27B. Mr. BRADY asked the Minister for Transport:

Does he contemplate erecting any flashing signals on any pedestrian crossing in the Guildford-Midland electorate during the next twelve months?

Mr. PERKINS replied:
No.

**LLOYD STREET CROSSING,
MIDLAND JUNCTION***Erection of Overhead Bridge*

27C. Mr. BRADY asked the Minister for Transport:

Will he consider building an overhead bridge at the Lloyd Street crossing, Midland Junction, to enable free flow of traffic to the abattoir and the railways workshops.

Mr. PERKINS replied:

The result of detailed studies of vehicular traffic movements at the Lloyd Street crossing showed that delays were not excessive, and in consequence an overhead bridge is not justified.

JET AIRCRAFT*Effect of Use at Perth Airport*

28. Mr. BRADY asked the Minister for Health:

- (1) Has he considered the impact of noise, fumes, and dust on residents adjacent to the Perth Airport with jet aircraft using the airport in the future?
- (2) Will he advise the House of the results of any inquiries he or the Minister for Housing has made in respect of the effects of jet aircraft being used on Eastern States airports?

Mr. ROSS HUTCHINSON replied:

- (1) Consideration has been given to this matter; and whilst it is considered that there may be some inconvenience to persons in the vicinity, no health hazard can be foreseen.
- (2) No results of inquiries have been received from the Eastern States, but information is being sought.

EAST-WEST ROAD*Bituminisation*

29. Mr. BICKERTON asked the Premier:

- (1) Will he advise the approximate cost to this State of sealing the Eyre Highway?
- (2) What mileage is involved?
- (3) What would the State gain if this work was carried out?

Mr. BRAND replied:

The estimated cost of sealing the Eyre Highway within the State is—

- (1) £5,280,000.
- (2) 463 miles.
- (3) (a) A faster and more comfortable journey for the substantial number of people now using the road.
- (b) Improved transport facilities for the pastoralists who depend upon the road for their requirements.
- (c) A substantial increase in the number of visitors to Western Australia, particularly among family men with light cars who could not otherwise afford the journey, and a consequent expansion of interest in the State.
- (d) A reliable defence link with the Eastern States, which is strongly supported by the R.S.L.

I might add that, above all, a main highway from one side of this country to the other must, in the main, benefit this State. Modern highways in a country where so many motor-cars are used are of national importance.

30. *This question was postponed.*

ITINERANT TEACHERS*Cost in Murchison and North-West*

31A. Mr. NORTON asked the Minister for Education:

What is the total cost to the Education Department for the two itinerant teachers now operating in the Murchison and North-West?

Mr. WATTS replied:
Approximately £3,700.

SCHOOL OF THE AIR*Cost of Meekatharra Project*

31B. Mr. NORTON asked the Minister for Education:

What is the total estimated annual cost to the Education Department for operating and staffing the School of the Air, Meekatharra?

Mr. WATTS replied:

Approximately £1,600.

Costs vary with classification of teachers. If the itinerant teachers had the same classification as the teacher in charge of the School of the Air, the respective costs would be—

(1) Approximately £4,200.

(2) Approximately £1,600.

RAILWAYS DEPARTMENT*Costing System*

32. Mr. TONKIN asked the Minister for Railways:

(1) For "distinctly railway manufacturing requirements," what is the department's costing system required to show?

(2) What items comprise the total cost?

(3) What additional information is necessary before the cost arrived at under Railways Department costing can be used for comparison with outside sale prices?

(4) Of what practical value is a cost figure which is impossible of comparison with outside tenders?

Mr. COURT replied:

(1) The costing system is intended to provide the direct costs and a proportion of the indirect costs included under the heading of "Workshops" in the printed estimates, in respect of workshops output.

(2) Answered by No. (1).

(3) A revision of the costing system would be necessary to provide for, among other things, a separate indirect rate for each shop plus provision for other indirect costs, such as depreciation, interest, insurance, administration, etc. Such a revision of the existing system would need to cover the whole of the workshops activities and I am advised that this would not justify the cost involved.

(4) The bulk of the work at Midland Junction, being mainly maintenance in nature, is specialised work for which the question of tenders does not arise. The costing system employed is adequate for this purpose.

WATER RATES*Uniform Assessment Basis*

33. Mr. TONKIN asked the Minister for Water Supplies:

(1) On what date was action first taken by the Water Supply Department to rate residential and business properties on a uniform basis, i.e., on 75 per cent. of net valuations instead of 60 per cent.?

(2) To which particular district did this initial action apply?

(3) On what date was the attention of the Minister for Water Supplies first drawn to the different levels of assessment as between residential and business properties?

(4) On what date was ministerial approval given to remove the difference in the levels of assessment of valuations as between residential and business premises?

(5) Will he table the relevant minute bearing the Minister's signature?

(6) Did the difference in the levels of assessment above referred to, occur as a result of error or deliberate action in following policy?

Mr. WILD replied:

(1) There was no specific date, but the matter was under general consideration by the department early in May.

(2) This action did not apply to any particular district, but to those districts named in the reply to the honourable member's question of the 2nd August.

(3) Attention was drawn by the Under-Secretary for Metropolitan Water Supply early in May, as was also done to the honourable member himself when he was Minister for Water Supplies on the 3rd August, 1953.

(4) The 17th May, 1960.

(5) Yes, for one day.

(6) It was the accepted policy at the time.

I have the minute here and I move that it be laid on the Table of the House for one day.

The minute was tabled.

SLEEPERS*Tenders for Supply to Railways Department*

34. Mr. GRAHAM asked the Minister for Railways:

(1) When did contracts for the supply of sleepers for the W.A.G.R. last year expire?

(2) Have tenders been called for the supply of sleepers to the W.A.G.R. this year?

- (3) What number is being sought other than from the railway mill?
- (4) Which sawmillers submitted tenders?
- (5) What was the tender price of each such sawmiller?
- (6) Has a decision yet been made with regard to orders?
- (7) If so, who are the successful tenderers, and at what price?
- (8) If not, when is it likely to be made?
- (9) Meanwhile, on what basis are sleepers at present being supplied?
- (10) What quantity of sleepers will be supplied by the railway mill this year?

Mr. COURT replied:

- (1) The 30th June, 1960.
- (2) Yes.
- (3) Tenderers were invited to give alternative prices for 305,000, 200,000, or 150,000.
- (4) Twenty-two tenders were received, and these are in the process of examination.
- (5) It is undesirable to divulge the prices at this juncture.
- (6) No.
- (7) Answered by No. (6).
- (8) This is contingent on further advice being sought by the Tender Board from tenderers.
- (9) Stocks on hand are sufficient for immediate requirements.
- (10) This has yet to be determined following examination of all tenders.

ELECTRICITY SUPPLIES

Effect of Bunbury Output on Railway Revenue

35. Mr. FLETCHER asked the Minister for Electricity:

- (1) If Bunbury power station is to carry the future preponderance of load instead of South Fremantle and East Perth power stations, would not the State Electricity Commission saving in coal haulage be negated by loss in railway revenue at present obtained in rail freight from Collie to metropolitan stations?
- (2) What would be the approximate profit or loss?

Absorption of Excess Power

- (3) With 120,000 kws. ultimately from Bunbury power station, plus 55,000 kws. from East Perth power station, plus 100,000 kws. from South Fremantle power station, with only a small proportion of this power at present in use, what are the other anticipated industries that will require the excess in the foreseeable future?

Purchase of Collie Power Station Plant

- (4) Is the Government committed to buying the proposed Collie power station plant now, or obtaining, possibly, a more modern plant in, say, five years' time?

Mr. WATTS replied:

- (1) and (2) While there will be a reduction in railway revenue, there will also be a substantial reduction in the Railways Commission's operating costs.
- (3) The power station at Collie is not related to any particular industry. Experience has shown that the State Electricity Commission must plan for an increase in load of not less than 8 per cent. per annum to cover the increase in demand of industry, homes, and farms, and all the considerable extensions that are contemplated.
- (4) Tenders have not yet been called for plant for the Collie power station, but considerable time is required for the manufacture of plant and for the construction of site works.

36. *This question was postponed.*

QUESTIONS WITHOUT NOTICE

NEW INDUSTRY

Press Report Regarding Establishment

1. Mr. HEAL asked the Minister for Industrial Development:

I understand it has been, or will be, announced that a new big industry is planning to come to Western Australia. Would this be the opportune time for the Minister to make a statement to the House in regard to that industry?

Mr. COURT replied:

I cannot quite gather what the honourable member seeks to find out. Perhaps he has some information which is not known to this House or to me. From what he has said, I am afraid I cannot be expected to give an answer.

Mr. HEAL: On today's placards of the *Daily News* is a heading worded "Big New Industry Planned for W.A." I would have thought that the Minister would know something about it. If so, would he give some information to the House?

Mr. COURT: I have not seen today's *Daily News*. Whilst the Government has many new industries under negotiation, we have none that we wish to announce or to foreshadow at this point of time.

The SPEAKER: The question relates to the *Daily News* rather than to the department for which the Minister is responsible.

RAIL FREIGHTS

Reduction on Diesel Fuel and Furnace Oil

2. Mr. BURT asked the Minister for Railways:

The Government's Press statement on freight and fare adjustments referred to a reduction in rates for motor spirits, distillates, and kerosene as an aid to agriculture and decentralisation.

In view of the importance of diesel fuel and furnace oil to country power stations and the mining industry, will he agree to the inclusion of diesel fuel and furnace oil under the same conditions as motor spirits, distillates, and kerosene?

Mr. COURT replied:

The honourable member can be assured there will be no increase of diesel fuel and furnace oil freights.

On this occasion an attempt is being made to simplify the railway freight schedules and classifications, and there are some details which need amplification for the information of railway customers before they become effective on the 1st September.

Details of the method of treating the complete range of petroleum products will be covered in a statement early next week.

Reduction on Coal

3. Mr. MAY asked the Minister for Railways:

In view of the favourable attention that is being given by the Government to foreign fuel used in this State, will he also give some assurance that he will give consideration to a reduction in the coal freight, in the same manner as consideration is being given to a reduction in oil fuel freights?

Mr. COURT replied:

I can assure the honourable member that every consideration will be given by me to freight in respect of coal. If he is referring particularly to coal going to Kalgoorlie, no increase is proposed on that freight.

Effect of Increases on Goldfields

4. Mr. MOIR asked the Minister for Railways:

In view of the importance of the workers to the industries on the goldfields, would he give consideration to withholding or not increasing the freights on foodstuffs and the requirements for all domestic purposes to the goldfields?

Mr. COURT replied:

The Government is receiving a deputation from the mining industry regarding the impact of freights on the mining industry generally. This deputation is timed for next Wednesday.

Regarding the question relating to foodstuffs and so on being transported to the goldfields, I do not think any special concession can be given there, because the goldfields already enjoy a very considerable advantage in their freights because of the heavily telescoped system of freighting we use in this State.

DIESEL ENGINES

Number on Order

5. Mr. MAY asked the Minister for Railways:

He recently promised to inform the House how many, if any, diesel engines were on order and whether he proposed to order any in future. Will he do so?

Mr. COURT replied:

I am sorry; I did promise the honourable member that I would get the specific information on main line diesel engines. I told him that to the best of my knowledge there was none on order. I must confess that I did not follow up that question, and I will inform the honourable member and the House later this afternoon.

REOPENING OF RAILWAY LINES

Effect on Departmental Finances

6. Mr. GRAHAM asked the Minister for Railways:

In view of the replies given to me today by the Minister for Transport indicating the extent of road subsidies which would have been paid on the Burakin-Bonnie Rock and Lake Grace-Hyden railway areas had those lines not been reopened, will he reaffirm his statements made earlier this session that the Government saved money by reopening the railways?

Mr. COURT replied:

I did not pay particular attention to the answer given by the Minister for Transport, so I really do not know what answers were supplied; but I will have a look at them. I also want to make this point by way of reply: I cannot remember saying that the Government would save money by the re-opening of the railways. I did indicate it was estimated that the loss on operating costs would be less than the actual road subsidies which would be paid. The honourable member queried that figure because he was particularly anxious that the figures on depreciation and interest were included. I will examine the answers; and if the honourable member requires a further answer on Tuesday, I will be only too pleased to give it.

Mr. Graham: I would like it given with an apology, too.

STATE PURCHASE HOMES

Analysis of Arrears

7. Mr. GRAHAM asked the Minister representing the Minister for Housing:

Last week, when I addressed a question to him in respect of the larger deposits now sought by the Housing Commission for homes to be purchased under the State Housing Act, he informed me that an analysis of arrears on purchase accounts showed that the highest number of arrears and the largest amount of arrears are where a purchaser pays a deposit of only £50. This afternoon he is unable to supply me with a copy of the analysis which was made, saying it required considerable research; and I ask the Minister accordingly: Does his answer mean that the reply given last week was false in that there was no survey undertaken on which the decision was made to increase from £50 to £100 the standard minimum deposit for the purchase of State Housing Commission homes?

Mr. ROSS HUTCHINSON replied:

No. The answer was not false. All the information that I can give the honourable member at the present time is that, as was stated earlier, further research is required in order to provide him with the information he requires, and this will be supplied at the earliest possible opportunity.

Mr. GRAHAM: Does this not mean then that the Government made a decision to increase the deposits from £50 to £100 as standard

practice without having supporting facts and figures before it, in view of the fact that he is unable to supply me with the basis on which the Government's determination was made?

Mr. ROSS HUTCHINSON replied:
It means nothing of the kind.

Mr. Graham: What does it mean? Are you trying to befuddle us?

EAST-WEST ROAD BITUMINISATION

Priority over Improvement to State Roads

8. Mr. BICKERTON asked the Premier: Does he not consider that the amount of money to be used on bituminising the Eyre Highway would be used to the greater advantage of the State if it were used for bituminising highways in the North-West, particularly in regard to the coastal highway from Carnarvon to perhaps Wyndham, in view of the fact that this year's programme for bituminising in my electorate was only about five miles; and in the Kimberley electorate, about 25 miles?

Mr. BRAND replied:

More money is being spent on roads north of the 26th parallel than has ever been spent. It represents an amount of £1,300,000.

Mr. Graham: He gets more from licenses than before.

