

Legislative Council

Thursday, 25th September, 1952.

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

QUESTIONS.

HOUSING.

As to Land for Ex-Servicemen's Homes.

Hon. J. McI. THOMSON asked the Minister for Transport:

(1) How many blocks of land have been purchased by the Government for the purpose of providing homes for ex-servicemen?

(2) As the Commonwealth Government is prepared to advance by way of mortgage up to £2,000 on timber-framed asbestos homes, and as the release of cheap blocks to ex-servicemen in "optional" areas would materially help in reducing the capital cost of these homes, will the Government consider releasing blocks at purchase price to those applicants desirous of taking advantage of the offer of private firms who undertake delivery of houses within eight weeks?

The MINISTER replied:

(1) At present 750 lots in the metropolitan area and 61 in country districts are held for war service homes applicants. In addition, provision is made in areas being developed by the Commission for the allocation of land for the purpose of the war service homes division subject to the approval of the war service homes director.

(2) Any eligible war service homes applicant who can enter into a building contract as provided for under the War Service Homes Act can have a block of land made available to him provided the land is one of the lots set aside for the war service homes division. These lots are made available at cost.

MARGARINE.

As to Production and Nutritional Value.

Hon. L. A. LOGAN (for Hon. H. L. Roche) asked the Minister for Agriculture:

(1) What was the production of margarine in Western Australia for the years ended the 30th June, 1950, 1951, and 1952?

(2) Was any of the margarine inspected by an officer of the Health Department?

(3) Was it all approved as fit for human consumption?

(4) Was all, or any, of it fortified with Vitamins "A" and "D" to make it nutritionally equivalent to butter?

The MINISTER replied:

(1) License year is from the 1st January to the 31st December.

Production:

1950—528,681 lb. (236 tons).

1951—437,537 lb. (195 tons 4 cwt.).

1952—462,671 lb. (216 tons 11 cwt. to the 31st July).

(2) Yes.

(3) No margarine was found unfit for human consumption.

(4) Information not available.

I have to apologise to Mr. Henning for having given a wrong answer some weeks ago. Through a clerical error, the production for 1950 was given as 597,681 lb., equal to 264 tons.

RAILWAYS.

As to Preference to Stock and Goods Trains.

Hon. A. R. JONES (without notice) asked the Minister for Railways:

Yesterday I asked the Minister whether he would give his support to using the crews at present stood down to run trains, special or otherwise, during the week-ends for the haulage of stock and goods. The Minister replied that locomotive crews could not be brought in at week-ends without being paid for a guaranteed week, and until engine power became available, work could not be found for additional crews. Will he state whether the crews and unions have been approached, because I believe that, in a time of emergency, an agreement could be reached whereby the award could be waived and trains run at week-ends?

The MINISTER replied:

The award of the locomotive engine-drivers contains a provision that men under stand-down conditions must either be fully employed or be fully stood down. In other railway awards, there is provision in cases of emergency for the working of a partial week. Some men work four days and some two or three days according to the volume of work available. Under the locomotive award, however, men who are stood down must be stood down completely, and if they are re-engaged, they must be re-engaged continuously. Despite discussions on the matter, so far no emer-

agency agreement has been arrived at. Until we have more motive power in the shape of available engines, we shall not be in a position to re-engage these men and keep them in constant employment.

Hon. H. Hearn: The agreement would have to go to the court.

The MINISTER: Yes.

MOTION—TRAFFIC ACT.

To Disallow Heavy Traffic Bylaw.

Debate resumed from the previous day on the following motion by Hon. L. A. Logan:—

That heavy traffic bylaw made by the Shark Bay Road Board under Section 49 of the Traffic Act, 1919-1951, as published in the "Government Gazette" on the 1st August, 1952, and laid on the Table of the House on the 12th August, 1952, be and is hereby disallowed.

HON. H. S. W. PARKER (Suburban) [4.40]: I wish to make my position clear in this matter. So far as I can gather, until recently loads of about five tons were allowed on this road, but after representations were made, the bylaw was altered to permit of the carriage of loads of approximately eight tons. Now there is some objection to that—and I understand it is by one firm only. The main objection of this company is that although it knew what the bylaw was, it did not worry two straws about it and, in fact, openly defied compliance with it. The Government apparently improved the road to the extent that it was thought possible to allow loads of approximately eight tons, instead of five tons, to be carried.

But this did not suit the company. I am one of those people who fully appreciate that there are certain roads in the State which are known as light roads and others which are known as heavy roads; and if a road is a light road, heavy traffic cannot be allowed over it. And we cannot afford, for various reasons—financial ones perhaps—to have all heavy roads. We are told by the engineers, and I have no reason to doubt their word, that there is only a certain amount of material available with which to maintain the road, and not sufficient to make it, or maintain it, as a heavy road.

Hon. H. C. Strickland: Have you ever been there?

Hon. H. S. W. PARKER: No.

Hon. H. C. Strickland: There are miles of it.

Hon. H. S. W. PARKER: I cannot understand why, if that is so, the road was not constructed of this material long ago when the district was represented by the then Premier and Treasurer.

Hon. L. A. Logan: There is an answer to that.

Hon. H. C. Strickland: It was laid down in 1947.

Hon. H. S. W. PARKER: Although there were these masses of material, it was suggested that the road could carry loads of only four or five tons.

Hon. H. C. Strickland: It carries 20-ton loads.

Hon. H. S. W. PARKER: If the road will carry 20-ton loads, I am not going to be a party to rejecting a bylaw so that we will revert to five-ton loads instead of eight, because if the bylaw is disallowed, that is what will happen.

Hon. H. C. Strickland: What about the dual wheels?

Hon. H. S. W. PARKER: If loads of only five tons are allowed by direction of this Chamber, it will be the bounden duty of the commissioner in control of the road board to launch prosecutions when necessary.

Hon. C. W. D. Barker: He never did before.

Hon. H. S. W. PARKER: It is time he did.

Hon. C. W. D. Barker: The position is better now than it has ever been.

Hon. H. S. W. PARKER: Then I cannot understand why the hon. member wants us to go back to five tons instead of eight.

Hon. G. Fraser: The company has 10-ton trucks.

Hon. H. S. W. PARKER: It knew when it ordered those trucks that five tons was the maximum allowed over the road. The local authority did not want the bylaw disallowed. In fact, only one company wants it disallowed, and according to the correspondence it, in effect, says, "We do not care two straws whether it is allowed or disallowed; we will use the road." Well, let the company do so, but it will then become the bounden duty of the commissioner to take action to protect the road for the other users. It is far better to keep a light road in good order for the many than to allow one company to use heavy trucks on it and so ruin it for the whole population.

I am not going to vote to disallow this bylaw so as to permit of only five tons being carried on the road. I feel the position should be left as it is because the engineers think that an eight-ton load can be carried. We should allow the local residents to carry as big a load as possible. As regards the big, heavy trucks the company has, the best thing it can do is to get rid of them. It will not be the first time in Western Australia that a firm has had to get rid of heavy trucks because the road will not take them. When a company knows what the roads are like, it must arrange its transport accordingly. It is

of no use getting heavy transport and then holding a pistol at the head of the department and saying, "You must build a road for me." I shall vote against the motion.

HON. W. R. HALL (North-East) [4.47]: I support the motion for one particular reason, and that is because the bylaw tends to eliminate the use of dual wheels. For the sake of safety, vehicles should have dual wheels. I have seen several accidents which have been caused by vehicles being fitted with single wheels. The bitumen strip between Broad Arrow and Kalgoorlie is only eight feet wide, and I feel that wherever possible vehicles with dual wheels should be used. Certainly dual wheels carry greater loads, but they give a margin of safety to the driver of the vehicle.

Yesterday the Minister said that if the motion were carried it would be tantamount to a vote of no confidence in the engineer, or those in charge. I do not think it would be anything of the sort. It has been stated that there are hundreds or thousands of tons of material—clay, gravel, or otherwise—for making roads.

The Minister for Transport: The engineers say that is not so.

Hon. W. R. HALL: We heard two or three times by interjection yesterday that there are miles of this particular road material available, and that is all I can go on. It seems that the road was not properly constructed in the first place. The Minister said that the shoulders of the road would be injured. There is only one remedy for that, and it is to widen the road to take vehicles that are fitted with dual wheels. When a road is constructed, it must be built to take the traffic. That is what we are up against in the State today.

Because of the safety angle alone, I intend to support the hon. member's motion. If we agree to disallow this bylaw it will not mean a vote of no confidence in the officers concerned. Most of them probably had nothing to do with the construction of the original road, but it is only fair to the people who live in the district and who know the conditions that we should agree to the hon. member's motion. Consequently I support him in his move.

HON. L. A. LOGAN (Midland—in reply) [4.50]: I apologise to the House for being absent yesterday, but I thought I had made arrangements with the Minister because I would not be back in time. However, I have had an opportunity to study his reply, and I will confine my remarks to the details he gave. In the first place, the Minister said that if we disallow this bylaw the old one will still be effective, and apparently Mr. Parker has fallen for the same trap. I am well aware of the fact that if my motion is agreed to the old bylaw will remain in force, but I also

know that it is so restrictive and ridiculous that it could not be put into effect. Yesterday the Minister, in reply to an interjection, as much as admitted that this bylaw had never been put into effect. So I want Mr. Parker to make himself clear on that point.

Hon. H. S. W. Parker: I did not know that.

Hon. L. A. LOGAN: The Minister also said that the department's job would then be to carry out the bylaw to the letter. That is just too silly.

Hon. H. K. Watson: In other words, the bylaw should be amended?

Hon. L. A. LOGAN: If the motion is agreed to, and the new bylaw is disallowed, the old bylaw will still have effect, but it is too ridiculous to say that the department should administer it. My motion will have the effect of being an instruction to these officers to draw up a bylaw which conforms to present-day requirements.

Hon. C. W. D. Barker: Hear, hear!

The Minister for Transport: They have brought in a bylaw in accordance with their ideas of what the road will carry.