Mr. BRAND: They were increased while your Government was in office.

Mr. Graham: Why didn't you reduce them if you didn't like it?

Mr. BRAND: We followed your example. The answer to the line of argument put up by the member for Pilbara, that the local roads always come first, is that they have the highest priority. As every Minister knows, when receiving deputations, the local programme has always top priority.

Mr. Graham: W.A. before South Australia!

Mr. BRAND: It is not a matter of South Australia at all, and you should know it.

Mr. Graham: Of course it is! Serve our own people first.

Mr. BRAND: If the books could be searched, I am sure there would be some indication that the then Minister for Transport, the member for East Perth, was not opposed to the idea of an east-west road.

Mr. Graham: Produce your evidence.

Mr. BRAND: Let me say this: Seeing that there are 9,000,000 people in the Eastern States and 700,000 odd in Western Australia, I am of the opinion that Western Australia has everything to gain from a national highway from the east to the west.

Mr. Graham: More Eastern States people will be using it than W.A. people.

Mr. BRAND: It does not mean we are going to expend all the money on it. A portion must be laid at the door of South Australia and a request will be made to the Commonwealth to bear its share. I am absolutely certain it is one of the means of breaking down the isolation of this State.

Mr. Graham: Tommy rot!

Mr. BRAND: It is not rot. I have always given the member for East Perth credit for forward thinking in the matter of road transport and traffic planning; and if he thinks a little more, I am sure he will agree that an east-west road is of national importance and Western Australia should contribute its proportion towards the construction.

HEALTH COUNCIL

Minutes and Reports

9. Dr. HENN asked the Minister for Health:

In the answer to part (3) of question No. 4 the Minister mentioned the minutes of the last meeting of the State Health Council dated the 11th July, 1960. He also referred to the general report on the activities of the council appearing in the commissioner's annual report. I would like to ask the Minister whether he would place on the Table of the House for perusal by members the minutes of the last meeting. Also, as the most recent available report of the Commissioner of Public Health is for 1958, would the Minister be good enough to place on the Table of the House a type-written report for at least 1959; and, if possible, for 1960?

Mr. ROSS HUTCHINSON replied:
I am afraid I cannot see my way clear to place on the Table of the House the minutes of the State Health Council. They are confined to advice to me as Minister for Health. The 1959 report of the Health Department will be tabled as soon as it is available.

Mr. May: When they have had a meeting.

Mr. ROSS HUTCHINSON: As a matter of fact, I requested the acting Commissioner of Public Health this morning to endeavour to expedite the presentation of the report.

ITINERANT TEACHERS

Cost in Murchison and North-West

10. Mr. NORTON asked the Minister for Education:

In reply to question No. 31A today the Minister said that the approximate cost of the two itinerant teachers was £3,700. Could he tell us whether that amount includes the cost of running their vehicles plus the depreciation and interest on them?

Mr. WATTS replied:

To the best of my knowledge it does; but to make sure, I will acquaint the honourable member with the answer on Tuesday.

EAST-WEST ROAD BITUMINISATION

Priority over Sealing of Perth-Wyndham Road

11. Mr. RHATIGAN asked the Premier:
Did not the Liberal Party promise during the election campaign to seal the road between Perth and Wyndham? If so, why is there the sudden change in regard to the sealing of the road between the East and the West?

Mr. BRAND replied:

I think we did; and we are proceeding to do so towards Carnarvon. It was stated that in the fullness of time—

Mr. Tonkin: A proclamation would be issued.

Mr. BRAND: —a proclamation would be issued to the effect that we would do just that.

WATER RATES

Uniform Assessment Basis

12. Mr. TONKIN asked the Minister for Water Supplies:

When speaking in the House a few evenings ago the Minister for Water Supplies read a minute which he said indicated that I had instructed the Water Supply Department to hurry up with revaluations in order to remove anomalies. He conveyed the impression to the House that those anomalies were the same anomalies that he has recently removed. Today I addressed the following question to the Minister:—

On what date was action first taken by the Water Supply Department to rate residential

and business properties on a uniform basis; that is, on 75 per cent. of net valuations instead of 60 per cent?

His answer was that it was in May. There was no specific date given; but he said that it was under general consideration by the department early in May. I would like to ask the Minister by what process could I, back in 1953, 1954, 1955, or 1956, have instructed the department to remove an anomaly which was only considered by the department for the first time in 1960?

Mr. Ross Hutchinson: Tell him to put it on the notice paper.

Mr. WILD replied:

I suggest the honourable member place that question on the notice paper.

Mr. Tonkin: I bet you do!

Mr. Hawke: A junior Minister dictating to a senior Minister, too.

ADDRESS-IN-REPLY

Sixth Day

Debate resumed from the 10th August.

MR. W. A. MANNING (Narrogin) [2.55]: I wish briefly to support the motion for the adoption of the Address-in-Reply moved by the member for Canning. I do so with considerable pleasure because of the great strides this State has made since the present Government took office.

Government members: Hear, hear!

Mr. W. A. MANNING: I am sure that every member of this House will agree with me in that remark—

Mr. W. Hegney: I am sure they won't!

Mr. W. A. MANNING: —because it is true.

Mr. Bickerton: They have made the strides and left the coats off.

Mr. W. A. MANNING: I was very interested in some of the remarks made by the member for Albany towards the end of his speech. He was the last one to speak on this motion, and he gave us a very interesting summary of the industries which were operating in Albany. He enumerated several of them such as the woollen mills, fish canneries, and so on; and we realise that these industries are the very backbone of the growing town of Albany. Albany is an important place; and when we consider these industries we find that everyone of them is run by private enterprise.

Mr. Hawke: Good Lord!

Mr. W. A. MANNING: If it were not for private enterprise, which has established business in Albany, the member for Albany—

The SPEAKER: Order! There is too much talking and too much noise altogether. If members must move out, please move out quietly.

Mr. W. A. MANNING: Thank you, Mr. Speaker. I could hardly hear myself.

Mr. Hawke: You were not missing anything.

Mr. W. A. MANNING: As I was saying, if it were not for private enterprise, which has established business in Albany, the town would be a comparatively small one today. However, in contrast to that, I notice that the member for Albany is never behind the door in seeking some of the amenities which can be provided by Government funds. I think he has an endless list of schools, bridges, hospitals, and shipping facilities that are required. It makes one wonder where he expects the money for these things to come from.

Mr. Hall: From Bunbury.

Mr. W. A. MANNING: I can quite understand why I am able to detect an antagonism between Albany and Bunbury.

Mr. Roberts: There is no antagonism from Bunbury.

The SPEAKER: Order!

Mr. W. A. MANNING: But that does not enter into my thinking today, because what is happening in Albany is typical of what is happening everywhere else. The backbone of industry in this State is privately owned. The backbone of the amenities supplied comes from Government sources; and we find that the Government money which is derived from loan funds is the only source from which we can secure the schools, hospitals, etc., that I have already enumerated. The acquisition of these amenities is dependent upon Government loan funds. Therefore, I suggest that if the Government were to devote its loan funds to building up the State trading concerns, the member for Albany, and every other member, must be deprived of the amenities he so desires for his particular district.

I feel that is the background of the principle of supporting the present Government in its decision to sell a number of State trading concerns.

Mr. Hawke: You would not know how much State money has been made available to the Albany Woollen Mills over the years, would you?

Mr. W. A. MANNING: I believe—

Mr. Hawke: Hundreds of thousands of pounds.

Mr. W. A. MANNING: —that money at present invested in the State trading concerns—something like £2,500,000—could be

easily used to better advantage by the Government in providing the amenities which are essentially derived from Government loan funds.

I believe that such action on the part of the present Government spells progress in regard to Government responsibility. As the concerns are sold to private enterprise, progress will be ensured for the particular industries; because I believe that if a private industry purchases a Government trading concern, its only interest is also that of the State because it will endeavour to secure the advancement of that industry.

Some Government concerns require, every year, loan funds for capital extension; others are losing concerns. Whichever one it is—whether it is a losing concern or a progressive concern—it is still a call on Government funds. If it is a losing proposition, we are subsidising the particular industry; if it is progressive, we have to find capital for its progress.

Mr. W. Hegney: Would you suggest that the Rural and Industries Bank be discontinued?

Mr. W. A. MANNING: I have no suggestion regarding that at all.

Mr. W. Hegney: Then you are inconsistent.

Mr. W. A. MANNING: There is one feature I would like to emphasise, and that is the progress this Government has made with land settlement. We notice from the Governor's Speech that 1,500,000 acres of Crown land have been opened for selection under conditional purchase; 15,000,000 acres in the Eucla division have been classified, and half will be designed into pastoral holdings. A further 2,000,000 acres have been made available for pastoral leasing in the Kimberleys. In addition, there has been an advance in the development of the North with the Ord River scheme. However, great as the advance has been, further advances can be made.

At present there is a trial plot about 50 miles east of Hyden—east of the rabbit-proof fence—to find out the prospects of that particular area. It is on the western side of Forrestania. Rain gauges have been placed there because, although we know that the rainfall is good, we have no reliable information, as to what it actually is. Those are matters which are receiving the attention of the Government at present; and great as the accomplishments have been, there will be for many years no limit on the advancement that can be made in opening up our great State.

Most of the allocations of land in recent times have been to those who have proved they have the capital for development. I believe that this is quite a sound policy while the people are willing to go from other places, or from our own State, and invest in these new areas. But I feel that some scheme should be inaugurated for those who have only a minimum of capital

in £ s. d., but whose main capital is physical energy and a determination to succeed on the land.

Mr. Rowberry: Now you are talking sense.

Mr. W. A. MANNING: I think we should have some scheme to provide for these people, and I know there are many of them. Numbers of them would succeed. Doubtless some would fail, but that is inevitable in a scheme of that kind. However, I believe that serious attention must be given to providing land for people in that category.

I realise that sometimes it is argued, "Why give people an opportunity to open up a farm which, after all, is a business? We do not help them to go into retail stores, or any business of that kind, simply because they would like to open up a business." I think that argument falls down, because, in a State like ours, we need to develop the open spaces which, at present, are untouched; and who can do that better than those who are willing to go out and do a job if they are given a certain amount of backing? They could be paid according to the progress they made. They need not be advanced huge sums of money to spend as they liked; they could be paid according to the job they did; as they developed their properties, so they could receive advances to cover the cost. I hope something will be done in that regard.

I have been pleased to notice that advances have been made in examining the utilisation of forest country. Some of the State forests, and lands that are reserved for forests, have no marketable timber on them—or if they have there is very little of it. There is no doubt that those lands should be thrown open for agricultural pursuits; and it was with great pleasure that I noticed a considerable advance is being made by an inquiry into this matter. I hope the committee's inquiries will be speeded up.

I should like to mention, too, the advances we have made in agricultural education since this Government took office. The previous Government could not in any way be persuaded that the provision of facilities for agricultural education was of any importance at all: for example, the previous Government's constant refusal to provide dormitory accommodation at the Narrogin School of Agriculture. Because of that, students were deprived of the opportunity of being educated at the school.

Mr. W. Hegney: The same policy as was adopted by the previous Liberal Party-Country Party Government, of which your leader was a prominent member.

Mr. W. A. MANNING: Thanks to the present Government those dormitories are well on the way to completion, and there will be an extension of the education provided at that institution.

Mr. Rowberry: How did they get priority?

Mr. W. A. MANNING: After all, this is a primary-producing State, and if we are not prepared to educate those who are going on the land, whom are we going to educate? The primary industries are among the most essential industries in this State, and I commend the present Government for its activities in this regard.

Advances are being made in the provision of transport in those districts which were so abruptly deprived of their railway services without being given a suitable substitute. The problem is being unravelled in a way which is proving satisfactory to all concerned.

Mr. Graham: What do you mean—"Without a satisfactory substitute"? It is still the same road transport service now as it was then.

Mr. W. A. MANNING: I am not speaking of that.

Mr. Graham: What are you talking about? Let us into the secret.

Mr. W. A. MANNING: I am speaking of the roads for one thing, and the transport services; they are not the same services as these districts had previously, as the honourable member would well know.

Mr. Graham: No.

Mr. W. A. MANNING: One of the great problems of this State is decentralisation. I have mentioned previously that the bulk of our exports are primary products; and the bulk of the imports from interstate are goods which we could well manufacture in Western Australia. I realise it is a problem, because we are comparatively undeveloped in the industrial sense compared with the Eastern States. The problem is how can new industries compete against old established ones? I believe it must be overcome in some way short of secession, which was a burning issue some years ago—I am not sure that there is not something in it, even today, when we see what happens to the struggling industries of this State which have very little chance of competing with the older-established industries of the Eastern States. However, no-one would really desire such a step to be taken, but something must be done about the problem.

I believe one way to bring about decentralisation is, as I have already mentioned, the opening up of new country—the throwing open of land—so that we can increase our primary production. If we do that throughout the State, then the agricultural areas, the inland towns, and the outer ports will all receive their due proportion of trade, and decentralisation will come about naturally.

Mr. W. Hegney: The increased rail freights would help that!

Mr. W. A. MANNING: Increased rail freights become a necessity when spiralling costs catch up; eventually a stage is reached where even we, who are totally opposed to any increases, simply have to accept what is inevitable in the circumstances. These are problems which we have to face; and the honourable member has touched upon a point which concerns us very much. I refer to rising costs. Costs have been rising all the time, but the prices of our primary products overseas have remained stationary. That is the problem we are faced with at the moment. One could go on for a long time enumerating the things that have already been done by this Government.

Mr. W. Hegney: Too right you could!

Mr. W. A. MANNING: I thank the honourable member very much for his interjection and offer him my congratulations. However, the Government has shown great activity in granting extensions; tourist activity has been stimulated; the welfare of the natives has been improved, and great attention has been paid to child welfare. The Government's activities in these fields could be elaborated on even further, but I do not propose to do so at this stage. I am sure I will have ample opportunity to speak on those matters apart from the debate on the Address-in-Reply.

MR. BRADY (Guildford-Midland) [3.11]: There are many matters that affect my electorate, over which the Government has shown some control or lack of control, and I want to draw the Minister's attention to those matters and point out the many difficulties I have experienced in regard to them. The other evening, when I spoke on the amendment to the Address-in-Reply, I addressed myself at length to the Midland Junction Workshops and the necessity for keeping both capital work and repair work up to a maximum. So I will not deal at length today with matters affecting the workshops, except to say that I hope the Minister for Railways will take heed of the advice I gave him about having an up-to-date costing system instituted for the workshops in an endeavour to break down the exorbitant prices the Railways Department is paying for parts manufactured by outside firms, which could be manufactured in the Midland Junction Workshops.

The member for Melville this afternoon asked the Minister for Railways some questions on the railway costing system; and when the Minister replied, I could not help but feel that there is very little effort needed to bring the railway costing system up to date from the state it is in at present. Therefore, I hope the Minister will see his way clear to ensure that an up-to-date costing system will be put into operation so that we will not have the

continual excuse that the cost of manufacturing in the Midland Junction Workshops is too high. Let us examine the position and see whether costs are too high, and let us ascertain where the weaknesses exist. I do not think there are any weaknesses. If such an examination is made and the true position realised, I am sure we will not have the spectacle of losing to outside firms work that could be performed in the workshops at Midland Junction.

I can see no reason why large private engineering firms should be given the opportunity to make excessive profits at the expense of the Railways Department which, in turn, has to increase freights and fares; and such increases, of course, have to be obtained from the average metropolitan traveller and the people in the country.

I have many matters I wish to bring to the attention of the House today, one in particular being pedestrian crosswalks. I asked the Minister this afternoon a question about placing zigzag markings at all the crosswalks in the Guildford-Midland electorate. The Minister replied that such markings would be placed on all the main roads but that was all that would be done for the time being. The time is long overdue when the Minister should closely examine the whole question of pedestrian crosswalks. In the metropolitan area there are many spots, including several in my electorate, where pedestrian crosswalks are provided, but I am doubtful whether they are warranted at those points. On the other hand, there are many other places where pedestrian crosswalks should be marked on the road, but where, unfortunately, none exists. The whole system of providing pedestrian crosswalks is completely haywire.

We now have the Transport Department, the Main Roads Department, and the Police Department trying to put into effect a regulation governing pedestrian crosswalks which in my opinion, is unworkable and unrealistic, and should not be enforced. The main condition of this regulation is that before a pedestrian crosswalk can be marked on a road at any given point in the metropolitan area, the pedestrian-vehicle conflict at that point has to reach a figure of 48,500. That figure, in my opinion, is excessive for certain parts of the city and suburbs, although I am given to believe that the figure is less than that which is stipulated in the Eastern States. The general principle behind this provision for setting the pedestrian-vehicle conflict at a figure of 48,500 may be quite all right in theory, but throughout the metropolitan area I can point to spots which prove the exception to the rule.

In some places where there is a maximum number of people entering a given area at a given time, and there is a maximum number of vehicles passing through

that area at a given time, pedestrian crosswalks are provided; but there is no real danger at those points. At other places where pedestrian crosswalks are not provided and the pedestrian-vehicle conflict is far less than 48,500, the danger to pedestrians is far greater than at those spots where the maximum figure of pedestrian-vehicle conflict is supposed to exist. I saw an example of that this morning at the Karrakatta Cemetery crosswalk. In my opinion, there is less pedestrian-vehicle conflict there than at any other point in the metropolitan area. Despite that, a crosswalk is marked on the road outside the cemetery.

I have asked for three pedestrian crosswalks to be placed in the vicinity of three schools in my electorate, but I have been unsuccessful in having them provided. The more I travel around the metropolitan area, the more I realise that the position relating to pedestrian crosswalks has gone haywire. The Minister for Transport, the Minister for Main Roads, and the Minister for Police should have a conference on the matter to see if a more realistic approach cannot be made to the problem.

Also, the present system is quite unfair. At some pedestrian crosswalks, many warning signs or signals are provided. At some places there are zebra crossings for pedestrians. At other points there are stop signs, walking-leg signs, school warning signs, and flashing lights; and finally, only last week, as an experiment, a boom was used across the road in the vicinity of a school in Mt. Lawley. Therefore, it can be seen that at some pedestrian crosswalks there is one, or more than one, kind of warning provided; but at other crosswalks, where there should be warnings, nothing is provided.

Further, and what is more important, at those points where no type of warning is provided, many primary school children have to cross the road. Those are the places where the parents warn their children not to cross the road in front of a vehicle unless they are sure that the road is quite clear. As a result, when there is any volume of traffic on the road, the children stand on the footpath in trepidation wondering whether they should cross the road or remain standing on the footpath in safety and be late for school. Then again, at those places where pedestrian crosswalks are laid down, there are many instances when vehicles will not give way to the pedestrians despite the fact that the Minister only a short time ago amended the regulation to make it quite clear that any vehicle approaching a crosswalk must give way to any pedestrian who has entered upon it.

If the Minister made an inspection of those spots in the vicinity of schools where children have to cross the road in order to get to school or to return home, he would realise that not only the children, but also adults, are frightened to cross at

those times when vehicles are travelling in their hundreds along the roads. I would like to see the three Ministers concerned get their heads together to improve this situation so as to prevent any further major fatalities occurring such as that mentioned by the member for Albany the other night. When he mentioned certain activities he got an immediate response.

Therefore, I desire to see more pedestrian crosswalks laid down in the Guildford-Midland electorate, especially near the schools, so that children, in particular, can cross in safety. The safety of the children is most important, because they are not accompanied by adults and they should be entitled to a safe crossing. I repeat that I do not want to see a fatality occurring in my electorate before something is done to provide crosswalks at the various points I have mentioned.

As I said before, it is unfair to delay the installation of pedestrian crossings until such time as we have a 48,500 vehicle-pedestrian conflict. There are crossings in the metropolitan area on which neither the Minister for Police nor anybody else can show there is that conflict. So it seems that special considerations are shown to special places. For a classic example of this, one only has to visit the pedestrian crossing at the Karra-katta Cemetery.

Having travelled around my electorate a great deal, I consider that one of the most important requirements is the establishment of proper pedestrian crossings, and the installation of more than are being established at the present time. I have already referred to the Minister in question as the Minister for Transport and the Minister for Police, and I now wish to refer to him in his capacity as Minister for Native Welfare.

I cannot understand the approach of the Native Welfare Department, nor that of the Minister, to the difficulties which the natives are suffering at the moment. The other evening I asked the Minister a question as to whether it was proposed to build a hostel to provide proper accommodation for those natives who require medical treatment; and to alleviate the overcrowding that exists at East Perth at the moment.

I also asked the Minister if it was proposed to build houses for those natives who are likely to leave Allawah Grove. The Minister replied that there was no provision for the building of a new hostel, or for the building of homes for natives who might leave Allawah Grove. Very often we hear the remark that somebody is being treated like a blackfellow. It seems to me that that remark has grown out of the fact that blackfellows for the past 100 years have been treated differently from the white people in this country. I was hoping that under the Labor

Government's regime we would have been able to educate the people sufficiently to encourage them to adopt a different attitude to the natives.

When the black children attend school they are accepted on the same footing as the white children. There is no colour bar. I cannot see why special arrangements should be made in East Perth; I cannot see why the new building should be attached to the old when, in my opinion, the latter should be removed from the school grounds. The parents and citizens' association has protested very strongly against this policy.

The Labor Government visualised the building of a new hostel at Welshpool where medical treatment could be provided for the natives; and I believe the Minister for Native Welfare and his department should be doing more about this; not only because the natives are entitled to it, but because in recent times the Commonwealth Government has provided more money for natives than previously under the social services scheme.

By having a hostel where the natives could meet the white people, whether they were visitors or friends; and by having white staff and proper accommodation, such as any hospital or nursing home would have, we would, I feel, go a long way towards educating the people of Western Australia to do the right thing by the natives. I hope the Minister will see that something is done to put into effect the plans drawn up by the Labor Government to erect this hostel at Welshpool.

Mr. Perkins: You never had any plans!

Mr. BRADY: The Minister does not know what he is talking about. He knows very well that we had land set aside in Welshpool for this purpose, and that in some areas the people in Welshpool were objecting. We continued to press the drafting section in an effort to get the plans out. If the Minister has a look at his files, he will see that what I say is correct. He knows as well as I do that plans were being drawn up by the Labor Government.

With reference to the question of housing for natives, it has been known for the last 12 to 18 months that the Commonwealth Department of Civil Aviation is about to take over the Allawah Grove native settlement. Yet we find the Minister telling us that no provision is to be made to house the natives who might be evicted from their homes. The Minister certainly is treating these people like blackfellows. They have been living in decent homes, and they should be encouraged to live in such homes instead of being sent out to live in mia mias and humpies on the outskirts of the town, where they invariably prove troublesome both to the

local population and to the Police Department. It is about time the Minister followed the lead given by the Labor Government and did something to help these people who are likely to be evicted from their homes in Allawah Grove.

Another point to which I wish to refer is the fact that the Allawah Grove settlement seems to have been taken over by the Native Advisory Council, and other charitable institutions in the metropolitan area. It is my belief that a lot of that work should be done by the Department of Native Affairs. I noticed in yesterday's paper that the kindergarten is run by the Society of Friends; and that the shop out there is also run by that society. While I must congratulate those people on the charitable work they are doing, I feel that more of it should be carried out by the Department of Native Welfare, whose responsibility it certainly is. I know the Minister will say, "What did your Government do about it?"; but if he looks up the records, he will find that we established a native couple in the area to look after the shop for these people.

Mr. Perkins: And what sort of a mess did you get yourself into?

Mr. BRADY: The Minister should encourage these people rather than discourage them. There are bound to be difficulties and shortcomings—there must be—because up till this they have been treated like blackfellows. We should do something more for them in the future; and they certainly should be treated, for a change, like white fellows. We should cease treating them like blackfellows, because a number of them are as well educated as ourselves, particularly those in the missions and schools. There they are treated like the whites, and they look forward to having something better to live in than mia mias and humpies. They want to raise their families in decent homes. Accordingly I was very disappointed when the Minister said that no provision was being made for hostel accommodation or for the erection of houses for the natives to whom I have referred.

I wish now to discuss the question of the median strip along Stirling Highway and to put forward the point of view which I have held for a long time in regard to the safety of pedestrians. In this morning's issue of *The West Australian* there is a letter dealing with the median strip at Nedlands. I have not seen this strip so I cannot criticise it from the point of view of whether it is dangerous or not; but, judging from this letter to which I have referred, the people in that area are not

too happy about it. In this morning's paper there is a letter from Mr. John Hennessy which states—

Apparently neither Works Minister Wild nor the Main Roads Department is willing to admit that an error was made in deciding to build the median strip along Stirling Highway.

Had this been a super highway of, say, six or eight lanes instead of four the strip may have been justified. Now that Mr. Wild has halted the construction of this hideous monster, could he explain why his advisers have failed to suggest building a test overway similar to those over Kwinana freeway?

I have advocated overways in my electorate for some years; both when our Government was in office and previously. I intend to advocate to this Government that these overways be constructed. I believe overways and tunnelways are a solution to the grave dangers to which pedestrians are subjected, whether they be in the city or suburban areas. Overways can be constructed at a reasonable price, and they provide the safety to which the pedestrian is entitled. This is not entirely my own idea. When I visited Hobart a few years ago I found that the Government of Tasmania had provided overways in certain parts of the city of Hobart to enable children to get safely to school.

If overways can be provided in Hobart, then they can be provided in our metropolitan area. That seems to be the only solution to this problem. I do not think that the provision of pedestrian crossings is the solution; I think that the provision of overways and underground tunnels is the solution.

Several correspondents to *The West Australian* in recent months drew attention to the fact that underground crossings are provided in capital cities of Europe, and one of them drew a diagram showing how a tunnel-way system could be operated in the metropolitan area of Perth. I think it was a pity that, when the underground public conveniences at the junction of Barrack Street and St. George's Terrace were demolished, no arrangement was arrived at to convert them into underground crossings, to enable pedestrians to cross St. George's Terrace and Barrack Street in safety. That would have enabled a free flow of traffic at this point.

It is not payable to station points-men around the city to direct the traffic for six days of the week and 52 weeks of the year when, by the provision of overways or underground crossings, the expenditure could be avoided. I hope the Government will consider the desirability of building overways in certain parts of the metropolitan area, and underground crossings in other parts.

The next point to which I make reference is town planning. I am raising this matter now as a result of the remarks made by the Minister for Town Planning when he returned from a conference in the Eastern States last week. He said that Western Australia had nothing to learn in regard to town planning. I can tell him that this State has much to learn about this subject, and particularly about subdivision of land in and on the fringes of the metropolitan area. Even the leader in this morning's issue of *The West Australian* had this to say—

The Job is Unfinished

Town Planning Minister Logan should not be too complacent over the progress of town planning in Perth. According to the Minister Western Australia has nothing to learn from other States about planning and is the only State with a proper planning system under ministerial control. This may be true. But Perth's planning is still in the preparatory stage.

In the 15 years since the war ended Professor Stephenson has prepared a regional plan and last year Parliament passed an Act under which a new metropolitan authority has been set up to give effect to the Stephenson scheme.

At first glance this is an impressive achievement but Perth and its suburbs are still not a planned entity. Nobody can say confidently what, for instance, is to be the fate of the central station and the city railway line or where new highways are to be built. There is evidence that the planning authority and local authorities are not working in close consultation. We need to push ahead with the preparation of a final blueprint that will firmly govern the development and improvement of an expanding metropolis.

Until we are doing the job thoroughly we cannot hold ourselves up as a model to other cities.

I say the job is unfinished, because two persons in my electorate in recent months applied for subdivision of their land, and both applications were rejected by the Town Planning Board. In one instance the application concerned the subdivision of 14 acres into two seven-acre blocks, or thereabouts. This application was rejected despite the fact that the land concerned was within a mile of the Guildford Town Hall and Post Office. To show the inconsistency of the Town Planning Board, further out in the same district blocks have been divided into one-quarter acres; and right opposite the 14 acres in question, it was possible to subdivide land into six and seven-acre blocks. There does not seem to be any consistency in town planning, and I suggest the Minister should examine this aspect. I hope the committee which was appointed by the Minister will

draw attention to these matters and rectify the anomalies which exist at the present time.