Hon. L. A. LOGAN: The second point the Minister made was that this company's rivals were quite satisfied with the new bylaw. Because a bylaw suits one company, it does not necessarily follow that it suits other companies, so I do not see that the Minister can use that argument. I would go further and say that Mr. Oakley, who is also in the fishing industry, says that the new bylaw is too restrictive, and Mr. Booth, who is the managing director of the Point Peron station—and incidentally he has just purchased a dual-wheeled truck to go over that road—also thinks it is too restrictive. So it does not mean that only one company is asking that this bylaw be disallowed. As a matter of fact, only one small company has so far intimated that it considers the bylaw is quite suitable; everybody else in the district has expressed opposition to it.

The Minister went on to say that this company's attitude is very selfish and that it has no compunction about damaging the road. Surely the Minister does not suggest that this company, which has taken a considerable amount of pride in building up a business at Shark Bay, and which has gone to a good deal of expense in buying large trucks, would wilfully damage the road over which its trucks have to travel two or three times a week! It is just too impossible to think that. If the driver of a truck knows that he has to travel over a road two or three times a week, and that if the road is damaged it will involve heavy maintenance costs, surely he will not wilfully damage the road!

The Minister for Transport: The files point that way.

Hon. L. A. LOGAN: All that the files disclose is the personal attitude of one particular man, but I am taking a commonsense view of the whole situation. I might state that it is not very difficult for some departmental officers to get into an argument with an outside person. That could easily happen with members of the Transport Board and other departmental officers.

The Minister for Transport: You would not accuse these officers of taking that attitude?

Hon. L. A. LOGAN: I am not accusing any officer of adopting that attitude, but it is not difficult to get into hots with departmental officers. A good deal has been said about the quantity of birreda clay or other roadmaking material available on the site, and the distance such material would have to be carted. The construction of many roads in this State has involved the cartage of material over longer distances than would be required for this road.

Hon. L. Craig: How far would it have to be carted?

Hon. L. A. LOGAN: If they wanted stone, that is already on the job.

Hon. L. Craig: What about clay?

Hon. L. A. LOGAN: That is on the side of the road.

Hon. L. Craig: All the way along?

Hon. L. A. LOGAN: No, not all the way along. However, I think we can accept the information given by members who have travelled over the road in the last few weeks. Their information should be just as good as an engineer's report. Members' observations must count for something, and they have said that there is a good deal of material available.

Hon. C. W. D. Barker: There is limestone nearby.

Hon. H. S. W. Parker: Have you travelled on the road?

Hon. L. A. LOGAN: No, I have not.

Hon. H. S. W. Parker: Then you are like me.

Hon. L. A. LOGAN: As I have already said, surely we can take cognisance of members' observations.

The Minister for Transport: I do not question that, but the officers say that all clays are not suitable, and their opinion is that the quantity of suitable clay available is limited.

Hon. L. A. LOGAN: I do not doubt that there would be some limitation, but the Minister said, when quoting from one of the letters, that there is not sufficient material to make this road the full width. As far as I am concerned, there is no

intention of trying to make the road to its full width. But here I think the engineer who was in charge of building the road should receive some condemnation because in his report he said that dual wheels have the effect of crumbling the sides of the road.

When we realise that this road was being used by trucks with dual wheels when the ribboning was done, and was likely to be used by trucks with dual wheels in the future, it was the job of the engineer, or the foreman in charge, to have had the ribboning constructed wide enough to take that sort of vehicle. Consequently I think either the engineer or the foreman has fallen down on his job. If the job had been done correctly, the roadsides would not have fretted away.

Hon. A. R. Jones: Surely it would not be the dual wheels that are making it crumble.

Hon. C. W. D. Barker: They are packing the road down now better than it has ever been.

Hon. L. A. LOGAN: There has also been some argument as to the damage caused by trucks with single wheels as against those with dual wheels. Surely members in this House have had enough experience of trucks travelling on sand-tracks to know which do the least damage; dual wheels win out every time. To say that a five-ton load on a truck with dual wheels will cause more damage than a three-ton load on a truck with single wheels is just too silly; that argument does not hold water.

Also, the Minister mentioned the sum that has been spent on the road; he said it was £17,558, and he stated that that sum was spent on the 83 miles of road. The bylaw in question affects only 50 miles of it, and as the Minister has not stated what portion of that sum was spent on the 50 miles, it is difficult to argue about it. In my opinion, the largest portion of it could have been spent on the other 33 miles, and that is probably the case. So unless we get exact figures of the money spent on each portion of the road, that argument does not carry any weight.

Hon. C. W. D. Barker: It was spent on a new road; there was only about £100 spent on the road under discussion.

Hon. L. A. LOGAN: I understand that the major portion of this amount of money has been spent on making that portion of the road trafficable; they have been using the diversion and this amount has been used to make a straight through road. I am still of the opinion that unless these restrictive regulations are lifted the industry in Shark Bay will be jeopardised and will go out of existence. If it does not go out of existence, it will be jeopardised to such an extent that it will be practically of no use at all.

It is only commonsense that if three tons are allowed to be carted as against five tons the impact of the extra transport charges will be such that the public will not buy the fish and, of course, if the public will not buy it, then the people go out of business. Another suggestion was that the company should use a small truck from Shark Bay to the Carnarvon turnoff and then a larger truck from the turnoff to its destination. I do not know what bright spark put that up.

Hon. F. R. H. Lavery: It was not very bright.

Hon. L. A. LOGAN: As the hon. member said, it was not very bright. If that suggestion were accepted, it would mean carting with a three-ton truck some 50 miles from Shark Bay to the main road and then transferring to a five-ton truck for the rest of the journey.

The Minister for Transport: Something like that was done quite frequently; two trucks were used and one transferred to the other.

Hon. L. A. LOGAN: Are we going to put the company to the expense of buying another truck and employing another driver when the job could be done with one truck? As a business proposition, it does not sound good to me.

Hon. H. C. Strickland: Mr. Leach suggested that.

Hon. L. A. LOGAN: I am not worried or concerned about personalities. All I am worrying about is a commonsense method of approach which should be adopted. The Minister for Transport also mentioned that if we vote against this regulation it will be tantamount to a vote of no confidence in the departmental officers. I think the Minister tends to become a bit sentimental when he says a thing like that. If as members of Parliament we are not to question or disagree with what the departmental officers do, then it is time we allowed those officers to run the country and got out ourselves.

The Minister for Transport: That is not the point.

Hon. L. A. LOGAN: It is the point. If we are not to question their opinion, what else is there for us to do?

The Minister for Transport: We have two officers whose expert knowledge is unquestioned, and they are strongly of the view that the bylaw as amended should remain.

Hon. L. A. LOGAN: It still does not mean that it is a vote of no confidence if we disagree with their judgment; that is what it amounts to, and it should not be described as a vote of no confidence. We have the right to disagree with those officers; what are we here for? We might as well get out of it altogether. I have received every consideration from nearly every departmental officer with whom I

have had the opportunity of discussing business. On many occasions I have been able to put forward a policy with which they have agreed and vice versa. On a number of occasions, however, we have disagreed, we still disagree and are liable to continue to disagree, and I contend that that is our right; what are we here for?

In conclusion, I would like to say that I am perfectly well aware that we will go back to the old bylaw but, as I have said, it is such a repressive one and so out of date that it will be necessary for the officers to bring in a bylaw which can be used and is more up to date, one which will allow the progress of business and transport by more modern methods. If the House disagrees with the bylaw it will at least live up to its reputation, that is, that it does not believe in restrictive ideas.

Question thus passed; the motion agreed to.

Ayes	21
Noes	4
Majority for	17

Ayes.

Hon. C. W. D. Barker	Hon. A. R. Jones
Hon. G. Bennetts	Hon. F. R. H. Lavery
Hon. L. Craig	Hon. L. A. Logan
Hon. E. M. Davies	Hon. J. Murray
Hon. L. C. Diver	Hon. H. L. Roche
Hon. G. Fraser	Hon. H. C. Strickland
Hon. W. B. Hall	Hon. J. McI. Thomson
Hon. H. Hearn	Hon. E. K. Watson
Hon. E. M. Heenan	Hon. F. R. Welsh
Hon. C. H. Henning	Hon. R. J. Boylen
Hon. J. G. Hislop	(Teller.)

Noes.

Hon. J. A. Dimmitt	Hon. C. H. Simpson
Hon. H. S. W. Parker	Hon. Sir Frank Gibson
	(Teller.)

Question thus passed; the motion agreed to.

ADDRESS-IN-REPLY.

Fourteenth Day.

Debate resumed from the 23rd September.

HON. R. J. BOYLEN (South-East) [5.10]: I support the motion for the adoption of the Address-in-reply. I was rather diffident at first about taking part in the discussion but decided to do so after having heard other speakers, who I think contributed a good deal to the debate and made suggestions which I feel are worthy of consideration by the Minister who I hope will pass them on to his colleagues controlling the departments concerned.

The most poignant remark I heard was, I think, that made by Dr. Hislop when he said that he felt it was rather futile to be a private member of Parliament. I think his remark is particularly applicable to those of us who are members of the political party to which I have the honour to belong. I think it is almost

a challenge to members to have something to say concerning matters affecting their electorates and matters which probably affect the whole of Western Australia.

The reason why I say that Dr. Hislop's remark was so poignant and so applicable to members of the Labour Party is that in this Chamber we are in a minority, and it is particularly hard for us to be on the side of the "ayes". It is only recently that we had a Bill before the House to which we proposed a number of amendments. We were not allowed to get away with any of those proposals.

Hon. H. Hearn; And were you not glad?

Hon. R. J. BOYLEN: I think every member of this House must have been satisfied that some of those amendments were worthy of more consideration than they received. After having heard the Governor's Speech, I felt there was very scant mention made of probably what is one of the most, if not the most, important industry of Australia; I refer, of course, to goldmining. In the few remarks dealing with it, the Governor had this to say:—

Gold producers have benefited from the disposal of gold on the open dollar market, and premiums so far distributed have ranged from £1 3s. 6d. to £1 14s. 9d. per fine ounce above the standard price. Ministers are giving the closest consideration to the effects of increasing production costs, particularly on low grade mines. Two large goldmining projects which recently commenced operations at Bullfinch and Horseshoe respectively are employing a large number of men and have made excellent progress.