An old couple who own a 5-acre block close to the shopping centre of Midvale, which is on the outskirts of Midland Junction, desired to subdivide their land in order to sell one acre of it to a friend. The husband served in the first World War and has not many years to live. They desired to sell the one-acre lot so that they could acquire a few comforts and enjoy them while they were alive. The Minister for Town Planning rejected that application for subdivision. He could well have sanctioned the subdivision, because the land is situated in the built-up part of Midland Junction. It is quite close to Midvale, and is served by electricity, water supply, shopping facilities, school-bus, bitumen road, and other conveniences which are found in a suburban or built-up area; yet the Minister rejected that application.

I say the Minister has something to learn about town planning, because it was only six months ago when the Government of New South Wales decided to extend the radius of the green belt of Sydney for the reason that prices of metropolitan blocks had become exorbitant. The very same thing will happen in Western Australia, if we are not careful. Blocks which a few years ago could be bought for £400 or £500 are now fetching £600 to £700. If some of these subdivisions to which I am referring could be passed by the town-planning authority, we would get over this difficulty.

Take the Caversham district in my electorate. I understand the blocks there have to be a minimum of 10 to 12 acres; yet we find a high school accommodating 1,600 children within 1½ miles of the area. I say that within ten years there will be such a clamour in this district against the present policy in regard to subdivisions that all the Minister's time will be taken up in preventing subdivisions of blocks into ½-acre lots. As I said, the Minister refused an application to subdivide 14 acres into two blocks, although he must have been aware that home-seekers are paying £600 to £700 for quarter-acre blocks at Morley Park. That is an absurd price. The working man or the young man making a start, is not given a reasonable chance to provide a home for himself.

I want to refer to the exorbitant charges in regard to hospitalisation. Today, it is dearer by far to be sick than it is to be well. It is getting to be almost as dear to die as it is to live because hospitals, whether private or Government, are charging very high fees. Some of the private hospitals are charging as much as £16, £17, or £18 per week; and recently, I understand, the State hospital charges have gone up to a very high figure.

The pensioners of our State are in a dilemma because they do not have sufficient money to pay hospital fees; and Commonwealth reimbursements are nowhere near sufficient to cover the fees. Some families are getting into difficult circumstances because of the high charges. When anybody goes into the cheapest ward in the Royal Perth Hospital, he or she, has, I understand, to pay £2 16s. per day, which means a payment of £19 12s. per week. If those people receive £1 per day refund from the Commonwealth Government—that is £7 per week—it leaves £12 12s. for them or their families to pay.

The cost is exorbitant, and it is impossible for the people to pay these costs. Something should be done to help in the matter of ever-increasing charges. In the general wards, the charge is £2 16s. per day; and people who desire a little privacy have to pay £4 per day or more for the smaller wards. The position is getting out of hand and I do not know what is going to happen to the pensioners. They are not sick from natural causes, but they are becoming sick through worrying about the charges which they may have to face if they have to enter hospital. Some of them are actually leaving hospital before they should.

I wish to touch on another matter, because I feel that if I did not I would be letting down the parents and citizens' associations in Western Australia, and particularly the organisation in my own electorate. A number of associations have written to me in regard to the Federal Government giving assistance to help with education. I was disappointed to read an article in today's issue of *The West Australian* headed, "Menzies Firm on Government Aid in Education." Portion reads as follows:—

The Commonwealth has no intention of departing from established financial relationships with the States in the field of education, according to Prime Minister Menzies.

He said this in a letter to Labour M.P., L. J. Reynolds, who had asked the Commonwealth to make special grants to the States for education and for a nation-wide inquiry into education.

The Commonwealth Government might have an arrangement with the State Governments, but I feel that primary and secondary education is more important to the people of Western Australia than is university education. Yet, the Commonwealth Government has subsidised universities to the extent of hundreds of thousands of pounds. This is being done while children in some of the schools are going without essentials and are having to put up with difficulties because the Education Department in this State has not the finance to assist.

Somebody might say, "What are the difficulties of the Education Department in this State? It is not suffering from any difficulties." Anybody who says that is not in possession of the facts. Here are a few of the difficulties: Accommodation shortages are rife; high school pupil-teacher level is at a ratio where it cannot be considered satisfactory; and there are inadequate amenities in some schools. In fact, the parents and citizens' associations are continually raising money to provide amenities in many schools—amenities which the Education Department could well provide. There should be a higher leaving-age for children, and this cannot be achieved because of the fact that we have neither the schoolteachers nor the classrooms required to keep children at school until they reach 16 years of age. Children should be kept at school to a higher age; and this is referred to, in writing to the Commonwealth Government, as a lower leaving-age. In other words, children are leaving school at a lower age than they should be.

Sitting suspended from 3.45 to 4.0 p.m.

Before the afternoon tea suspension I was expressing regret that this morning's issue of *The West Australian* announced that Mr. Menzies was firm on Government aid in regard to education, and I was pointing out the difficulties that the education system in Western Australia is facing. I was hoping that the Government might continue to ask for State grants for primary, secondary, and technical education activities in this State because I feel they are more important—in some respects anyhow—than university education in that they concern children who cannot avail themselves of the latter.

I feel that we should put first things first and see that these young people are given the opportunities to which they are entitled, because some of them may never get to the University. One cannot help deploring the fact that the Government has adopted this stand in Canberra, particularly when almost daily we read in the Press of the excessive and exorbitant profits being made by various firms in Australia. It makes one ask whether these firms are not getting unreasonable profits, having regard to the difficulties of the Commonwealth and of the State over essential matters of hospitalisation, transport, education, railways, and similar matters.

The only case to which I wish to refer is the classic example in this morning's issue of *The West Australian*. I could quote many other examples, but I do not intend to do so, because I think the member for East Perth quoted a number.

This morning's paper sets out, under the heading "C.A.G.A. Profit Is Doubled At £339,194", an article as follows:—

Consolidated net profit of Commercial and General Acceptance Ltd. hire-purchase subsidiary of the Commercial Banking Co. of Sydney Ltd., is slightly more than doubled at £339,194 for the year ended June 30.

I will not read the whole of the article, but merely express the hope that the Commonwealth Government will do something about taxing some of these firms in order that the essential requirements of the nation will be attended to and that sufficient loan moneys will be available for the Government so that State grants might be received for educational matters—special grants, as advocated by me earlier.

There are one or two other matters which I feel it is incumbent upon me to raise, one being superannuation. I happen to live in an area where a number of people are dependent upon superannuation to sustain themselves and, in some cases, to pay their debts and provide for the necessities of life. Last year I wrote to the Premier—in response to a request—regarding superannuation payments, and I do not recollect receiving a reply. However, in March last a letter appeared in the Press referring to superannuation, and a spokesman for the Treasury stated that the Government was awaiting an actuarial report, and that when it was received some decision would be made. I recently asked the Premier whether he could give me any indication as to when this decision might be made; and he said, "No; I could not;" but he added that had he known, he would have told me in the first instance.

I desire to draw attention to what is happening to some people with regard to superannuation. I know of one person who was very active in the Stores Branch of the railways and who retired about 1948 or 1949. On retirement, he received a superannuation of about £1 or 30s. above the basic wage. Today it is about £7 under the basic wage; and yet he retired on the basis that he had a margin of about £1 or 30s. above the basic wage. These people are most concerned as to what the future holds for them. As I said earlier this afternoon, if these people fall sick, they will have to pay a minimum of anything up to £16 a week for hospital charges. All they receive from the Commonwealth Government, if they are in some fund, is £1 a day or £7 a week. That is one of the reasons why these people are worrying about this matter, and I would like the Government to make some decision in regard to superannuation.

One man said to me, "I am worse off, Jack, than if I was on an invalid pension, because I would at least receive certain medical benefits and concessions which I do not receive as a superannuated man. I happen to have provided revenue

for myself from a few houses." He said that he was in the position where he desired to have the superannuation reviewed at the earliest opportunity. Another man wrote to me that he had been wanting some relief in regard to superannuation. I have his letter here, but have mislaid it for the moment. For the reasons I have stated, I hope the Government can make an early decision following the actuarial report. At the moment, these superannuated people are worse off than at the time of their retirement.

I want now to deal with a matter about which I have already spoken. I am thoroughly disgusted with the attitude of the Minister for Railways regarding public conveniences at the West Midland railway station. As I said earlier, during the debate on the Supply Bill, for about 50 years conveniences have been provided at the station; and now, when there are about 500 or 600 children—in addition to the normal passengers—using the station, the conveniences are to be moved.

The Minister for Railways tries to justify the position by saying there is no obligation on the Railways Department to provide public conveniences any more than there is for road transport to do so. The Minister for Health says that the position is not as bad as it has been painted, because if the worst comes to the worst and an emergency arises, children will be permitted to use the staff conveniences. How happy will the parents of children in Mt. Lawley or Glen Forrest be to hear a statement of that nature! If an emergency arises with regard to a young girl or a lady, she will be permitted to use the staff conveniences.

The Minister for Education informs us that the toilets at the Governor Stirling High School are excellent. I wish he would tell that to the mothers and the young women who are attending the high school every day to help with the canteen. I understand that the Minister for Railways has provided £300 for the building of a septic tank system for the staff. Yet the pan system at the public conveniences has been in operation for 50 years, even though the sewerage main is less than 100 yards from the station!

A new station is to be built; and, in my opinion, the public conveniences could be connected to the sewerage main. I understand that the Minister for Health has based his opinion in regard to the matter on the fact that one day a check was made and only two or three people used the public conveniences. I have often heard it said that one swallow does not make a summer, and I hope the Minister will realise that in this instance one day's assessment of the position there does not cover the whole situation. It is a shocking thing that the West Midland station, which

will be one of the most important in the metropolitan area, is now to be without public conveniences.

There are no other conveniences available in the vicinity of the station. The high school children use the trains, and there are people travelling to the district for sporting activities. In addition, there is the new suburb of Hazelmere, just behind West Midland. Therefore public conveniences should be provided at the West Midland station to cater for these people. If they are not provided at the station, where will they be built, and who will build them? The Minister's attitude is merely passing the buck to the municipal council; but the council is already confronted with more expenses than it can cope with. People using a transport system, whether it be road transport or rail transport, should be provided with the necessary conveniences by the department concerned.

I hope that the three Ministers concerned—the Minister for Education, the Minister for Health, and the Minister for Railways—will have another look at this matter. It was only last year, or the year before, that members of the present Government were shedding crocodile tears because there were no proper facilities in the schools throughout the country districts. Some of the children who attend the high school come from country districts. Some have to travel for 10 minutes or a quarter of an hour before they board their train; they travel for half an hour; and it takes them another quarter of an hour to get to the school. All sorts of emergencies could arise in that time. Then there is the position of the general public. Some provision should be made for their convenience.

I think I would be doing the wrong thing if I permitted this debate to pass without letting the general public—and particularly my electors—know that I have drawn the attention of the Government, and of members generally, to what appears to me to be a shortcoming of the Government. I mentioned before that the Minister for Railways is providing £300 for a septic tank system; and I doubt whether it would cost any more to connect the system to the sewerage main, which is within 100 yards of the station. Even though the Minister says that a new station will ultimately be built, I believe that sewered public conveniences could be built now and could serve the new station when it is erected.

I hope something will be done about the matter; because, if the Government does not do anything, I am sure it will hear more about it from the Parents and Citizens' Association and the Municipal Council of Midland Junction.

Those are all the items with which I wish to deal on the Address-in-Reply debate, and I will leave any remarks I have regarding transport, railway fares, and so on, until the Estimates are before us.

MR. FLETCHER (Fremantle) [4.13]: In making my contribution to the Address-in-Reply debate, I should like to refer, firstly, to the motion moved by the member for Canning.

Mr. O'Neil: Thank you.

Mr. FLETCHER: I congratulate the honourable member on the manner of his delivery; but I am very much at variance with the subject matter of his speech. The honourable member shows considerable promise, and I have no doubt he will soon be given more opportunity to display his talent, because he will be shortly sitting on the Opposition side of the House.

Mr. I. W. Manning: I am sure he won't switch.

Mr. FLETCHER: I think that will come about as a result of the Government's present policy. With its present policy, the Government is our greatest ally; because, in carrying out that policy the Government is fouling its own nest. The whole of the honourable member's contribution sounded to me like "Three cheers for us; three cheers for the Government." I am not making any contribution to those cheers. I refer members to page 12 of *Hansard* No. 1 of this year where the honourable member said—

I feel that these figures significantly indicate the efficacy of the Liberal policy; and I feel equally certain that this Government will not be lulled into complacency by such successes, but that further reports will indicate further success.

Mr. Curran: What successes?

Mr. FLETCHER: That is what I want to know. The honourable member went on—

It is unfortunate that increases in loan figures for this financial year, which are slightly less than £1,000,000, will, as the Governor's Speech indicates, be absorbed by increased costs.

I am wondering whether the honourable member, and the Government he supports, believe that because of those figures the basic wage should be pegged and 28 per cent. marginal increases should not have been granted. It looks to me as though the Government was concerned about having to make this sum of money available for wage and salary earners in the form of marginal and basic wage increases. I am not being critical of the member for Canning because I am conscious of my own limitations. He stood up and made a contribution which, I have no doubt, was compiled not by him but for him.

Mr. Hawke: Very nicely put!

Mr. Norton: He didn't contradict you.

Mr. FLETCHER: As regards the matter raised by the Deputy Leader of the Opposition about the honourable member's taking a deputation to the Minister for

Transport, I feel it was not discourtesy on the honourable member's part, but discourtesy on the part of the Government.

Mr. O'Neill: I wonder if your Ministers ever accepted any deputation.

Mr. FLETCHER: I do not want to introduce a hostile attitude into the debate. All I am saying is that the honourable member was not out of order; the Government was, in that it was using the honourable member to clutch at any straw to try to enhance the prestige of the Government.

Mr. Hawke: That is the point.

Mr. O'Neill: You ask a previous Minister whether he ever received a deputation.

Mr. FLETCHER: The Minister's reply was that one of your representatives was affected—one. What about the thousands of people who are in my electorate; and the many thousands of people who live in the electorate of the Deputy Leader of the Opposition?

Mr. O'Neill: Apparently they have no faith in him.

Mr. FLETCHER: The attitude of the people in my electorate is, "What is the member for Fremantle doing on this matter?" I can foul my own nest without any assistance from the honourable member.

Mr. O'Neill: I can see that.

Mr. FLETCHER: I also want to know, through you, Mr. Speaker, just what part of the Fremantle transport system travels through the electorate of the member for Canning. None, to my knowledge.

Mr. Jamieson: That would be an interesting geography lesson.

Mr. FLETCHER: I would say, in passing, that if anybody from the Canning electorate came to me for assistance, I would write to the honourable member and let him know.

The SPEAKER: The honourable member must address his remarks to the Chair.

Mr. FLETCHER: I give this undertaking and will extend that courtesy to the honourable member in the same way as I have done to the member for Cottesloe when I had occasion to write to him on behalf of one of his constituents who came to see me. I extend that courtesy to all members on the other side of the House and I ask them to reciprocate.

Mr. Toms: Do not be too hopeful!

Mr. FLETCHER: However, I will leave that subject so that I may continue to raise many other matters. I will firstly touch on a more controversial one and ultimately deal with day-to-day affairs that affect my electorate.

I have here a newspaper article which has the heading, "Ship Owners Claim Union Has Breached Industrial Court

Order." I quoted from this journal the other evening and immediately it became suspect. I have now discovered it in my drawer again, and I find that there is material in it that is of vital consequence to the working people, including those that I represent. The other evening I quoted the following:—

Ship Owners Claim Union has Breached Industrial Court Order.

Three summonses alleging breaches of the Industrial Court Order of March, 1960, have been served on the union. The court will hear the charges in Melbourne on Thursday, April 21st. The summonses were served on Tuesday, April 12th. The union is seeking legal advice because the charges amount to contempt of the court's decision. It may be deemed proper to employ legal advocates to defend the union.

My reason for quoting that is the concern that is being felt by trade unionists over the legal attacks on their trade union representation. It is possible that if these unionists do not accept the court's decision they are liable to be held in contempt. They could be fined; and in fact, they have been fined. The union, of which I am still a member, has been fined two amounts of £500 each. Even on a State basis that union has had imposed on it two fines, each amounting to £500.

Mr. Crommelin: Has it paid the fines?

Mr. FLETCHER: Yes, unfortunately. The purpose in raising this issue is to show the injustice and inequity of this legislation which provides that trade unionists can be fined in this manner just as my own union was when its office furniture was shifted out into the street by the bailiff because the union was reluctant to pay the second fine. That was the penalty imposed on my union when, at that time, it was struggling for better conditions. It illustrates how lopsided the legislation is, and how unfair it is to the trade union movement when unions can be fined if they commit such a breach and are dragged before the court on a charge laid under either the State or Commonwealth industrial legislation.

The reason I say the legislation is lopsided is that there is no comparable provision used against the employers. Admittedly it is worded in a way which makes the employers a party to the award. However, at no time have I known the Employers' Federation or any employer having had their furniture shifted into the street or having been fined thousands of pounds.

It appears now that the trade unionists are being told that they must accept those conditions or they will be fined. What a fine situation that is for them to face! I am trying to make known to this Government that no matter what our legislation may provide, the penal clauses still remain, and will remain a *casus belli*.

Whilst that legislation remains on the statute book and the unions are provoked into certain action, they can be brought before the court and fined; and if they do not accept the penalty, they can be fined again until such time as their industrial strength is destroyed and they are forced to acquiesce in the court's decision.

On looking at the member for Bunbury and his nine colleagues who were in office at that time, I wonder how their Administration could possibly place this legislation on the statute book, because I am sure he does not know the effect it is having on trade unionists generally, their families, and their dependants. That is the main reason why I have raised this matter before the House.

Mr. Roberts: What is the name of the journal you quoted from?

Mr. FLETCHER: I told the House last time I quoted from it, so I will not bother to quote it again. The name of the journal is printed in *Hansard* and it is the same one from which I have quoted tonight.

Mr. Roberts: You can't read.

Mr. FLETCHER: I think I have contributed enough to the debate to draw attention to the hostile attitude that is shown towards trade unionists, and I will now return to the subject of the redistribution of seats. Firstly, I am going to quote from *The West Australian* dated Tuesday, the 9th August, 1960. In case people might say that I quote from it only when it is to my advantage, I want to point out that if *The West Australian* newspaper would keep away from industrial and political subjects, it would be quite a reasonable journal. I will read only the pertinent parts of this leading article for the purpose of assisting my case. They are as follows:—

Redistribution of Seats is an Obligation.

The Government has been evasive about the Opposition demand for a redistribution of Legislative Assembly seats under the McLarty-Watts Electoral Districts Act of 1947.

It therefore has a duty—

I have jumped some paragraphs because I do not want to weary the House by reading the whole of this leading article. To continue—

—to comply with the existing law, whether or not the Liberal-Country Party coalition likes the prospect that it may mean another seat for the metropolitan area at the expense of the country. *Hansard* reports of the speeches on the 1947 Act show that redistribution was intended to be automatic, as section 12 plainly suggests. Assuming that there is a loophole because there is no specific timetable for issuing a proclamation, it exists only because of legal quibbling.

Instead of sparring with the Opposition the Government should say what it is going to do and clear itself of imputations of deceit. For practical reasons it has only about six months left in which to set the redistribution machinery at work. If it went to the next election knowing that the electoral boundaries did not conform to the law it would be guilty of evading its obligations and gerrymandering by default through a stratagem . . .

It is passing strange that *The West Australian* newspaper should be criticising the existing Government. But in view of its criticism, I would suggest that the Government's stocks are starting to fall very low. It is becoming evident to *The West Australian* newspaper what the Government is doing; particularly when that newspaper uses words like "gerrymandering," "stratagems," "legal quibbling," and the like. We have heard similar words from this side of the House, but not from the supporters of the Government.

Mr. Guthrie: Are not you going to read the rest of that article? Seeing that it is an authority, why not read the lot?

Mr. FLETCHER: I have read the pertinent portions of it.

Mr. Guthrie: Read the rest.

Mr. I. W. Manning: The Speaker is anxious to hear it.

The SPEAKER: Order! The member for Fremantle will address the Chair.

Mr. FLETCHER: Thank you, Mr. Speaker; I will proceed to do so. I will now quote an opinion more eminent than mine.

Mr. Guthrie: That would not be difficult.

Mr. FLETCHER: I am aware of that fact.

Mr. J. Hegney: It is more eminent than the opinion any of us may have, for that matter.

Mr. FLETCHER: This opinion was given in the State news of the 5th April, 1960, and was contained in the Australian Broadcasting Commission's news service. The portion I wish to quote reads as follows:—

A forecast that there will be even a greater concentration of Western Australia's population in the metropolitan area in the next few decades was made in Perth today by the Town Planning Commissioner, Mr. Lloyd.

Mr. Lloyd knows more about this subject than I do. To continue—

He told a Perth Legacy luncheon that already two-thirds of the State's people live in the metropolitan area, and this was likely to rise to three-quarters or more. "There is nothing you can do about it," Mr. Lloyd said. "People will come to the city because of the greater opportunities there, whether you try to stop them or not.

It is socially and economically undesirable," he continued, "but it cannot be stopped." Mr. Lloyd said that most Australian cities were developing on the basis of unlimited expansion, but the population of Perth could not exceed about 1,500,000 with the existing supplies of water in this State.

So Mr. Lloyd said it was socially and economically undesirable that people should come to the city. He said there was greater opportunity here in Perth; and this makes me relate his remarks to the freight increases which are to be imposed on the people living in the country areas; and the consequent lack of prospect of industry likely to be established in the country as a result of further charges that would flow from the increased freights. Taking this into consideration I would suggest that the position will accelerate from now on, and the concentrations in the metropolitan area will become greater and greater.

Mr. Bovell: Have you a remedy?

Mr. FLETCHER: To that extent the Government is to be condemned, particularly in view of its intention to increase freight rates, which will assist to bring about this undesirable centralisation. To this can be added the remarks I made recently on the amendment moved by the Leader of the Opposition concerning the failure of the Government to do anything about the redistribution of seats.

[The Acting Speaker (Mr. Crommelin) took the Chair.]

I would now like to refer to the question of education, particularly in view of the remarks made by the member for Guildford-Midland, who dealt with this subject at some length. It reminds me of the fact that I have some correspondence with me which is relevant to the question of education. With the indulgence of the House I will read some of this correspondence. To some extent, my reply to Mr. Kahan, secretary of the W.A. Federation of Parents and Citizens' Associations, indicates my attitude to education. My reply is as follows:—

I thank you for your circular of the 5th inst. signed jointly by yourself and Mr. Currie of the State School Teachers' Union. I am very pleased to note the attached and growing list of supporters in such a splendid cause.

This was in relation to the Federal conference in New South Wales and the list of those bodies supporting it were sent to me. To continue with my letter—

The taxpayers' money could not be better invested in Australia's future than in education, and I am delighted to see such a determined concerted move to make this known to our State and Federal Governments. At the end of a recent financial year the Press complained that £23,000,000 of the

£190,000,000 odd defence vote had not been spent. What a national tragedy that this outstanding amount was not channelled into education at all levels; not for one year but year after year until we can bring our educational standard up to that of other nations by whom we are at present being discredited in this respect.

We should educate our own youth as leaders in commerce, trade, medicine, science and technology and not import them. It is sad to see our graduates leave for overseas for better pay and opportunities.

It is now very evident that not enough national planning or provision has been made to absorb our early post-war children, now in their "teens."

We all know that because of the increase in population, as a result of the men returning from the war, we are now trying to absorb these teenage children into our schools with a view to giving them higher education. To continue—

Hansard will reveal that I made reference to this during the last session of Parliament.

I am prepared to help in any way possible, in or out of Parliament. My best wishes for the success of the forthcoming National Education Conference. It is certain that Australia's future progress shall be in relation or proportion to its standard of education and the finance and facilities made available.

I read that letter particularly because of the remarks made by the member for Guildford-Midland, and his reference to the article in today's paper in which the Prime Minister has said that he will not make extra finance available.

Our State Premier should use his best endeavours to find whatever finance he can for the education of our youth. I would now like to touch on a matter of more parochial interest. I refer to the provision of housing for the aged. I received a letter from the Town Clerk of North Fremantle, and he has stated a case with which I am very much in sympathy. I have no doubt that many members present would also be in sympathy with the case put forward. Since it is so well presented, I will read the letter and my own reply, because it will make the case more concise than would be possible were I to address myself to it by means of various remarks. This correspondence relates to housing for pensioners in Fremantle. The first letter is addressed to me, and is as follows:—

At a recent meeting of the Health Committee of this Council, the Medical Officer of Health (Dr. Max Canning) addressed members on the hardships experienced by single pensioners because of the lack of suitable

accommodation. The Council is very much in agreement with the opinion of Dr. Canning, and resolved to approach you in the hope that the State Government, through the Housing Commission, might be persuaded to give this subject some consideration.

As you know, the Housing Commission has constructed two-unit flats, and in our district there is ample evidence of the benefits which are being enjoyed by pensioner couples who have been fortunate enough to obtain such accommodation. The flats reflect credit on the Housing Commission and serve a need in our modern living.

It is probably reasonable to say that the single pensioner faces a greater hardship than a couple, in his endeavour to make ends meet, particularly when he has to pay for housing which is, in many cases, sub-standard.

The subject has recently received the attention of Council because of the standard of housing at present occupied by single pensioners in this district. Several houses are in such a condition that they should no longer be occupied. The pensioner owner is not in a financial position which permits extensive renovation, and at the same time there is the blank refusal to enter an institution, which is understandable. Naturally, Council is not anxious to order demolition of a building which no matter how poor in condition, is still the pensioner's home.

It is felt that the provision of simple, compact bachelor flats would to some extent overcome this social problem, the pensioner retaining his individuality in reasonable accommodation at a cost which is within the means of one who relies on the pension as his only income.

While it is agreed that the institutions now available meet the requirements of the aged to some degree, it is true that many persons do not find such homes acceptable to them. In fact, it is the opinion of Dr. Canning, that many persons, forced by circumstance to accept the accommodation available at these places, deteriorate rapidly because it is not agreeable to them.

The last paragraph of this letter asks me, as member of Parliament representing the Fremantle electorate, to do what I can through the medium of Parliament. Many of these aged people have to go into hospitals, where they take up beds that are so urgently required for the sick. They aggravate the hospital accommodation situation by occupying beds which, in normal circumstances, they would not be occupying if they had proper alternative

accommodation. Their present standard of accommodation is so poor that their psychological outlook is affected, and their health deteriorates quickly. Even if these old people were shifted to institutions, they would be living in over-crowded surroundings. I submit that alternative accommodation should be found for them.

Arising out of this letter I received, I wrote to the Minister for Housing in the following terms:—

Please find attached a copy of a communication from North Fremantle Council the subject matter of which is of vital concern to the area which is within my electorate.

Like the council, I am very much in agreement with their medical officer, that single unit accommodation is a very desirable and urgent need for aged people.

Fremantle and North Fremantle in particular have many problems where aged people will remain in sub-standard accommodation, because it is their home, or through necessity, as they cannot afford better, or again because of a reluctance to leave an area where they have lived and worked for a lifetime.

I do not feel that it is necessary to elaborate on the council's letter, for a splendid case has been presented.

The siting of the new railway bridge and consequent resumption of property in this locality will displace many aged people, who will have to be found alternative accommodation.

Have no doubt that other Parliamentary members are asked on occasions for assistance in obtaining single unit accommodation, but this, I assure you, Sir, is a very frequent request in the Fremantle area.

Am very pleased to hear of Housing Commission's intention to build a block of single unit flats in the South Perth locality, and respectfully request that your Commission give urgent consideration to a similar project in North Fremantle for reasons outlined in this and the Council's letter.

Before leaving this subject, I want to point out that finance is, or should be available for providing more single-unit accommodation for pensioners. Under the previous Government a large area of land in South Perth, between Mill Point Road and the river, was acquired cheaply, for the purpose of erecting multi-storey flats. Preliminary plans of flats costing £430,000 and consisting of about 200 units, which included single-unit flats, were drawn up. Provision was made for two-unit flats to accommodate pensioner couples. An amount of approximately £200,000 was set aside in 1958-59 for this purpose, and

work was to commence in 1959-60, extending into the following year, so as not to interfere with the normal housing programme which was in progress.