The figures of £1 3s. 6d. and £1 14s. 9d. are hardly borne out by the true facts. The "Bulletin" published an article on the 13th August. That paper has a writer on goldmining who is, I think, a great authority and capable of quoting the facts as they actually affect the goldmining industry. The article to which I refer reads as follows:—

During 1951 the goldmining industry in Western Australia treated 2,742,000 tons (up 279,000 tons) of ore for 648,200 oz. (up 39,600 oz.) fine gold, valued at £A10,042,000 (up £A613,000), and paid dividends totalling £A1,000,000 (down £A196,000).

To emphasise the importance of the industry to Western Australia and its importance to those who are earning their livelihood in it, I propose to read a further portion of this article regarding certain companies which were the principal producers, the amount of ore they treated, the fine gold recovered and the number of men employed. The figures are as follows:—

Company.	Treated. Tons.	Gold, Fine Oz.	Men Em- ployed.
Big Bell	369,412	49,726	470
Boulder Perseverance	135,474	33,126	274
Central Norseman	151,322	43,868	374
G.M. of Kalgoorlie	167,899	46,843	372
Great Boulder	325,924	88,986	665
Hill 50	28,352	7,557	103
Lake View & Star	614,055	155,044	1,009
New Coolgardie	51,896	25,197	221
North Kalgoorlie	255,315	59,395	481
Sons of Gwalia	73,825	19,186	250
South Kalgoorlie	98,595	24,426	180

Those are some of the major mines and the total number of men employed is approximately 4,390. That represents only a few of the mines, and the number of people employed in the industry exceeds 7,000. I consider that the Government has virtually no policy for the industry, in spite of the remarks made by the Governor in his Speech. The Government could give concessions to the goldmining industry which would provide it with some opportunity of parrying rising costs in comparison with the static price of gold. Concessions could be given with regard to freights and water rates, and probably in many other ways, if the matter were considered at all.

The industry is somewhat different from other primary industries in this State. If the companies are perpetually to lose money, the time will come when they will decide no longer to continue development, and there will be no production whatsoever. The companies could say, "There is the gold and all we are doing is to lose money by producing it, so we will leave it where it is until such time as we are able to obtain a price in keeping with costs." There is no doubt that at present costs are increasing continually while the price of gold remains at the same figure. There have been occasional increases, but they are not comparable with the cost to the industry. The "Bulletin" continues—

The right to sell the output of yellow metal on the free market has turned out to be a rather hollow victory. The premium over the statutory or fixed price of £A15 9s. 10d. a fine ounce has diminished as the supply of gold to the market increased, and has failed to offset the steep rise in costs, which brought Paringa's 95,000-ton-p.a. mill to a standstill early in 1951.

It is essential for the well-being of this State that other fields for the production of gold should be found. It was encouraging to learn the other day that one of the biggest companies in the State, the Western Mining Corporation, had pegged out 135 leases in the South Boulder area. In the event of its finding gold, a stimulus will be given to the Kalgoorlie and Boulder fields, and there will be more employment

in those areas. This is a time when there is a feeling that there is a general depression in business, and it will be particularly pleasing to see those out of work in the goldmining industry given an opportunity to return before the State is faced with considerable unemployment.

Most of the goldmining centres—such as Kalgoorlie, Coolgardie and Wiluna—have been found by the humble prospectors, and I believe that the Government should give consideration to lightening their burden in their search for gold. Members have asked questions in this House on the matter and have received answers which, while not evasive, have suggested that today the need for prospectors is not as great as it was in the past. I contend that it is equally as great, despite the fact that prospectors who find gold rarely come into possession of decent-sized mines. That is no different from what obtained many years ago. When Paddy Hannan found the Golden Mile, what did he get out of it? I think it was a pittance of £156 a year.

Hon. L. A. Logan: And a monument—after he went!

Hon. R. J. BOYLEN: And then somebody stole his pick! The amount Paddy Hannan received was only equivalent to a third of the sum that a man should receive for finding an area as large as the Golden Mile, and that would hardly be sufficient recompense. In the past, the goldmining industry has been the saviour of Western Australia and of the Commonwealth, and I feel certain the time will come again, if the other primary industries do not fare as well as they are faring at present, when that industry will have the same value. Every effort should be made, by co-operation between the State and the Commonwealth Parliaments, to secure an automatic increase in the price of gold to enable the industry to keep pace with the constantly increasing cost of production, which is due to varying causes.

I have mentioned that one concession that could be given would be with regard to freights and another would be in connection with the price of water. Water is vitally necessary, not only to the industry, but to the people who are engaged therein. On the subject of water supply, His Excellency had the following to say:—

The vital work of conservation and distribution of water is continuing to receive particular attention, but progress with the Comprehensive Country Water Supply Scheme has been retarded by the acute shortage of steel plate necessary for the manufacture of pipes.

Consideration could be given by Cabinet and by the departments concerned to the conservation of water on the Goldfields. This year we have been threatened with rather drastic water restrictions at Kal-

goorlie and Boulder. That would not be a novel experience. We have had restrictions before, but now the recent strike is blamed for the fact that future restrictions will be far more drastic than those in the past. If certain reserves of water were made available in proximity to the fields, we would not be confronted with such restrictions and the sacrifices they entail.

The Mt. Charlotte reservoir in Kalgoorlie is the oldest of all and was opened in 1902. It has a content of 2,000,000 gallons. There are two stand-bys, one of which was built during the first world war, between 1914 and 1918. It has a reserve of 10,000,000 gallons. The other was built recently and has a reserve of 25,000,000 gallons. It will be seen that that is not a very great reserve when it is considered that during the summer months the draw on water is somewhere in the vicinity of 5,000,000 gallons per day.

At No. 8 pumping station there is a storage of 13,000,000 gallons and between there and Kalgoorlie there is a reserve of 12,000,000 gallons which at present, before restrictions have been enforced, contains only 9,500,000 gallons. There is another reserve which is mainly used for Coolgardie and Norseman and which holds 1,000,000 gallons. I think that a tank of a capacity of about 50,000,000 could be constructed at Bullabulling which is only 42 or 43 miles from Kalgoorlie. The whole of that 50,000,000 gallons might not be maintained during the summer months, but it should reach its peak during the winter months when the draw is not so heavy. It would only be a matter of running water from No. 8 pumping station to such a tank to bring the content up to 50,000,000 gallons and it could be kept at that average during the winter months from the No. 7 pumping station.

As we know, the No. 8 pumping station is hardly in operation during the winter months and it would be very little extra expense to the Government to maintain the 50,000,000 gallons. If that were done, it is very doubtful whether we would have restrictions at any time during the summer months. The 50,000,000 gallons, even in summer, would not have to be pumped 42 miles into the reserve tanks in Kalgoorlie, because it is down hill and the water would gravitate. There could also be an additional saving in that it would not be necessary to have steel pipes. There would be no pressure, and wooden pipes could be used over the whole distance. The steel pipes would then be available for use in other areas as referred to in the Governor's Speech.

The present level at Kalgoorlie in the stand-by tanks provides less than a week's supply of water. The capacity has been maintained at the expense of the Cunderdin reserve, which holds 47,000,000 gallons. At present it contains only 21,000,000

gallons, which is rather an ominous sign of what will happen on the Goldfields during the summer months.

Hon. L. A. Logan: Whose fault is that?

Hon. R. J. BOYLEN: I am not suggesting it is a political fault. It might be an engineering fault. But it is certainly a fault, and the people are paying dearly because it exists. I am not trying to lay the blame anywhere but am endeavouring to make suggestions whereby the situation might be remedied. When the Goldfields line was first laid down, it was installed for one purpose only, and that was to supply water to the Goldfields. At present it is providing water for many centres on the way from Mundaring to the Goldfields. I do not think we are altogether justified in submitting arguments which would deprive those people of water to which they are entitled for the development of their centres. At the same time, it should be borne in mind that in the initial stages the line was constructed for the Goldfields, and they have a prior right to the water because the people there make the greater sacrifice and the goldmining industry is more dependent on water than any other industry between Mundaring and Boulder and Kalgoorlie. Those reserves could be maintained in winter when the pull on water is less; and if that were done, restrictions would not be necessary.

At present, Bullfinch is developing and will require 300,000 gallons a day. Someone has to make a sacrifice to supply that. Only recently a new Australian came to see me. He was interested in starting a market garden at Kalgoorlie and his main problem was to get the water laid on. He asked me to interview the Water Supply Department in connection with the matter. Accompanied by a member of another place, I interviewed the department, and we were asked for a few particulars as to what the man was doing at present. When it was stated that he was cutting wood on the Lakeside line, we were told that, as he was already employed, there was no need for him to be engaged in any other avenue and that as there was a shortage of water, he could not have it.

I thought that was a narrow attitude to adopt towards an individual and a narrower attitude still to take towards the Goldfields. The man was prepared to establish a garden to further his own ends, but he would also have furthered the interests of the Goldfields people by making available a supply of fresh vegetables. Plenty of vegetables are raised from Perth to Kalgoorlie, but during the summer months they are dry or wilted on arrival. The quantity of water required for even a large market garden would have been infinitesimal in relation to the whole consumption of the Gold-

fields, and so I think the request of this man should have received sympathetic consideration.

There has been a suggestion in the Press, and I think also in Government circles, that electric pumps are to be installed at certain of the pumping stations. The present pumps have been working continuously for 50 years—since 1901 or 1902—and though they may have been considered efficient to do what was required of them then, the requirement at that time was only half what it is today, and so members can judge for themselves the condition those pumps must be in.

I think the Government should install electric pumps immediately, particularly at pumping stations Nos. 1 and 3. No. 3 uses wood fuel, as do the others, but wood is particularly scarce in that area and in view of its high cost I believe it would be economically sound, as well as of advantage to the Goldfields and the intermediate areas to proceed with the electrification of the pumps. The same position obtains with regard to stations Nos. 3 and 4. If stations Nos. 1, 2, 3 and 4 were electrified, I believe that the problem of supplying water to the Goldfields and surrounding areas would be largely solved.

Next I come to a question that affects particularly the farming districts, and to some extent the Goldfields. I refer to superphosphate and its manufacture, a question which received passing comment during His Excellency's Speech when he said—

The quantity of superphosphate available this year should be sufficient for the increased production programme which it is hoped to attain. Owing to the long haulage, the transport of pyrites ore is giving the Government cause for concern, but a special priority has been given this commodity on the railways because of its importance for the manufacture of superphosphate.