On the 30th June, 1959, there was an amount of over £600,000 in credit in the housing fund. Surely if that amount was then available, finance can now be made available not only for the South Perth project, but also for another one in the North Fremantle area. I ask the Minister representing the Minister for Housing to take cognisance of what I am saying.

Mr. O'Neil: How did you get on in your approaches to the Housing Commission?

Mr. FLETCHER: I got a very polite reply to the effect that in the light of the experiment at South Perth, consideration would be given to other areas in the future. I believe the commission is building 28 flats in South Perth.

Mr. O'Neil: Are these flats for old people?

Mr. Graham: They are for single people.

Mr. FLETCHER: I said earlier there were to be two-unit flats as well as single-unit accommodation in the same building. That was the project to be undertaken for an estimated expenditure of £430,000 in South Perth, as envisaged by the previous Government and the Minister for Housing.

Mr. Graham: It is better to have multi-storey accommodation, because there is a lift to serve all floors. Otherwise the old people would have to walk up and down.

Mr. FLETCHER: I do not know whether the financial cupboard is bare. I sincerely hope it is not, because I would like a portion of the funds to be spent in my locality. The correspondence I have just read out referred to the plight of old people—a question which should be of vital concern to us.

The next matter about which I wish to speak may not be received favourably because it contains some implied criticism. It is a letter from myself to some pensioners who wrote to me. I replied as follows:—

Mrs. Mary C. Larsen, c/o 44 Rennie Crescent, Hilton Park.

Dear Madam,

I am in receipt of your circular addressed presumably to all State and Federal members of Parliament. . . .

I do not know whether all members of Parliament received a copy of this letter, but I did. To continue—

—relevant to having the recent 28 per cent. marginal increase granted also to pensioners.

I would interpolate here and say that I do not consider the request to be unreasonable. To continue—

There is not a section of the community more deserving of at least this increase together with other social service considerations as well.

Your circular states that you will work towards my political defeat, if I do not attempt to rectify the unfortunate position of those on pensions. Were I in Federal politics, there is nothing I would be happier to attempt, but my defeat on a State basis would not help your case. I would suggest that the defeat of the existing Federal Government could.

The value of the £ has deteriorated to a small fraction of its original worth when this Government assumed office some 11 years ago.

The present Government will not last that long. To continue—

Pensioners after a lifetime of work and taxation, many with their children and even grandchildren contributing to Australia's economy, are now on a pittance, ignored by the same Government that has recently legislated to increase their own salaries.

The party to which I belong, having not been the Government for 11 years, can hardly be blamed for the present plight of pensioners. By referendum our party attempted to stabilise wages and prices in the early postwar years—at each subsequent Federal election our party has offered to the electors social service security at all levels. Our political opponents, who own and control industry, prices and above all the press, have by propaganda, influenced just enough of the population to vote against our party and their own and your best interests.

By introducing a Petrov, by maligning Evatt, by talking about conditions in Russia or China, to prevent people from noticing conditions under their noses, so the Federal Government has remained in office, to the detriment of pensioners, and small wage and salary earners from whom pensioners result.

The plight of your members living in rooms must be desperate indeed—this was forcibly brought to my attention when I had a light lunch in Fremantle recently. For 1 sandwich, 2 small cakes and 2 cups of tea, I paid 4s., there would not be many 4s. left after paying 30s. or more per week for a room.

In conclusion my congratulations to you and your League for your organised effort to obtain Pension Justice, which is your moral and Legal Right.

With best wishes,

Yours faithfully,

HARRY FLETCHER, M.L.A.

Fremantle.

I think that letter, which emanated from me, states my attitude in relation to these people, and I hope I have not wearied members by reading it rather than trying to elaborate on the matter by way of an address.

I am sorry the Premier is not in his seat at the moment as the next matter I wish to raise concerns him. It deals with North Fremantle, and it is my pleasure to look after the interests of that locality. The correspondence which I propose to read is addressed to the Federal member for Fremantle, and its subject is an area in North Fremantle. I quote as follows:—

The Council of this Municipality is very anxious to have the area now occupied by the Defence Department, known as the Leighton Battery, made available for residential development. For this reason, I am directed to write requesting that you approach the appropriate Federal Minister with a view to having the desires of the Municipality considered.

The location of the land in question is probably well known to you. I am enclosing a sketch so that there can be no doubt in this regard. Originally it was part of an area of University Endowment land and is thought to have been transferred to the Defence Department at about the commencement of World War II.

During the War, the gun emplacements now sited there were probably of some value from the viewpoint of defence of the Port of Fremantle. It is extremely doubtful that the same could be said today. In fact, it would probably be reasonable to say that the battery is useless as far as the defence of Fremantle is concerned.

At the present time, the battery is used for the training of CMF units. Practice shoots are held from time to time, during which the approaches to Fremantle harbour are closed to shipping. On a recent occasion, an overseas freighter sailed into the target area and there could have been unfortunate results. In addition, Stirling Highway is closed at frequent intervals during firing, resulting in disruption to traffic using what is the main thoroughfare between Fremantle and Perth.

The Council of this Municipality considers it wrong that some 75 acres of good residential land should be held for its present use. There is a continual reduction in the area of land available in this district for residential purposes due to the expansion of utilities such as the Railways Department and the Fremantle Harbour Trust.

It is requested that you take the action necessary to have consideration given to the proposal that the Defence Department vacate the portion of Lot 174 which it now occupies, on the grounds that the land is urgently required for housing; that the battery has outlived its usefulness from a defence aspect, and because its use for

training purposes creates interference to both road and sea traffic near the Port of Fremantle.

In addition to making this written request for your assistance, Council has directed me to forward a copy of this letter to each West Australian Member of the Federal Parliament soliciting their support in any action you might take in this matter. I will be glad to assist you, or any other Member, should further information be required.

Yours faithfully,
(Sgd.) S. W. PARKS,

Town Clerk.

I suggest that this correspondence clearly states the case for me; and I would like the Premier, at the first opportunity, to read the letter in *Hansard*, and then add his weight to the case in requesting the Federal Government to make the land mentioned available as an alternative housing area in North Fremantle.

Mr. O'Neil: Where do you suggest the battery should be put?

Mr. FLETCHER: It should be removed from its present locality as it interferes with rail, road, and sea traffic.

Mr. Lewis: You could put it in the country.

Mr. FLETCHER: Yes, or on Rottnest.

Mr. Lewis: We do not have any ships.

Mr. FLETCHER: That area is tied up with redundant and obsolete guns, and I would like to ask the Premier for his assistance in this respect. He will certainly have my support. As the railway bridge is going to be built alongside the traffic bridge, it is inevitable that houses, and even factories will be resumed, and alternative sites will have to be found for them. The area to which I have referred would be suitable for housing; and behind the existing battery, business enterprises and factories would be established. In fact, they are already there. The Melbourne Cask and Drum Company, Davison Paints (W.A.) Pty. Ltd., and Evans Engineering Co. are already established.

Mr. Toms: You would need to have light industry.

Mr. FLETCHER: I am not suggesting that industry be mixed with housing. There are two localities in the direction of the Colonial Sugar Refinery's area where factories could be established. While I am on this subject, I would like to say that McCabe Street serves the existing factories. I have written a letter to the Commissioner of Main Roads as follows:—

Resulting from a joint approach from the managers of three business enterprises in the North Fremantle area, I have been asked to request urgent attention to the building of McCabe Street as an all-weather road.

The firms of Davison Paints (W.A.) Pty. Ltd., Evans Engineering Co., and Melbourne Cask & Drum Co., are all established in this area and poorly served by the existing road which is in a deplorable state. New trucks and equipment are being damaged in travelling to and from the Highway, and drivers of visiting commercial vehicles are reluctant to drive on this section.

I have been informed that Main Roads ultimately intend extending McCabe Street through to the Colonial Sugar Works for road transport of that product. If this is so, I would request that the matter be given a high priority as this would open up a new industrial and residential area.

With the building of the new Fremantle rail bridge, it is obvious that the northern approach will displace certain business undertakings. The McCabe Street site could be a convenient alternative locality to employer and employee alike, for the purpose of establishing homes and business undertakings.

Pending consideration of the above, I do request that immediate attention be given to grading and sealing the existing section of McCabe Street between Stirling Highway and the eastern side of Melbourne Cask & Drum Co.

Any information as to Government or departmental policy in this area would be appreciated.

I do not know whether any of the Ministers concerned are here, but I would like to draw attention to the case I have been attempting to present. It is unfortunate that the Chief Secretary, who represents the Minister for Housing, is not here. His boundary adjoins mine on the north side, and he has a similar problem in relation to the transport of sugar to the refinery, because the road goes through the two electorates. People are disturbed in their sleep by the noise of the trucks travelling through the locality at all hours of the day and night.

Mr. Brand: That won't trouble you much during the session.

Mr. FLETCHER: No; I do not live in that area in any case. But it is still my duty to make it known that the people are being disturbed; and if a road were built where I have suggested, the traffic would be diverted from the highway to the foreshore, and so to the refinery.

As this is an occasion when we can submit our pleas for assistance, I would like now to mention another problem in my electorate. I refer to the mole at Fremantle. Unfortunately, the Minister concerned is absent; but I hope he will read *Hansard* and so learn of the problem. There is no three-phase power available

at the mole, and frequently the use of electrical drills or other such heavy electrical equipment is necessary, thus causing inconvenience to those concerned. I do not know whether this matter would come under the category of the Minister for Fisheries or the Minister for Electricity, but I would like the responsible Minister to see that this power is made available for the fishermen.

Another inconvenience experienced by fishermen and the public is the lack of toilet and shower facilities in the area, despite the fact that thousands of people visit the locality, especially during the weekend. Apart from that, if a fisherman has occasion to use these conveniences he has to walk a considerable distance, which not only involves waste of time but is also a nuisance. I ask that the Ministers give consideration to the erection of such facilities and to the extension of the three-phase electrical power to the end of the mole. In case members opposite suggest that those in the fishing industry should install their own electrical power, I say that the obligation is on the Government to supply it. Heavy gauge lines are very expensive; but if the Government did install them, it would receive revenue from the charges made for the electricity.

There is established at Fremantle a company called Engineer & Marine Services Pty Ltd.; and recently I took the secretary and manager of this organisation on a deputation to the Minister for Fisheries. He therefore knows that this is quite a big enterprise, and that it is growing rapidly, but at present it has inadequate space in which to carry on its business. The buildings are jammed on a very narrow neck of land, and it is my desire that this business undertaking be shifted to an area where there is more land for its extension because it is rapidly expanding. It is the sort of industry which we on this side of the House like to see encouraged. It grew from practically nothing as a result of the use of freezer boats.

Mr. Brand: I would like to put you right. We on this side of the House like to see that sort of industry encouraged too.

Mr. FLETCHER: Yes; I have no doubt. But I am mentioning this company as distinct from the type of industry that your Minister invited here on its own terms and which would send thousands of pounds—as in the case of General Motors Holdens Ltd., £15,000,000—out of the country. The company I have mentioned is the sort we desire to see established here—local companies. They have my wholehearted support. Good business initiative and co-operation have resulted in the expansion of the industry to which I have referred. However, it has no security of tenure, as it is only on a six-months' lease.

When the new mole is completed and extra reclamation work is carried out, I would like to see an area made available to this particular company for expansion. There are 23 men jammed into inadequate accommodation on the present site and there are others up north. The company has a fleet of freezer boats which it has to try to repair and maintain when they are south, but there is insufficient space.

The ACTING SPEAKER (Mr. Crommelin): Order! The honourable member has five minutes left.

Mr. FLETCHER: I think, as that is the case, I had better spend portion of it on the subject of docks. I do not want to fall out with the member for Albany. I noticed in the honourable member's speech last night that he was desirous of having the port shifted to Albany, together with the waterside workers. If his request were granted, where would my electors be? I would not have any electors on whose behalf I could speak.

Mr. Watts: They would be in Albany.

Mr. FLETCHER: Yes. In passing, I would also like to say this: If the Government does not do something about the redistribution of seats and boundaries, and the member for Albany gets away with my present electors, I will finish up representing nothing more than the town hall, or city block.

Mr. Brand: How would that happen?

Mr. Watts: We would all go to Albany.

Mr. FLETCHER: I would mention that with the increased industrialisation in the area since the previous member for Fremantle held the seat, and since I have held it, the number of people in the locality has fallen by hundreds. Areas such as Willagee and Hilton Park have absorbed them. There is a case for redistribution of seats and boundaries.

This dock is a very urgent necessity. The Premier has received correspondence from the mayor and others in Fremantle on the subject and says he is sympathetic to the cause. I quote from *The West Australian* dated the 23rd October, 1959—

W.A. Naval Base Plan Is Urged.

The idea of establishing a British naval base in Western Australia should be reconsidered, an editorial in *The Times* declared today.

The newspaper said that the real problems facing the Royal Navy were not the provision of anti-submarine or minesweeping forces to protect the sea-lines of communications of a ruined homeland, but the provision of effective naval forces for cold and limited war.

"Given that a strong naval presence east of Suez is necessary, what bases can Britain work from? The future

of the bases at Hong Kong and Singapore cannot be predicted," the editorial continued.

I would like to emphasise what follows:—

There is therefore much to be said for reviving the idea of a naval base in Western Australia.

That is not the only reference to this matter. I am looking at it not only from a naval point of view, but from a commercial point of view. A tanker fleet arrives and departs every day, and something like 400-odd tankers make use of the port of Fremantle every year.

There is a lot of work to be done if we are to be provided with such a dock, and also with a ship repair berth at which ships can tie up alongside for repairs. Here I refer to the case of the *Farmand*. That particular ship was taken overseas, with a consequent loss of revenue that would have been available to Western Australia in general, and Fremantle in particular, had the ship been repaired in the Fremantle area. Not only is a dock vitally important to the Fremantle area, but equally important is a berth where repairs can be carried out when it is not necessary for a ship to be docked.

There is unemployment on the waterfront. Shipwrights are out of work on account of lack of shipping work. Members opposite regard it as ridiculous agitation on the part of the trade union movement in that area in relation to grain ships. There is nothing ridiculous about it; it is a bread-and-butter issue to the men who work in that particular industry, and the union is dwindling as a result of the work being completed overseas.