The Government should do everything within its power to help the pyrites industry. In the past superphosphate has been manufactured in this State from sulphuric acid and phosphatic rock. The sulphuric acid has been made from sulphur dioxide obtained from sulphur and brimstone, neither of which are native to any part of Australia, but had to be imported from Sicily, the U.S.A. and other parts of the world.

Ultimately the price became prohibitive and in the end supplies in the exporting countries were insufficient to meet the local demand, with the result that none was available for import into Australia. We then had to look round for other sources of sulphuric acid and were compelled to avail ourselves of the pyrites deposits that we knew existed in this State. The result was the development of a further

industry that provides employment for many of our citizens and is of benefit to the State generally.

By this means we are furthering both our primary and secondary industries and are doing something of value to the whole of Australia as we are conserving much-needed dollars that can consequently be used in other directions. The pyrites are available at Norseman is some of the richest in Australia and constitutes a considerable asset for the State. A question to which close consideration should be given is the establishment of a superphosphate works at Esperance. At present we are hauling pyrites from Norseman to Bussellton and even Fremantle, a distance of from 460 to 480 miles whereas, with the manufacture established at Esperance, the haulage distance would be a mere 130 miles.

I think I am right in assuming that the shipping of phosphatic rock to Esperance would not be any dearer than to Fremantle, and if the super were manufactured at Esperance there would be no more handling necessary in its distribution to the farmers of the State than is required at present, with manufacture concentrated in the metropolitan area. One of the first necessities would probably be the establishment of a shipping service to the port of Esperance. The super could then be shipped to Albany, Bunbury, Geraldton and so on and transported by road to the users in the hinterland. If necessary it could be shipped also to Mr. Barker's province. If the plan I have outlined were followed, it would mean utilising the out-ports of the State.

Hon. H. S. W. Parker: We could export some fertiliser—

Hon. R. J. BOYLEN: Why export it?

Hon. H. S. W. Parker: It is manufactured at the whaling station.

Hon. R. J. BOYLEN: Not superphosphate.

Hon. H. S. W. Parker: I said, "fertiliser."

Hon. R. J. BOYLEN: This is a matter in which the State and Commonwealth Governments should collaborate. The South Australian Government, in co-operation with the Commonwealth, is assisting in the manufacture of superphosphate in South Australia, involving the use of pyrites from Nairne, which I understand is far inferior, in regard to sulphur content, to that from Norseman.

I have here portion of an article published in "The Adelaide Chronicle" of the 5th June, 1952. It states that the Commonwealth Government is assisting the South Australian Government in the manufacture of superphosphate. The heading is, "Federal Finance for Acid Plant" and then the article states—

The Federal Government had agreed to make finance available to establish and operate a sulphuric

acid works at Port Adelaide, Mr. Playford said on his return from Canberra on Tuesday. The plant, which would involve a total expenditure of about £2,000,000, would produce 100,000 tons of acid per year, or enough for 300,000 tons of superphosphate. Mr. Playford said that he had received this assurance in an interview with Acting Prime Minister Fadden and Defence Minister McBride, who are members of a sub-committee appointed to consider the establishment of plant to make sulphuric acid in Australia.

Mr. Playford said Federal assistance would be in the form of a bank guarantee for eight years, with the assurance of an extension of four years if this was justified. "I was assured by the Commonwealth Government that every effort would be made to bring the plant into production as rapidly as possible," the Premier said. "It is expected to be ready about a year after full pyrites production is reached at Nairne. It will use Nairne pyrites, which will be railled to Port Adelaide."

Mr. Playford added that the company operating the plant would comprise representatives of the Adelaide Chemical and Fertiliser Company, Wallaroo-Mt. Lyell Fertiliser Company and Cresco Limited, the three superphosphate manufacturing firms in South Australia, and would make enough super for all three. It would be distinct from the Nairne Pyrites Company which included B.H.P. In discussions in Melbourne on Monday, B.H.P. had decided not to be associated with the acid manufacturing company.

If negotiations were entered into with the Commonwealth Government, some such arrangement should be possible in the case of Western Australia. I would emphasise that Mr. Playford said the sub-committee was appointed to consider the establishment of plant to make sulphuric acid in Australia, and that does not confine it to South Australia. If the course I have suggested were followed, I believe something along similar lines could be done for this State. During the course of his Speech, His Excellency said—

Time lost because of stoppages on the waterfront throughout Australia has seriously interfered with the shipment of goods to this State. Constant endeavours by the department concerned and the shippers have, notwithstanding these difficulties, resulted in greatly increased supplies of essential commodities reaching this State.

I would like to draw attention to the fact that the port of Esperance, if fully utilised, would serve in the vicinity of 35,000 people and a further result would be that goods would be delivered in a more even

flow to Goldfields centres such as Norseman, Kalgoorlie, Wiluna and so on, than is the case at present. His Excellency mentioned certain factors as having been responsible for interrupting shipping at Fremantle, but one of the main causes of slow deliveries at country centres is the inability of the port of Fremantle to handle the cargo quickly when shipping is abundant.

We read in the Press day after day of the long queues in Gage Roads, and I am certain that if some of that shipping were diverted to the outports both the shipping companies and the manufacturing concerns in the Eastern States would co-operate. It would be easy to arrange some plan under which certain ships were to carry goods to the outports. I do not suggest that any vessel could get a full load of cargo for Esperance or Bunbury alone, but it could easily have a full quota of freight to be delivered to several ports in turn. That would be of advantage to the shipping companies, the Eastern States' manufacturers and to this State as a whole and would be of particular value to the people in the hinterland of the outports.

During the course of his Speech, His Excellency made reference to certain country areas and particularly the light lands of this State. He said—

A recent survey of light lands in safe rainfall areas, which will respond to the addition of certain minerals in overcoming their inherent infertility, has shown that there are at least 10 million acres of such lands which will progressively come into production as labour, machinery and finance become available. Many private individuals have done much to develop substantial areas of light lands in various parts of the State.

The Government is negotiating with the Commonwealth to formulate the financial details of a scheme to develop these areas and also areas suitable for dairying in the heavy rainfall districts.

Over a period of many years, the member for Eyre, Hon. E. Nulsen, has battled for recognition of the light lands in the Esperance district, south of the mallee and Salmon Gums. Within the last three or four years his labour has at least received the reward of some recognition, and particularly three years ago when a research station was established at Esperance, and prior to that, when another was established at Salmon Gums.

To give an impression of the value of research stations in these areas, rather than to allow people to go on to the properties and work them without knowing what they are doing, it is probably pertinent to quote a few figures in regard to them. The figures show that there were 480 settlers in the mallee area in the early nineteen-twenties, whereas now there are about 80. Not only have the research sta-

tions done much to improve the conditions in those areas, but also they have provided individuals with much valuable information.

There is one person named Button in the Esperance area who has proved that the land is capable of not only producing wheat but also other crops and sheep. He has proved that it is capable of growing potatoes and peas. He persevered with different types of pastures and he has made quite a success of them. These pastures are prolific and he found that despite the fact that he had used super-phosphate, there were certain minerals that were necessary for their growth, such as zinc and copper, which he has put into the ground as trace elements.

I hope the Minister for Agriculture will visit this area soon and he will thus be able to appreciate what has been accomplished, as other members have done in the past. I am sure that following his visit, he will be able to take steps to ensure that millions of acres in that area are used to the best advantage. I hope that when he does make the visit, he will be impressed by the fact that there are many people who are anxious to obtain holdings in those parts for the purpose of working them. I trust that he will use his influence to ensure that settlers there are granted reasonable areas of land in order to get a little more than a bare existence from their labours.

I also hope that he will not allow the country there to fall into the hands of people who hold land merely for the purpose of gaining something from the sale of it and from the work that others have put into it. There are millions of acres there capable of producing wheat, wool, probably beef, and other products. I trust the Esperance area will not be in the same position as those that Mr. Barker mentioned in the North-West, where large tracts of country were allowed to pass into the hands of a few big men who have done very little towards the development of the properties.

A matter which vitally concerns us all is that of education. It is not merely a question of whether we have enough schools or teachers, but it is one which deals with a combination of the two. The Governor, in the course of his Speech, made the following remarks:—

Because of the improvement in the material supply position, dwelling-houses may now be erected without a permit from the State Housing Commission, and controls have been removed from all building material distribution. Applications for permits to erect buildings other than for residential purposes are considered on their merits with due regard to the materials position and to the necessity for an expanded and balanced building programme.

Members will probably wonder why I quote that paragraph from the Governor's Speech when I am dealing with a matter affecting education, but I consider that both Government and private schools are entitled to receive every consideration in regard to the erection of buildings.

In the province I represent there are many schools in a number of large centres. Whilst I admit that considerable improvement has been made in the accommodation for the students in those schools, there is still need for greater changes. Some class-rooms accommodate approximately 60 to 70 children and it is not in the best interests of either the children or the teachers for them to be overcrowded in that manner. I think the State Housing Commission should give every consideration to the releasing of materials and the granting of permits for school accommodation regardless of whether they are under Government or private control.

Although applications have been made by private schools, they have had considerable difficulty in obtaining the necessary permits to construct the buildings that they so urgently require. If the Government takes a realistic view of the position these people will be given consideration because not only do they relieve the Government of much financial responsibility but they are also providing teachers for the education of these children. Every encouragement, assistance and inducement should be given to them. In his Speech, the Governor went on to say—

The measures taken during the past year to attract increasing numbers of recruits to the teaching service have met with outstanding success. Six hundred and fifty students are at present undergoing training at the Teachers' College, and a further 400 bursary holders are studying in secondary schools preparatory to entering upon their teaching training in the next two years.

I presume all members realise what is meant by those remarks. I think special inducement has been held out to secondary school students to encourage them to enter the teaching profession and it is an admirable plan because we have had experience of the results of having too few teachers in our schools.

However, the Government, although holding out this inducement to secondary school students, should also, on a similar basis, make it attractive to those students to enter some other profession or trade if they do not intend to become teachers. Such inducement would probably divert many of these students from entering a profession for which they have no vocation, because of the financial circumstances of their parents. I consider that the time will arrive when, despite the fact that we

will have as many teachers as we need—if we go on as we are we will have many more than we need—it will be found that other professions and trades will have been neglected and will be lacking in new recruits.

Further down in his Speech the Governor said—

To provide suitable accommodation for juveniles undertaking employment in the city, a spacious residence at North Perth has been purchased for use as a boys' hostel.

The Government is to be complimented on this effort, but it will have to go much further than that because from the conversations I have had with people on the Goldfields I have discovered that the parents cannot allow their children to follow their natural inclinations for employment in either a trade or profession in the metropolitan area because of financial circumstances. If a boy is apprenticed to a trade or articulated to a profession in which he wishes to engage he is prevented from doing so because of the high cost of board and lodgings and the low wages that are paid for his services.

I therefore recommend that the Government should do something to assist those children of parents who reside in the country and give them an opportunity of following their natural bent. It is an entirely different matter for boys and girls in the metropolitan area who are able to attend the Technical College or the University. Irrespective of whether they have to contribute towards their upkeep in the home, the burden is not so great upon their parents as it would be upon the parents of a child from the country. I know of a country lad who was articulated in the metropolitan area and whose wages were very low. His parents had to find about £4 or £5 a week for his board and, of course, they would also have to spend extra money on other necessities for him, such as clothes.

Another matter relating to education on which I do not intend to have much to say but regarding which I have very strong views, is that of kindergartens. However, I understand that the matter is probably more or less sub judice at present because a Royal Commission is investigating the ramifications of kindergarten activities in this State. The Governor, in his Speech, drew attention to the fact that a Royal Commission was to be appointed and at the present time it is sitting and taking evidence with a view to considering what the Government ought to do in the future.

Whilst I consider that kindergartens are probably necessary for pre-school education of children, I do not think for one moment that they have been run on the lines they should have been. I am not blaming the Kindergarten Union for that but there is necessity for inquiries to be made and if it is essential that something

more should be done, the Government should provide the necessary financial assistance. If it does, kindergartens will have to be established throughout the length and breadth of the State.

It has always been my opinion that while kindergartens are of definite value to the child, in many instances they do not prove to be of great value to the parents because it relieves them of responsibilities they would otherwise have to assume. I know of instances where children have been sent to kindergarten, not in their own interests or in the interests of the parents, but because the parents wanted to have a game of golf without being encumbered with the child while the game was in progress. I consider that if kindergartens are to be established on a wide scale we may still find that the same position will arise with many people.

I am not going to quarrel over that; if they can get away with it, good luck to them. However, let us have them established in centres where they will be of advantage to the parents and the children, especially in country areas and will not be provided merely to be of advantage to those people who desire to play golf. If the Government does give consideration to the question, it should do so on a State-wide basis. Perhaps members may think I am going from the sublime to the ridiculous because I now wish to deal with the problem of aged people. The establishment of some sort of a home on the Goldfields for old-age pensioners has been advocated already by two speakers in this House.

Hon. G. Bennetts: We will never get it.

Hon. R. J. BOYLEN: I am not sufficiently pessimistic to think we will never get it. I venture to say that there are more old-age pensioners on the Goldfields than in any other part of Western Australia, and when I say the Goldfields I am not merely referring to Kalgoorlie and Boulder but to the whole of the Goldfields areas. I am not suggesting that a home should be established in every Goldfields town, despite the fact that the people there may be in favour of such a course, especially the old-age pensioners. However, irrespective of the centre where it is erected, the circumstances on all the goldfields are much the same and we will be perfectly happy to have the home established, whether it be at Kalgoorlie, Boulder or Leonora.

The main thing is that the pensioners should be made to feel happy and contented. At the moment the Government has a golden opportunity to acquire a property that would be most suitable for the housing of old-age pensioners. Probably members have read in the Press that there is a hostel on the Goldfields which at present is controlled by the Chamber

of Mines and the Lake View and Star goldmining company. Originally it belonged to the Boulder Racing Club and it was taken over during the war for other purposes. However, that club has not had much use for it since and, as members probably have read in the Press, it does not intend to conduct any further race meetings there in the future because it is to be amalgamated with the Kalgoorlie Racing Club.

Unfortunately, when the migrants were housed in it they did not take full advantage of what was offered to them in this hostel. Many thousands of pounds were spent on converting it into suitable accommodation for them, and it now provides every comfort conceivable. Therefore this hostel affords a golden opportunity for the Government to purchase it at probably a phenomenally low price to establish a home for old-age pensioners. It is so situated that it can be used for pensioners of both sexes. It contains virtually everything that could possibly be required by them and no expenditure would be needed to convert it for their use.

I will now read the remarks that were made by the Governor, during his Speech, on that particular aspect. They were—

The programme for rehabilitation of existing hospitals and the construction of new hospital buildings is being continued as speedily as circumstances will permit. In addition, several large buildings have been purchased for hospital purposes.

I consider that the claim for assistance in respect of pensioners' homes, an old men's home or an old women's home is very much akin to the assistance required for hospitals, except from the standpoint that the inmates of those homes would not require constant medical attention, as would be the position with hospital patients. At the same time, doubtless some of the old people would require medical attention from time to time.

With the provision made in connection with hospitals, I can see no reason why the Medical Department or the Government itself should not purchase a property such as the one I have referred to. Very little expenditure would be required to convert the building for the purpose, and by this means the Government would be able to provide a comfortable home for many old-age pensioners. Under existing conditions, many of these old people are forced to leave the Goldfields to come to the metropolitan area, where they are by no means happy, seeing that they have to live in surroundings to which they have not been accustomed. Rather than do that, many of the old people prefer to live in camps on the Goldfields, sometimes in really appalling conditions.

We have a responsibility to the old men who pioneered the Goldfields. Many of them were prospectors who, as I have pointed out on many occasions, received very little assistance in past years. Nevertheless, they are the founders of the gold-mining industry, which has meant so much to Western Australia and upon which the State depends to a great extent today. Then again, the Governor in his Speech said—

The Commonwealth Government has terminated the Hospital Benefits Agreement under which a large proportion of hospital beds were provided free of charge.

I think it is reasonable to assume that in these days the Medical Department is in possession of more funds than ever before in its history. The pensioners who formerly were treated in hospitals were dealt with as indigent patients.

Nowadays they have to make the same provision in that regard as is required of the man in receipt of the basic wage or of a higher salary. When the pensioner leaves a hospital, he is now presented with his bill. I would not say that every old-age pensioner is ultimately forced to pay for his hospitalisation, but I know of one instance where an old chap paid his bill. Had I seen it before he did so, I would have seen to it that he did not pay it. We know that possession is nine points of the law, and once the department received the payment, it would be hard to get the money back. However, in these times the department is relieved of its responsibilities in many directions and in the circumstances it should be able to afford old people some relief.

The portion of the Speech I have just quoted continues—

A new agreement based upon charges to patients has been accepted.

If these people are required to pay, they are entitled to some return for their money. If a pensioner were to be housed in a home as I suggest, he would not keep the whole of the £3 a week that he collects. He would be quite prepared to contribute something towards his upkeep. I am certain that the pensioners on the Goldfields would have no objection whatever to making some contribution towards their own support in a home, provided they were allowed to stay on the Goldfields. I trust that the Government, in co-operation with the Medical Department, will give further consideration to the question of allowing these old people, in the days of their retirement, to remain on the Goldfields rather than require them to come to the metropolitan area to live under conditions to which they have never been accustomed.

In recent times, the people on the Goldfields have read with some alarm about the ultimate use of coal in connection with

the electricity supply for operating the mines. I have a full appreciation of the fact that this is 1952 and not 1852; in other words, we must keep abreast of the times. Probably the time has come when coal must be used on the Goldfields. At the same time, we have to realise that when coal is used for power purposes there, less and less wood will be used and the woodlines—I refer to the Kurrawang and the Lakeside lines—will go out of existence. Many people will regret the necessity for that course, but we must be practical in our view of such matters.

There is no doubt, however, that the change-over will create a difficult unemployment problem, particularly if it is carried out quickly. I do not know if members have an appreciation of the conditions applying to the Goldfields woodlines. Probably some 800 people are employed, directly or indirectly, including those at the Lakewood townsite, the main camp and No. 3 camp. In view of the conditions obtaining on the Golden Mile at present, we must appreciate that the mining industry is not booming and the possibility is that the people from the woodlines will not be easily absorbed. Probably in due course they will be placed.

In view of the developments at Bullfinch, more men will be required for the mining industry there, but for the time being difficulty will no doubt be experienced in placing the folk from the woodlines. What the Government can do about it I do not know, but I presume it will give consideration to that aspect so that as many as possible can be absorbed in other types of employment. Quite a lot of the people who will be affected will be new Australians, but there are also many Australian-born who are concerned, and the whole position is viewed with considerable alarm.

One hoary topic that has to be brought up again is that relating to the prices charged for water and petrol on the Goldfields. I am now merely reiterating what I and others have said on previous occasions, when I remark that on the Goldfields, water is one of the most expensive commodities that people are forced to purchase. It is time some consideration was given by the Government to the provision of a flat rate for water throughout the whole State.

Hon. H. Hearn: Why did not your Government deal with that matter when it was in office?

Hon. R. J. BOYLEN: That is one of the most inane questions that could be asked, and we have heard it on other occasions.

Hon. G. Bennetts: That is so.

Hon. H. Hearn: Well, why did it not do so?

The Minister for Agriculture: And that is a very pertinent question.

Hon. R. J. BOYLEN: It is an insane question! I will give members some information on the point as they have asked for it. The first thing the Government did was to take advantage of the financial position awaiting them. The Labour Government looked after the finances; and if that had not been so, those at present in office would not have wanted to obtain control of the Treasury Bench. The Labour Government laid out the plans and started construction of the South Fremantle power station, and the Liberal-Country Party Government got the kudos of opening it. The Labour Government prepared for the raising of the wall of Mundaring Weir, and the Liberal Country Party Government got the kudos for the completed work. The Labour Government planned the work in connection with the Canning Dam, and again the present Government obtained the kudos. The industrial position left by the Labour Government was satisfactory, and this Government got credit for the improved position. The Labour Government planned and carried out much of the work in connection with the new Royal Perth Hospital, and the Liberal-Country Party Government has gained kudos for that undertaking. The Labour Government initiated one of the greatest industries in the State. I refer to the Wundowie wood and charcoal-iron industry.