It is important that dock and berth facilities should be made available in this area in order that shipwrights, ship painters, and dockers—whose membership is falling as a result of work being done overseas in the fitting-out of grain ships, instead of this work being done in Fremantle—may be allowed to carry on in their usual work. These facilities would be of benefit to the area. Not only would the men obtain additional work, but the economy of Fremantle, and of Western Australia, would improve as a consequence. The wages of these men would be spent in the Fremantle area, and industry and commerce would reap the benefit accordingly.

[The Speaker resumed the Chair.]

MR. RHATIGAN (Kimberley) [5.15]: Like other members on this side of the House, and a couple on the other side, I should like to contribute my small portion to the Address-in-Reply debate. While I was in Wyndham early in June this year, the townspeople were honoured by the visit of two important Cabinet Ministers in the persons of the Minister for Works and the Minister for Lands. The Minister for Lands stayed for 2½ hours in

that very progressive town, but the Minister for Works stayed a little longer. It would not be so bad if the Ministers shot through, but they take with them important personnel, such as the various heads of departments. The town has several problems, and naturally the residents expected to get some satisfaction when the Ministers and their personnel visited the district. The townspeople thought they would discuss these various problems with them.

With the Minister for Lands was Mr. Cleave, the Deputy Surveyor-General, and Mr. Smith, the Under-Secretary for Lands. The people in the districts up there are getting sick of these "Cook's tours" by Cabinet Ministers during the tourist season. We would like to see them go up there and face the problems of the residents during the warm period of the year. I did hear a rumour in the corridor that a move was afoot for members to travel north in ministerial cars so that they could inspect conditions and the country in the North. If that is so, I am strongly opposed to the move. I would sooner see members travel to the district in trucks similar to those used by shearers. They are quite comfortable and well-equipped, and members would be able to make an interesting inspection and see all there was to be seen.

Mr. Brand: How many trips of that nature were made by members of Cabinet during the six years of the previous Administration?

Mr. RHATIGAN: I made the same suggestion then.

Mr. Brand: But not any of them travelled in shearers' trucks.

Mr. RHATIGAN: So far the suggestion has not been followed. I can promise the Premier that if any member would like to undertake the trip by this means, I would be only too happy to accompany him—I would be only too happy to show any members what the North looks like. If the Premier would avail himself of the opportunity to take one of these trips, he would smartly change his mind regarding bituminising the Eyre Highway, and would give the people in the North more bitumen roads than they have.

Mr. Brand: I am not opposed to bitumen roads for the North.

Mr. RHATIGAN: I am sure I will have the support of the member for Murray on this matter, even if I do not get support from any other members on that side. Bitumen roads in the North are essential; and, while on the subject of bitumen roads, I should like to pay a tribute to the amazing work being done in the North-West by Mr. Duncan, who has been the resident engineer in the North for many years. He is not too well at present, and I wish him a speedy recovery. I would like to place

on record the appreciation of the people of the North for the amazing job he has done, and his untiring efforts in this direction.

Mr. Brand: Hear! hear!

Mr. RHATIGAN: On the 4th August this year I asked the following question:—

- (1) How many miles of bitumen roads are to be laid in the Kimberley districts during the financial year 1960-61?
- (2) Where will these roads be constructed?

The Minister's reply reads as follows:—

- (1) Twenty-seven miles are provided for on the 1960-61 programme.
- (2) (a) Wyndham - Ord River - Hall's Creek Road; Wyndham Road Board (Wyndham - Parrys Creek-Bend of Ord Section): 15 miles double coat seal 20 ft. wide—£45,000.
- (b) Great Northern Highway; West Kimberley Road Board (Yeeda-Liveringa Section): 12 miles double coat seal 12 ft. wide—£25,000.

According to the reply, 27 miles of road have been promised at a cost of £70,000. Yet we have the Premier today saying that the cost of an East-West tourist road would be £5,280,000 over a distance of 430 miles, if my memory serves me right. Who is to say that a bituminised road to South Australia would be of much benefit to this State? I think it could result in more tourists leaving the State than would be brought into it.

However, in the Kimberley district, which we are trying to populate, there is to be only 27 miles of sealed road constructed at a cost of £70,000. The member for Murray has experienced the conditions that exist in the North because he owns properties up there which carry a good deal of stock. He knows very well that the days of walking stock to a port or to the abattoirs for shipment are fast going by the board. Modern transport in the form of road trucks is most essential in those parts; but if the trucks are to function satisfactorily, bituminised roads are necessary.

It is well known that the transport of stock along bush roads causes a great deal of bruising. Cattle could leave the station in first-class condition, but the bruising of their carcasses, whilst being carted in the trucks, might mean that they would have to be rejected or condemned when they reached their destination. To think of constructing this road to South Australia for the purpose of attracting tourists to the State is too fantastic and too ridiculous for words. In fact, words fail me on that score, and I cannot condemn the project too strongly.

Mr. Graham: Hear, hear! First things first.

Mr. RHATIGAN: If that road were constructed it could, quite conceivably, result in more tourists leaving the State than would be attracted to it; whereas the construction of suitable bituminised roads in the Kimberleys would help to develop and populate that portion of the State. I will now quote extracts from an article which appeared in *The West Australian* dated the 24th June, 1958. They are as follows:—

The opportunities in the North are tremendous. But so are the difficulties. The need for a master plan is obvious. Development can be carried out successfully only under a long-term Commonwealth-State partnership with Canberra finding most of the money.

Why is there not a special appeal to the Commonwealth for assistance to bituminise roads in the northern part of the State to help develop it? There is more of this article—

We are faced with the indignation of hungry Asians who could accuse us of letting a potential food bowl go to waste.

How true! To continue—

The time for talking about developing the North has gone. It is time now to get to work.

How true again!

This Government is doing nothing. I am grateful to know and pleased to say that the work on the Wyndham jetty was commenced by a Labor Administration before this Government came to office; otherwise the project would have been scrapped.

Mr. Graham: We have had nothing but false promises, and they will never be fulfilled. We have had nothing but words, words, words!

Mr. RHATIGAN: I will now deal with the questions I asked the Minister for Lands yesterday. They are as follows:—

- (1) What acreage of land is to be treated for soil erosion in the East Kimberleys?
- (2) Would he give details of where this land is situated?
- (3) Who are the lessees of the properties on which this land is situated?
- (4) Is it the intention of the Government to resume this land?

The answers are as follows:—

- (1) 776,980 acres in East Kimberleys.
- (2) Portions of Ord River, Turner, Nicholson and Texas Downs stations, 100-150 miles south-east of Wyndham.
- (3) Ord River Limited.

The Turner Grazing Company Pty. Limited.

The Nicholson Grazing Company Pty. Ltd.

Lissadell Pastoral Proprietary Limited.

(4) This matter is under consideration.

I wish to pay tribute to the officers of the Department of Agriculture who are in charge of this work. They are doing an excellent job. However, I would like the Minister, or the Treasurer, when either replies to the Address-in-Reply debate, to advise me who is to meet the cost for the necessary fencing—because this land will have to be fenced—and who will meet the cost of machinery, and the many other costs that will be involved. Surely the taxpayer is not expected to meet the cost of preventing soil erosion on these properties which have been held for years by absentee owners! Surely the taxpayer is not to be asked to put these properties in order for those people so that they can be handed back to them again!

In my opinion, this land should be resumed. The absentee-owners have plundered it for years and years. They have used the river frontages for watering points instead of putting down bores on their land. Nobody in the House can deny that. As a boy, I was employed on those watering points, and I know what goes on. These properties are held by absentee-owners who reside in London. They are not in the least interested in them so long as they continue to get a profit out of them. They have plundered the land.

Mr. Rowberry: Including the member for Murray.

Mr. RHATIGAN: The member for Murray has looked after his station much better than have the people to whom I have referred. In any case, I want the member for Murray to be on my side. That is the position I would like the Minister to investigate. Admittedly, this land should be brought back to the condition it was in before these large pastoral companies were granted million-acre leases. I do not think the taxpayers should meet the cost of this work, particularly when fencing alone would amount to a tremendous sum.

I now wish to touch on the subject of deep-water ports. I know the Minister for the North-West will be interested in this matter. I cannot understand the Minister's delaying tactics.

Mr. Brand: Where do you think the deep-water ports should be?

Mr. RHATIGAN: I cannot understand the Minister's indecision, his habit of passing the buck, and the delay that is caused in having things done. That is all the Government has been doing since it has been in office. As members of the Cabinet well know—

Mr. Graham: The Government stopped work going ahead in the North-West altogether. It is still making inquiries and investigations.

Mr. Court: Record tonnages are going forward in the ships!

Mr. Graham: Nothing but indecision!

Several members interjected.

The SPEAKER: Order!

Mr. RHATIGAN: I would like to know whether I am the one who is making this speech or whether it is being made by various members on the other side of the House. As the members of the Cabinet well know, a deep-water port at Black Rocks was one of the most important propositions submitted for consideration to the Commonwealth by the all-party committee. That was one of the works on which portion of the £2,500,000 Commonwealth grant was to be spent.

That was one of the projects; and a Bill was passed to ratify it. The other project was a double berth in Wyndham. Fortunately the Hawke Government started work on that; otherwise the present Government might have used delaying tactics in relation to that matter as well. The next project was assistance to the Ord River dam scheme.

Mr. Wild: No it wasn't!

Mr. RHATIGAN: A further project in the Kimberleys was the provision of port facilities in the neighbourhood of the Napier-Broome area, to serve the northern portion of the Kimberleys. There is not a shadow of doubt that that was one of the propositions for which the Commonwealth granted the first £2,500,000 about three years ago. I would now like to refer to the proposed deep-water port at Broome. The old Broome jetty is in a deplorable state and it will cost anything from £250,000 to £500,000 to maintain it for the next few years. Those are the figures I have been given.

It has always been unsatisfactory because it creates a bottleneck with regard to the State ships. It amazes me that the Minister for the North-West has not appreciated that fact. Some of the ships stop there for six days at a time. Rather than repair that jetty, the Hawke Government wisely decided to provide for a new jetty at Quarantine Point, which is in deep water. This had nothing to do with the £2,500,000 provided by the Commonwealth Government.

Mr. Brand: Do you not think a deep-water port should go to Broome?

Mr. RHATIGAN: Yes, I do; but the Hawke Government's intention was in no way connected with the £2,500,000 provided by the Commonwealth. The Premier seems to be in an interjecting mood this afternoon, and I am honoured. I have had more interjections today than I have had previously. I would like to ask the Premier this question: Did he or did he not say on TV earlier this year, that it was his Government's policy to provide three deep-water ports in the North-West; and that he would dispose of the State Shipping Service? Is that right or wrong?

Mr. Brand: Your information is as wrong as it usually is.

Mr. RHATIGAN: I was given this information by a very reliable person in the North-West. So that clears up the matter of the deep-water port; and, as I have said, the Hawke Government's intention had nothing to do with the £2,500,000 provided by the Commonwealth.

Mr. Watts: We were very interested in the view of your predecessor. He opposed this project wholeheartedly. I refer, of course, to the late Mr. Coverley.

Mr. RHATIGAN: The idea of the project at Black Rocks was proposed by the Government of which the Attorney-General was a member. But it has now somersaulted. I want now to touch on the question of banking facilities at Wyndham.

Mr. Graham: The Yes-No Government.

Mr. RHATIGAN: On Wednesday, the 25th November, 1959, in *Hansard* Vol. 154, at page 3603, I asked the following question of the Minister for Lands:—

(1) As Wyndham is without a bank except for an agency of the Commonwealth Bank, during the operation of the meatworks, will he give consideration to the establishment of an R. & I. Bank in this town?

(2) If not, what are his reasons?

The answer I received was as follows:—

(1) and (2) This matter has already been explored, but the expense of a branch establishment is not warranted. Banking facilities of sufficient magnitude for the town are already available.

I would like to know where these banking facilities are available, because during the seven or eight months of the year in which the Wyndham Meat Works are not operating, the only facilities available are those in the ordinary savings bank. Again, on the 9th August I asked the Minister for Lands—

In view of the vast amount of Government works now in progress in the Wyndham district is he still of the same opinion regarding banking facilities at Wyndham, as he was when he answered my question (*Hansard*, page 3603) of the 25th November, 1959?

The reply I received was—

The large amount of work planned by the Government for the Wyndham district is occasioning a close watch being maintained on the need for banking facilities there. However costs of branch establishment is not yet warranted.

It amazes me that the Rural and Industries Bank has not yet seen fit to extend its activities to Wyndham. It leaves me with the opinion that that bank appears to have been established for the city dwellers, and for people in the southern portion of the

State. There are two hotels in Wyndham, and the population there is increasing rapidly. The Ord River dam scheme is now under way, or will be shortly; and it really stuns me to think that our own State bank, which advertises itself as the people's bank, does not see fit to extend its activities from the southern portion of the State to the northern portion.

I would now like to quote from the *Northern Times* of the 23rd June. Under the heading "W.A.'s North Needs Population" we find the following:—

"The population of the North of Western Australia must be increased to ensure the future success of the area," said Mr. Airey, Commissioner of the R. & I. Bank.

Mr. Airey, who has just returned from a six-day tour of the Kimberleys, said that the best way to attract settlers was by capital investment.

"Large amounts of money have to be invested in the district," he declared. "The returns may not be immediate, but the potential is there for good capital gains after development has progressed.

"An influx of capital will undoubtedly attract settlers to the North."

He then goes on to say that proper administration and investment in the North could make a major contribution towards Australia's economy. In spite of that, however, we find the Rural and Industries bank has made a decision not to extend its activities that far.

I was talking to one of its officers two or three years ago, and I put this matter to him. He said that it was too far away for the Rural and Industries Bank to conduct any business. That is a very poor excuse, particularly in view of the progress that is taking place there now. Surely, because of this progress, the R. & I. Bank could extend its activities to Wyndham, particularly in view of the fact that money has been made available by the Commonwealth and State Governments for the development of land.

One other subject on which I wish to touch this afternoon concerns the Government's intention to dispose of our State trading concerns. The Government, it has been said, intends to hand these State trading concerns over to its friends. In my electorate there is a very important State trading concern. I refer, of course, to the Wyndham Meat Works. Here again, I feel sure I will have the support of the member for Murray.