Hon. L. A. Logan: And the State has suffered losses in consequence.

Hon. R. J. BOYLEN: We know all about that, and we know what the position regarding that industry is today. We know what encouragement has been extended in that direction.

The PRESIDENT: Order! I suggest that the hon. member proceed with his remarks.

Hon. R. J. BOYLEN: The Labour Government got out the plans, provided the financial requirements and started construction of the new Causeway across the Swan River. We saw quite a lot about that the other day when there was much ribbon-cutting and kudos for the present Government. When I mention these things, it just shows that the interjection I referred to was one of the most stupid that could be made in this Chamber. The Labour Government initiated these various projects, but the present Government has reaped the kudos. That is why we heard so much about the ribbon cutting and the snipping of golden scissors. I am afraid that the inane interjection by Mr. Hearn has caused me to speak in this strain.

I have listened to all the speeches delivered during this debate and I was impressed by the fact that some very sound suggestions were advanced by members. I trust that the Government will give con-

sideration to what has been said and will do something about it instead of leaving things to someone else. If the Labour Government made mistakes in the past, that is no reason why the present Government should continue along the same lines. If the Minister for Agriculture in a Labour Government had cut his throat would Sir Charles do the same? Surely the Minister for Agriculture and Mr. Hearn will agree and will acknowledge that the interjection to which I take exception was really absurd.

Perhaps now I can get back to the subject I was dealing with. The people on the Goldfields are entitled to some consideration because they do not enjoy the amenities available to people in the metropolitan area. Why should they have to bear the heavy impost foisted on them by the present water charges? If they wish to beautify their homes by providing gardens, they cannot use water at a cost of from £6 to £7 yearly, as would be the case with people in the metropolitan area. Their bill for water would be something like £30. I and others who have resided on the Goldfields have had that experience, and it is time the Government afforded residents some assistance in that direction.

I was very impressed with some remarks by Dr. Hislop during his address. He said—

There are many occasions when I feel the utter futility of being a member of this Parliament. When an individual enters this Parliament, he does so filled with ideas of what can be achieved and what he can do. But unless that individual assumes office, it appears that he can do less by being a member of Parliament than by being an ordinary citizen of the State.

I would point out, however, that the individual member does not assume office. It is the Government that does that. Doubtless, a Government of the type now in power knows that if it gets away with some proposition in the Legislative Assembly it can rely on this House to agree to its proposals. If a Labour member brought up the question of water charges on the fields, what would happen?

Hon. A. R. Jones: But you have not brought the matter up, have you?

Hon. R. J. BOYLEN: I have done so, and possibly I will have to bring it up again next year. Now I wish to deal with the question of roads. We are appreciative of what the present Government has done with regard to the reconditioning of the road from Perth to Kalgoorlie. The work is not quite completed, as I understand a length of about 13 miles has yet to be properly dealt with. That section is still pretty rough. Although the Government was not responsible for the reconditioning of the whole of that road, it has undertaken a large part of it. When the reconditioning of the road is finalised it will be of great convenience not only

to people on the Goldfields but to tourists as well. It should be indirectly a source of revenue to the Government.

In that regard there is another statement in His Excellency's Speech which reads—

There is an increasing interest in the State's tourist attractions, and the offices of the Tourist Bureau have been modernised to handle the increased business.

It is not only the matter of tourist interest that I am concerned with, but of the Goldfields people as well. People who wish to travel through Western Australia will be naturally interested in what they see. I have in mind a road that could be constructed that would give the people of the South-West, the metropolitan and Goldfields areas an opportunity to see a great part of Western Australia, enabling them to gain a knowledge of the industries that are progressing at present. The road I suggest is one that would go from Coolgardie to Norseman, which is one of the main mining centres of the State at this juncture, and it could be extended through to Esperance, on to Ravensthorpe and thence to Albany, from where people could travel by the existing good road to Perth.

Sitting suspended from 6.15 to 7.30 p.m.

Hon. R. J. BOYLEN: I was discussing the subject of roads and suggesting that if certain roads were constructed, they would not only serve the commercial community but would prove of advantage in attracting tourist traffic. I suggested that the Government should complete the construction of the road from Ravensthorpe to Esperance and Esperance to Kalgoorlie. I venture to say that if that road were completed, it would prove of definite advantage as a tourist attraction. People owning motor cars would have an opportunity on their holidays of touring a part of the State where many industries are being carried on. This, I consider, would be of educational value as it would enable people to appreciate the potentialities of the State.

During the parliamentary recess, amongst other visits I paid to my electorate, I travelled along the Trans. line. I usually do that each year in company with one or two other members. Despite the fact that most of the matters needing attention come within the Federal sphere, the area from Parkerton to Eucla is not so frequently visited by Federal members. On a trip such as the one referred to, we have an opportunity to see the conditions under which men are living and working there and are able to make representations to the Federal member.

As the years go by, it is becoming more and more apparent that fewer Australians are being employed along the Trans. line to the South Australian border. They are, of course, employees of the Federal Government, and nearly all of them are

new Australians—Germans, Austrians, Latvians and, in fact, almost every nationality being represented. The problems with which these people are confronted arise mostly from the language difficulty. We have suggested to the Federal member a method that might assist in overcoming this difficulty. It is reasonable to assume that many of these people will ultimately tire of working along this line, although there are some men who have worked all their lives on "the road," as they call it, and do not seem anxious to leave it.

In many centres one may see ten or a dozen men working together, and the only one of the lot to speak English fluently is the ganger. He has considerable difficulty in getting these people to understand what is required. We have suggested that a type of booklet be issued, with the immediate idea not of teaching them the language, but of teaching them the meaning of words that apply to the work in which they are engaged, so that they might understand what is meant by a rail or a dogspike. This would enable them to appreciate what a knowledge of our language meant to them and might lead to their making some effort to learn it. Some of those people will probably drift to the other States, but many of them will become citizens of this State, and if they have some smattering of the language, they will be more useful citizens when they become assimilated in other occupations.

These people are faced with a number of difficulties very similar to those prevailing in other parts of the State. They have homes comparable with any in the metropolitan area, because the Federal Government has realised that they live under conditions of great hardship. Life in some of these parts is not unpleasant. The country is reasonably good though the rainfall is low. On the Nullarbor Plain, of course, it is another matter. There are beautiful homes but water is the main problem. There are no trees; these people cannot grow vegetables and there is scarcely enough water to suffice for domestic purposes.

Some means might, I have thought, be devised for co-operation between the Governments of the Commonwealth, Western Australia and South Australia with a view to meeting this difficulty. It will have to be faced at some time, and whether the remedy will lie in providing a pipeline from some supply, I do not know. I and my friends make this trip on the tea and sugar train because it travels more slowly and makes longer stops for the unloading of provisions and thus affords an opportunity to contact the people. There are two water trains each week, from which the water is run into tanks at the siding. One of the great grievances is the shortage of water.

I suppose that this problem will be faced some day when needs must, just as is the case with some of our roads. If

there were another war, doubtless a good many road surfaces would be bituminised, and as the Trans. line is one of the most important railways in Australia in time of war, we may have to wait till another war occurs before an adequate water supply is provided. I believe that the time will come when the broad gauge line will have to be continued from Kalgoorlie to Perth. It may suit Kalgoorlie to have a break of gauge there, but from the national point of view, it is a weakness.

Recently, I took an opportunity of travelling right along the Eyre Highway from Norseman to Eucla and about eight miles beyond. The road was in fairly decent condition. The rainfall in that part of the country is low, being only about 10 inches at this end and less between Norseman and Eucla. At Eucla last year the registration was slightly over nine inches. Still, the country was green and the sheep looked remarkably well. It was extraordinary what an amount of green was to be seen in country of such poor rainfall.

One matter causing concern is vermin—dogs and dingoes, and the settlers consider that the road-passes are inadequate against this type of vermin and also for the large transports using the road. Some of the larger vehicles are almost too wide for these passes, which are only about 6ft. wide and 6ft. long. It is considered that they should be differently constructed and should be 12ft. long and 9ft. wide. This is a matter that the Public Works Department might well take into consideration. Not only should they be of extra width and length but different construction is needed. At present they are constructed with wire netting and long rails and the dogs are able to cross them and thus cause loss to the sheep-raisers. If the rails could be placed on the outside and made rigid, the dogs and dingoes would not be able to cross them and encroach upon the properties.

We travelled through to the border, where we reached a homestead composed of old buildings located right on the beach. Some of the houses there have been completely covered with sand-drift so that one might walk over the roofs, though if one stayed up there long enough, one might find the sand carried in the opposite direction by a change of wind. One of the great needs on the border is that of educational facilities and another is police protection. In view of various occurrences in recent months between Norseman and the border, such as the stealing of motor cars, the need for police protection is emphasised. I suggest that the Governments of Western Australia and South Australia might co-operate with a view to providing police protection at Eucla.

There are women and kiddies at the town, not many, it is true, and not enough children to qualify for the establishment of a State school. The people on the sta-

tion are operating in a comparatively small way. They run the post office, supply petrol to travellers and keep records for the weather office. They have probably five of the most healthy and intelligent children I have seen, but the lack of a few more scholars prevents the establishment of a school. The man who owns this property told me that if a teacher were made available he would be prepared to board and lodge her free of charge and pay her £5 a week over and above the salary provided by the Education Department. That will give members some indication of the importance these people attach to education, and that offer might be some incentive to granting them consideration. I appreciate that it may be dangerous to create a precedent by supplying a teacher for one small community, because similar claims might be made for other centres.

The absence of medical aid presents another problem. The lady of the house was suffering from a carbuncle on her arm. The husband got in touch with the doctor at Norseman who advised by telephone how to give a penicillin injection, but after having had one, she took good care that he did not give her another. When people are living under such difficult conditions—and there are many such in Western Australia—efforts should be made to assist them.

Another matter dealt with by other members affects the Goldfields, namely, the Licensing Act which was amended last year and, of course, it affects almost the whole of the State with the exception of the metropolitan area. Now that we have had some experience of the operation of the new provisions, further consideration should be given to this legislation. Mr. Hall referred to the hardship resulting from the disallowance of the sale of bottled beer on Sundays. I am not an advocate of the Sunday sale of bottled beer in excess quantity.

Members may recollect that when the Bill was before the House, I moved an amendment to provide that bottled beer might be sold up to 1 p.m. as had been the custom on the Goldfields for years. It does impose a good deal of hardship on the people of the Goldfields in the summer—particularly the women folk. At the time I felt it was wrong for people there to give away any of their privileges, but now I am one of those who most ardently believe in the provisions of the Act. We probably have more liberal hours than elsewhere because the hotels are open from 10.30 a.m. to 12.30 p.m., and from 3 p.m. to 6 p.m. Previously they were open from 9 a.m. to 6 p.m. The present arrangement is working out admirably. Some disgruntled individuals arrive at the hotels before 10.30 and want to remain until after they close.

The man who wants a drink can go along to a hotel and have it, but if he wants to take a cold bottle home for his wife and

family he is not able to. Consideration should be given to that aspect. The sale of bottles could cease at 1 o'clock and the number to be supplied to each person could be restricted to two. I do not think there would be any abuse if that were allowed, judging from the experience we have had of the latest amendment.

Since the unfortunate stoppage of the railways, many of us have had to make use of the railway road service. It is an excellent service, and I can recommend it to people on holidays as it gives them an opportunity to see the country. I wish to deal with some of the country hotels between here and Kalgoorlie; and what I have to say applies right throughout the State. These hotels serve refreshments and in many instances they provide accommodation—probably forced accommodation to people whose cars have broken down. In a number of instances between here and Kalgoorlie the main road does not go past these hotels or wayside inns.

The Public Works Department, when making alterations to the road could take that into consideration. The people running these hotels are not publicans in the real sense of the word as they are dependent on passing trade to get a living. People, when going to Kalgoorlie, do not see two or three of these places because the road passes some distance away from them, and they do not know that the hotels exist. In recent years the publicans have been waking up to the position and have put signs up on the road to draw the attention of travellers to their hotels.

I wish to deal now with the licensing hours on Sundays, and this is something which might concern other country members. The hours, if I remember correctly, are from 11 to 12, or 12 to 1, and again from 5 to 6 in the evening. From the casual observer's viewpoint these hours may seem to work satisfactorily, but in some of the towns, in my province, it would be more convenient if the trading hour between 5 and 6 were altered to 5.30 to 6.30 or to 6 o'clock to 7 o'clock. In Merredin and Kellerberrin, for instance, where a cricket match or football match might not finish until 5 o'clock at night, it means that by the time the players have changed and have made their way to the hotel, they have to rush a few drinks, which is not good for their health.

The alcohol probably has a deleterious effect on them, whereas if the trading hour were between 6 and 7, they could have a few drinks quietly with their mates and leave feeling much better for them. It would not matter if an hotel in one town were open between 5 and 6 and, at another, say Lake Grace, between 6 and 7. There is no reason why the hour should be the same in every town, provided it is only an hour and is within the reasonable limits of the 5 to 7 period. The trading hour should be allowed at a time most convenient for the people living in the district.

One other matter with which I would like to deal concerns third party insurance—not third party insurance generally, but as it applies to what is known as a minimotor. This is a type of motor attached to an ordinary push bicycle. There are several brands of these motors, and the third party insurance on them is as high as it is on any motor bike, irrespective of its horsepower or speed. A minimotor is attached to an ordinary bicycle, and is usually used by people who are somewhat elderly, or invalids, and as a means of getting to work but rarely for sport.

A traffic inspector told me that he had never known of a minimotor being involved in an accident let alone causing one. It seems an imposition that the people who use them should be burdened with the same rate for third party insurance as the owners of motor bikes which can be used for speed or pleasure, and which contribute to the occurrence of accidents. Personally I would not have third party insurance on them at all. There is none on an ordinary push bike, and yet there can be accidents with them. I do not know of any reason why there should be third party insurance on these small motors. They are so small they can hardly be seen, and I suppose their maximum speed would not exceed 30 miles per hour. They are certainly not a contributing factor to accidents on our roads.

Another small matter is that affecting weights and measures. I am not going to become critical of the Act because I consider it is essential to protect the purchasing public. I am referring to it in relation to personal weighing machines. There was a time when it used to affect all weighing machines, but some of them now do not come within its scope. The scales generally to be seen in an infant health centre or chemist's shop may not come up to the standard laid down in the Act, and there is no reason why they should. Although a scale may not be giving absolutely correct weight, it may still accurately indicate a gain or decrease of weight from week to week or from month to month, and the same applies to the machines on which adults check their weight. They are generally of the penny-in-the-slot type, and if they are out of order they must be taken out of service, as the law now stands, with the result that members of the public may not be able to keep a check on their weight. The same position applies regarding the scales found in a doctor's surgery, and I see no reason why machines such as I have mentioned should come within the provisions of the statute.

I will deal next with the franchise for this House. I am not sufficiently optimistic to believe we shall ever have what I consider a truly democratic franchise, or one

that would be entirely equitable, but there is a certain section of the community that I think is definitely entitled to vote, and on whose behalf representations have been made to me and, I believe, to other members. I refer to ex-servicemen who fought for their country. Surely, if a man can be drafted into the Forces—the average Australian did not have to be drafted—he is entitled to have some say in the running of the country on his return.

Prior to the McDonald Government in Victoria, ex-servicemen in that State had such a vote and I think a Bill should be brought down this session to give ex-servicemen the same privilege in that regard in Western Australia as is granted to them in other States. If I had my way, of course, I would make the franchise for this House the same as that for the Senate in the Commonwealth Parliament.

Another question to which I will refer is the stipulation that people must make provision for hospitalisation in the event of sickness. It is a very expensive matter nowadays if a man or a member of his family, as a result of illness, has to enter hospital, and I believe that an investigation should be made into the working of the various friendly societies, insurance companies and so on that handle insurance of that type. I have before me a publication most of which appeals to me, and which I have no wish to criticise in most respects. I refer to the Hospital Benefits Fund of Western Australia, under which, in case of accident, benefits are immediately available. In the case of sickness, they are available eight weeks after joining, but there is one clause which reads—

Benefits cannot be claimed in the following cases:—In respect of treatment for a disability of which symptoms were apparent to a contributor before the expiration of the qualifying period of eight weeks.

As I interpret that, it means that if any person has been afflicted by a disease or sickness and has been aware of the fact eight weeks prior to becoming a member of the organisation supplying the cover, he cannot be covered with regard to that sickness. The contributor may have had a complaint and may have been cured of it, and if it then recurred, what would be the position? My experience, and I think that of others, is that if a person is susceptible to a particular complaint, he may be cured, but have a recurrence of it perhaps two or three years later. The doctor who examines him may then discover that he has had the complaint before. Is he then to be excluded from hospital benefits? That point should be investigated as otherwise people may be paying premiums that will not be of any benefit to them. The publication further says—

Maternity hospital benefit is payable up to twelve days in respect of each confinement or miscarriage. This benefit is available only to contributor paying at the married rate.

It also states

Maternity: When contributions at married rates have been paid for ten months.

I think that is absurd. If it were three months, or anything up to six months, it would be all right. But to make a mathematical problem of it seems to be most absurd, and benefits cannot be claimed unless the contributor has been paying for 10 months, in the case of a maternity claim. If it is 10 months for a confinement, it certainly should not be 10 months for a miscarriage. It seems ridiculous to give benefits for one thing associated with maternity and not another. So I suggest to the Government that it should make some investigations into that type of benefit so that anomalies might be avoided. If the Government does that, people might be prevented from paying premiums for something from which they will not get any benefits. That sort of thing is not allowed with life assurance policies and it should not be allowed with this type of insurance.

I now wish to deal with a matter which may not be considered savoury by some members here, but I think it is a question which concerns every Government, whether it be State or Federal. One of the reasons that prompted me to bring it up was Dr. Hislop's remarks that members of Parliament may feel that their efforts are futile unless they are appointed to committees or are made members of the Cabinet. I think we can do something by drawing the attention of the Government to matters which may constitute evils. If we do that we give the Government an opportunity to correct these matters. I wish to refer to a particular type of advertisement that appears in the Press of this State.

To my way of thinking the advertisements are most misleading and consequently many unsuspecting people misunderstand the position. This is a danger to the community because the advertisements appear under the heading, "Medical." These advertisements are inserted by about six different people and I do not want to mention the names of the firms despite the fact that they publish them themselves. However, this is the type of advertisement that can be seen—

All best brands at minimum rates. Immediate return in plain sealed cover. Satisfaction guaranteed.

Some people may misconstrue the wording and think that those advertisements have something to do with the medical profession. However, we do know some-

thing of the people who make it their business to insert these advertisements for the sale of contraceptives.

Consequently I intend to give members some of my reasons why I think these practices should be stamped out as soon as possible. I am not putting up an argument about it in the interests of any particular section, but I will give members an illustration of what has happened. If this type of infernal contraption has to be put on the market, its sale should be placed in the hands of the right people. Recently in Kalgoorlie—and you Mr. President, will probably remember the case—a grocer was fined £10 for selling contraceptives to a child of 15. I will not go into any more details about the case, but if I had my way, he would have been gaoled.

At the moment, these goods can be sold to an adolescent or a youth or an adult, irrespective of whether he is a sexual pervert or a sexual maniac; the only check that can be made is by the people selling them. They are not the slightest bit concerned as to whom they sell their goods, so long as they are sold; all they are concerned about is the profit they make. Consequently I consider the Government should make an investigation into this business otherwise the nation will suffer both morally and physically and in every other sense of the word.

I repeat, these goods can be sold to anybody whether that person is under age or not, and the only way to prevent this sort of thing is to stop the manufacturers and the sellers who are making such huge profits out of the business. I have known contraceptives to be sold in garages, in barbers' shops and places where there is absolutely no control; I have known them to be hawked about in trains. If they are to be sold anywhere, let them be sold where people can have control over them so that we can protect the community, which apparently is incapable of protecting itself.