The need for the establishment of the Wyndham Meat Works, which were commenced in about 1916, arose because a private monopoly had a complete hold over the small settlers, of whom there were many, in that district. They had to bring their cattle into Wyndham for sale.

This firm merely said, "We will give you so much," and the settlers had to accept whatever amount was offered. The Government of the day saw fit, and I think wisely, to establish this State trading concern in Wyndham.

These works commenced operations in 1919, ceased for one year, and have been operating ever since except during the war years of 1942-1944. In 1945, although the war was not over, the works commenced operations again, and they have been operating most satisfactorily since. They are run on a co-operative basis. Both the pastoralists and the growers are very happy with the management of the works, because last year the average price paid for cows and bullocks was £29 16s. 5d., and the average for bullocks and bulls was £30 7s. 1d.

Even if this Government tried to sell those works it would not succeed, because of the opposition from the pastoralists. When the pastoralists receive a good price they do not mind selling their stock to a socialistic enterprise. So I do not think we need to worry about the disposal of these works.

Mr. Watts: You need have no worry.

Mr. RHATIGAN: No; but still it is a socialistic enterprise. If the State ships were disposed of and the people of the North had to pay intrastate freight rates on the commodities they require, they would find it impossible to exist. Despite the huge losses, the State Shipping Service is the lifeline of the North. If the State ships are disposed of, we can forget about settlement in the North.

Sir Ross McLarty: I do not think you need to worry about that.

Mr. RHATIGAN: I am glad to have the honourable member's assurance. If the Government was to curtail the Public Works Department in the North-West, it would be taking a very quick step to shift the people from that area. I have the greatest admiration for the private contractors who are building hospitals, schools, and State rental homes there. Most of them come up from the metropolitan area and they remain in the North-West while there is work available. They support their families who are living down here. Consequently all the money which they earn does not circulate in the towns in which they are working. So any retrenchments in the Public Works Department in the North will be a sure means of reducing population in the towns. I trust that no move in this direction will be made. With those few remarks, I support the motion for adoption of the Address-in-Reply.

MR. J. HEGNEY: I move—

That the debate be adjourned.

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

Ayes—19.

Mr. Bickerton	Mr. Kelly
Mr. Brady	Mr. Norton
Mr. Curran	Mr. Nulsen
Mr. Fletcher	Mr. Oldfield
Mr. Graham	Mr. Rhatigan
Mr. Hall	Mr. Rowberry
Mr. Hawke	Mr. Toms
Mr. Heal	Mr. Tonkin
Mr. J. Hegney	Mr. May
Mr. W. Hegney	

(Teller.)

Noes—21.

Mr. Bovell	Mr. Nalder
Mr. Brand	Mr. Nimmo
Mr. Court	Mr. O'Connor
Mr. Craig	Mr. O'Neill
Mr. Grayden	Mr. Owen
Mr. Guthrie	Mr. Perkins
Dr. Henn	Mr. Roberts
Mr. Hutchinson	Mr. Watts
Mr. Lewis	Mr. Wild
Mr. W. A. Manning	Mr. I. W. Manning
Sir Ross McLarty	

(Teller.)

Pairs.

Ayes.

Noes.

Mr. Andrew	Mr. Mann
Mr. Evans	Mr. Burt
Mr. Moir	Mr. Cornell

Majority against—2.

Motion thus negatived.

MR. J. HEGNEY (Middle Swan) [5.46]: In moving that the debate be adjourned, I thought it was customary, in the early stages of the session, for this House to adjourn at 6 p.m., or thereabouts, to enable country members to return to their homes.

Mr. Ross Hutchinson: Arrangements are usually made with the Premier.

Mr. HEGNEY: I thought they were made with the Minister, when he saw fit to interject! As none of the members opposite seems to want to speak on this debate, which is a very important one, I thought the Government would agree to an adjournment. However, I shall proceed.

I commend the Deputy Leader of the Opposition for the able manner in which he spoke last night, particularly on the attitude of the Premier towards basic wage increases in Western Australia. It is well known publicly that he was anxious to prevent the Commonwealth Basic wage, which would have application to this State, from rising; and so effective was the propaganda of the Commonwealth Government and certain other Governments in Australia that the judges were influenced, and no basic wage increase ensued so far as the Commonwealth was concerned. There has already been criticism about the fact that in Western Australia the President of the Arbitration Court saw fit, on the evidence before the court, to continue the quarterly adjustments of the basic wage.

This is of paramount importance to a great number of people—workers, who have the purchasing power. Therefore, I feel that the attitude of the Liberal Government in having counsel to represent it in the Commonwealth Arbitration Court,

indicating that it was not in favour of an increase in the Commonwealth basic wage because of the alleged repercussions it would have on the commercial life of Australia, was a reprehensible thing so far as the workers are concerned.

Mr. Graham: Hear, hear!

Mr. J. HEGNEY: At all times, Liberal Governments express sympathy for the workers, and say they have their interests at heart; but it has been the traditional policy of people on the other side of the House to be opposed to reform for the working people in Australia. Members of those Governments have opposed every proposition to advance the interests of the workers in Australia, whether in connection with conditions in industry, in respect of hours of labour, or in respect of a proposed increase in wages.

Reference has been made by the Deputy Leader of the Opposition to the fact that evidence in Australia shows that many commercial firms and industrial organisations are doing so well out of selling their products that they are making considerably increased profits. Yet opposition was expressed in the Commonwealth Arbitration Court to the request of the workers' representatives in that court for an increase in the basic wage. It was said that their income has to remain static for the next 12 months. The firms referred to by the Deputy Leader of the Opposition are to be allowed to go on increasing and increasing their profits, and the incomes of the shareholders of those companies are being stepped up all the time.

I have here tonight's *Daily News* which indicates that the Broken Hill Pty. Ltd., which is a very large industrial organisation operating in Australia, has made a consolidated net profit for the year, to the 31st. May, which rose by no less than 33½ per cent. The profit of this organisation jumped from £10,183,075 to £13,716,311—a rise of 43½ per cent. This rise in profit was experienced after provision had been made for income tax of £12,000,000 odd, depreciation of approximately £11,500,000, and plant replacements of £7,025,000. After the products of the company are sold to the manufacturers of Australia they are then, in turn, purchased by the consumers, who have to bear the added burden of meeting this profit of £13,716,000.

The SPEAKER: There is too much talking behind the screen. If members desire to remain there, they will have to keep quiet or go to their seats.

Mr. J. HEGNEY: There are other references in tonight's *Daily News* to which I will refer; and these could be multiplied one-hundredfold if the necessary research were made to produce the statistics. Speedo Holdings Ltd. achieved a record

profit for the year to the 30th June which easily eclipsed all previous figures. Their profit was £17,595, or nearly 26 per cent. above the profit of the previous year. Manufacturing confectioners, Allen's Holdings Ltd., are paying a dividend of 13½ per cent. The agricultural disc and implement making firm of Ralph McKay Ltd. showed a profit of £130,111. The ordinary dividend is at 12½ per cent. and the final 6½ per cent. dividend included a 1½ per cent. bonus.

The various balance sheets which were read here last night by the Deputy Leader of the Opposition and the references which I have just made show clearly that this Liberal Government had no right to go into the Arbitration Court and urge that no basic wage increase be granted in the Commonwealth sphere; and it had no right to influence the president in this State with its propaganda.

I remember when the basic wage was fixed on an annual basis; but the time came when, because of the collapse of the economic system, a Bill was introduced which provided for quarterly adjustments. This was done because a decision had been made in respect of the basic wage, and there was still a considerable proportion of the year to run. At that time it was reduced very quickly to a quarterly basis so that the workers would receive a reduced wage. Now we find the economic climate is such that the basic wage could be increased.

We have to realise that a 28 per cent. marginal increase has been granted and that industry was able to absorb this and still make the high profits to which the Deputy Leader of the Opposition and myself have referred. Therefore, industry should agree to an increase in the Commonwealth basic wage. Many members of the Government are dependent upon the support they will receive from workers. It would be interesting to hear what the members for Leederville, Subiaco, and Bunbury have to say to their electors at the next election, because they have done nothing for them in this Parliament.

I now turn to the momentous document delivered by His Excellency the Governor when opening this session of Parliament. I have read it and examined it; but, apart from two minor matters of interest to the workers of this State, I find that no reference is made to improving working standards in any degree. No reference is made to an improvement in our workers' compensation law, or to an improvement in our Shops and Factories Act; nor is there any reference to an improvement of working-class conditions in this State.

Fundamentally, the members on the other side are satisfied. However, if I remember correctly, when the former Government introduced Bills to try to raise the status of the workers so far as the workers' compensation law was concerned—which is totally inadequate today when

compared with the standards which exist in many of the Eastern States; and it is high time it was amended—the present Government, the then Opposition, strongly opposed it. There is no reference in the Governor's Speech to any intention of the Government to improve the standard of workers in this direction, and I was very disappointed to discover that. There is a reference to the proposed improvement in safety in industry, both Government and private, and I was very gratified to read this, although I well remember the time when the Government was in opposition and measures were introduced to amend the safety laws. Again, the then Government vigorously opposed the Bills. I am very pleased to see that at long last the situation has altered and the Minister for Labour will introduce a measure to devise better safety conditions.

The only other matter of vital interest to workers which is mentioned in the Governor's Speech is that relating to the Coal Mine Workers (Pensions) Act. Apart from these two references, there is no indication of any intention on the part of the Government to assist the workers.

I come now to a matter which has already been raised in the House. I am referring to the proposed advance to the Australian paper manufacturing company to encourage it to establish itself here. I have read the Minister's statement which appeared in *The West Australian* of the 7th July when the proposals were outlined. The next day a leading article was published about the proposition; and I agree whole-heartedly with the attitude expressed in it, and consider it was very sound reasoning. For greater accuracy, I propose to read this article to ensure its incorporation in *Hansard*. It is headed "Paying Too High," and is as follows:—

To induce Australian Paper Manufacturers Ltd. to establish a mill at Spearwood the Government is offering loans on easy terms which will tie up too much of the State's money for too long.

The project itself is desirable in the drive to stimulate West Australian industrial expansion. But the Government is prepared to find up to two-thirds of the capital cost of the mill, with a maximum limit of £2,500,000 and an annual limit of £300,000; and although production is expected in 1966, repayment of the principal will not begin until 1980.

In the case of a wealthy concern like A.P.M. these terms seem ridiculous. Government policy, as most people understood it to be, was to encourage foreign investment in W.A., not to enter the industrial loan business in a big way. To avoid paying too high a price for manufacturing development the State has to make a realistic appraisal of individual ventures and calculate a worthwhile inducement

against the resources of the company concerned. In the past, excessive contributions have been made as in the case of Chamberlain Industries. Special concessions may be inescapable if valuable industry is to be attracted to W.A. But if there must be Government financial help it should not, as a general rule, exceed 50 per cent of the capitalisation required to start a new industry.

We do not want socialisation through State trading concerns. We want rapid expansion of private enterprise but not by going to extremes of financial aid and freezing large State resources as in the paper mill proposal. The Government should not lose sight of the basic State functions. It should be conserving funds for such urgent purposes as raising the school leaving age, which continues to be too long deferred.

I think that article states the case pretty succinctly and indicates what the attitude of this Parliament should be. I believe the proposed plan is wrong when we consider the loan funds which are required to help along the educational needs of the State, just to mention one important necessity.

I remember the time when the Labor Government was in power and the then Minister was asked questions as to when certain school extensions would be made and additional classrooms built. He had to reply that they would be attended to as soon as sufficient loan funds were available. It is rather strange that, with the change of Government, the present Minister for Education finds himself in exactly the same position, in that he is dependent on loan funds for the extension of the urgent activities of the Education Department; and we find that the Government is going to commit itself to this proposition of £300,000 a year. This money will be tied up in this great wealthy organisation of A.P.M.

I propose to quote questions asked by the Leader of the Opposition in the House on Tuesday, the 2nd August. The Leader of the Opposition asked the following:—

- (1) What is the total authorised capital of Australian Paper Mills Ltd., as at the 30th June, 1959?

To which the Premier replied—
£20,000,000.

The next question was—

- (2) What is the total amount of issued capital?

The reply was—
£17,000,000.

The third question was—

- (3) What was the total amount of profit available for appropriation as at the 30th June, 1959?

The reply was—
£3,206,000.

The fourth question was—

- (4) What was the total of reserves and retained profit at the 30th June, 1959?

The reply was—
£6,432,820.

That information would indicate quite clearly there is no justification for this Parliament to approve the substantial loan moneys that are to be made available to Australian Paper Mills Ltd., when it is plainly evident that they have resources to establish themselves and develop in this State without the substantial Government assistance that is going to be parcelled out to them in the immediate future. That £300,000 could undoubtedly be of great benefit to the Minister for Education in providing for the additional classrooms he needs.

The interest rate is to be five per cent.; and the worst feature of this proposition is that the loan moneys will not start to be repaid until approximately 1980—almost 14, 15, or 16 years after the money has been advanced. I think that is a very bad proposition as far as the Government is concerned.

Mr. Hawke: The company has assets worth only £32,000,000.

Mr. J. HEGNEY: Yes; the firm has substantial assets and is quite capable of establishing an industry here without Government assistance. They are not coming here for the benefit of Western Australia; they are coming here because there will be opportunities, as the population of the State increases, of improving the sales of their manufactured goods which, I fully appreciate, will be of benefit not only to them but also to the State in providing employment. I am not opposed to that aspect of it. I do think that the leading article in *The West Australian*, which dealt with this proposition, made it quite clear what the attitude of the Government should be.

Mr. Hawke: I think we should run a button day in aid of the company one Friday.

MR. WATTS: I move—

That the honourable member be given leave to continue his remarks at the next sitting.

Motion put and passed.

QUESTION WITHOUT NOTICE

DIESEL ENGINES

Number on Order

Mr. COURT: Earlier today I promised the member for Collie that I would confirm with the Railways Commission that there were no main line diesel engines on order. I have now done so; and, as I indicated to the honourable member, there are no main line diesel locomotives on order.

House adjourned at 6.11 p.m.