When I say that the people who are distributing these contraceptives are making huge profits, I intend to quote a circular to show members what I mean. This circular states—

A little over 64 per cent. on cost is the profit margin on a composite half-dozen parcel of

This parcel consists of 2/12ths. Outfits @ 60s. per doz. and 4/12ths. Refills @ 5s. per dozen, with a bonus of 1/12th. Outfit FREE.

So if the retailer can make 64 per cent., how many more people, as a result of this rotten abuse of the morals of the young people of this country, are able to fill their own pockets? This is something that needs careful consideration, otherwise we will see many tragedies in Australia. This practice will cause moral degradation in the community and gradually in the nation.

We in Australia are clamouring for migrants and yet we allow this sort of practice to continue without any check. We are preventing a natural increase in Australian births and at a time when we are confronted with war, we are appealing to other people to help us. It is quite probable that those same people later on will say, "Why did not you help yourselves by increasing your natural population instead of endeavouring to get people from other countries to make up your population?" As a result we will probably be told to look after ourselves.

I now want to make a few remarks on a matter of paramount importance to Australia and this concerns food production. In his Speech the Governor said—

Approximately 64,000 migrants have arrived in Western Australia since July, 1947, comprising 15,000 under the migration agreement between the United Kingdom and the Australian Governments, 15,000 British full-fare passengers, 18,000 displaced persons and 16,000 other aliens.

He went on to say—

In spite of difficulties arising from the loan position and the metal trades strike, the State remains economically sound. The employment position is satisfactory, primary industries are generally prosperous, great new secondary industries are about to be established, and our rapidly increasing population has already passed the 600,000 figure. While a period of adjustment lies before us, we can face the future with every confidence.

An expansion in primary production is becoming of increasing importance to the Australian economy, and producers in this State are being encouraged to increase substantially crops of wheat, oats and tobacco and production of meat and dairy products.

That may be as the Governor stated, but I think we will find that the matter of food production in Australia is one which is causing considerable alarm. I will quote a few figures which members will find most interesting. In 20 years the population of Australia has increased from 6,000,000 to 8,500,000. In the same 20 years the number of farms in Australia has fallen by 10,000. In 1951, 3,000,000 fewer acres of wheat were planted than in 1939.

Hon. L. C. Diver: How about the Western Australian figures?

Hon. R. J. BOYLEN: These are the Australian figures; I have not got the Western Australian figures. In 1951 we exported less wheat than in the nineteen-twenties and in the same year we produced less butter than before the war. Dairy products in general declined in 1951.

Again in that year our exports of meat reached the lowest point since the war. So I am afraid that there is some contradiction of the facts that were stated by the Governor in his Speech. No doubt it is an Australian problem, but it is one that must be tackled in every State throughout the Commonwealth. I am only putting up as a suggestion one or two things to show how it should be tackled in Western Australia.

We must appreciate the fact that in this State, as in other parts of Australia, the greater part of our population is in the cities. The Government should give pride of place to agriculture if it is to consider the national economy. Adjustments must be made in the sphere of finance, taxation, land settlement and migration. Australia has many thousands of millions of acres available for food production capable of providing more than is necessary to feed our population; but it is the Government's responsibility to feed not only our own people but also, to shoulder the burden of providing food for people in other parts of the world. Further the Government should ensure that there will be no flight from the land because that would be a national scourge.

We must overcome our traditional prejudice against migrants. I know that some of us have great objection to the type of migrant who is coming to our shores at present, but that is because they are not properly selected. The migrant of first choice should be one who has had previous experience in agriculture and who is adaptable to working in that industry, whether it be for the production of wheat or wool. We must change the type of migrant from urban to rural. We must give them an opportunity of doing some good for themselves, of working in partnership, of owning their own property and also of earning more than a bare living from their labours.

Although I am advocating a better type of migrant, I consider that every opportunity should be given to the natural-born Australian. Not only is our Australian population growing but the world population is also increasing, and we have a responsibility to supply more food to the peoples of Europe and Asia. We must produce enough food to feed an army that may come to our shores if we are confronted with another world conflict, such as we were in the last war. We should not have to go cap in hand to some other country appealing to it to provide food that we should be producing ourselves. We want people who wish to produce food and who are anxious to work in the agricultural industry. If we do have to bring an army into this country, it is doubtful whether we will be able to provide the necessary foodstuffs for the soldiers without importing from other countries.

If food is scarce, it is only natural to assume that prices will be high. When

we do assume our responsibilities as I believe we must do, the farmer's interests must be taken into consideration. He must be permitted to secure a sufficient return for his labours. He is forced to work hard and for long hours. He also has a responsibility to his country. It is no good the farmers saying, as I have heard them say, although it has been on few occasions, "We are not going to plant crops because of the high taxation." I consider that adjustments in taxation should be made for men such as these.

High taxation, however, is still no excuse for the farmer refusing to produce food when there are so many starving millions in the world today, but I do not believe that his product should be produced too cheaply; because if it were, there would be no incentive held out to him. There is no excuse for seasonal shortages because they bring in their wake rationing, blackmarketing and all the attendant evils. I maintain that a farmer should be given a commensurate return for what he does, and he should assume the responsibility of producing food not only for the people of this country but also for others.

I consider that industries, such as the steel, cement, and fencing wire industries should be established here. They are all products that affect agriculture and if they were manufactured in Western Australia, the farmers would be able to get their fencing, steel and machinery implements at a much cheaper rate than they do now, and thus would be able to produce more food in a shorter space of time. The Housing Commission has a responsibility in this matter. It should consider plans for the building of homes for people who are producing the food of this country.

Only yesterday I visited Wundowie. It was the first opportunity I have had of so doing. I was anxious to see the undertaking because I did not understand it. During my visit I was shown over the plant and had an opportunity of seeing what a great nucleus for the iron and steel industry exists there. The housing problem has been tackled sanely and reasonably. The town has decent homes from one end of it to the other and the people employed in the industry will be reluctant to leave it in order to seek employment in the metropolitan area with the attendant prospect of renting substandard homes. If the same attitude were adopted by the Housing Commission for the building of homes in the country the people in agricultural areas would become contented also and we would not have this perpetual drift to the city.

Another matter to which I wish to refer is that of light and heavy industries. The light industries are mainly established in the metropolitan area whereas the heavy industries, such as goldmining, are situated in the country. Under our system

probably the wages and hours are the same in both types, but necessary amenities must be provided for those engaged in the heavy industries, particularly those in the outback areas. If this were done it would act as a magnet to attract people from the metropolitan area to work in them.

There is another matter which affects agriculture that should be tackled by the Government. It relates back to 1944. I cannot quote figures on the subject at present but it is one that should be the concern of both the individual and the Government if we are to overcome the problem, which is that of soil erosion. The report of the Federal Postwar Rural Reconstruction Commission issued in 1944 indicated that in that year half of the cultivable land was seriously affected by soil erosion. So I offer that for the consideration of the Government. Serious though the position is at the moment, I do not believe that it is being neglected. If the Government takes steps to arrest soil erosion it will be a move in the right direction for the farming community of this State.

I now wish to make some further remarks on my visit to Wundowie. Yesterday when I visited the site of the charcoal wood distillation plant, I had only a hazy idea of what it was all about. The distillation and the manufacture of wood charcoal and the use of the gases which are obtained from it are necessary for steel production, and the treatment of different types of ore. The timber mill was probably the most outstanding part of the industry. It is a steel structure with a cement floor, and there is virtually no risk of fire whatsoever.

The reason why the industry was established at Wundowie was because it was realised that large quantities of wood would be required for the distillation process, but when the authorities made a survey of the area they found that much of the timber was too good to burn for treatment purposes, although it was not of the same quality as that found in the South-West timber areas. It was decided therefore to use that which is at present existing. This is only waste wood of which there are probably millions of tons offering. However, they are milling sufficient timber there daily to complete two wooden houses. Apart from building material, they also make fruit boxes and one thing and another. I thought I would mention that to the House because there are many members who have not had the opportunity that I had to see this industrial undertaking. If they did I feel sure they would acclaim it, as I am now doing.

HON. A. R. JONES (Midland) [8.21]: Firstly, may I take this opportunity of associating myself with the remarks of the previous speakers in wishing well to the newly-elected members, and to those who

had the good fortune to retain their seats in the recent election? Secondly, I would like to congratulate Mr. Boylen upon his very able speech and the material he has presented. I feel more favourably disposed now to the Address-in-reply debate than I did before. This year, in fact, I think we have had better speeches on the Address-in-reply than we have previously had for some time. I believe they will be a great help not only to members but to the Government.

I would now like to refer to something which has been troubling the thinking people of this country quite a lot in the past few years, namely, traffic controls and particularly that section of our traffic which causes so much of the accidents in the country and the city areas. I refer to the motor cycle and light vehicle accidents. It has been suggested that the highways could be red-lighted, so that cars moving from, shall we say, Perth to Fremantle would come upon stop-lights every mile or so, as the case may be, or where the authorities thought the intersections were busy enough to warrant the placing of the lights.

Whilst it is desirable effectively to control the traffic on the highways, I feel this might check the traffic and result in slowing it down; that is not what we want. The type of highway to which I refer—Stirling Highway, for instance—is generally built to carry through traffic and handle it quickly. I believe a better system could be employed whereby we could control the traffic and keep it down to a minimum speed at crossings, where there might be picture theatres, and at other busy intersections, while at the same time allowing it to flow through.

I put forward the following suggestion for the consideration of the authorities. At these particular intersections, flood-lighting should be employed to cause a ribbon of light to fall across the highway. I think every motorist will agree that the main cause of accidents or near accidents—I believe we have all had near accidents by coming upon pedestrians suddenly without having seen them—is the fact that we have not been able to see the road ahead of us or what is on it. Where an intersection is necessary, if the cross-walk were lighted from the sides and the top to provide a ribbon of light so that anybody crossing the road would be clearly seen by motorists even from a distance of a quarter of a mile, that would be a safeguard to any pedestrians who might be crossing.

Further, if we had a system of lights about 200 yards away, indicating where motorists should slow down to, say, a 15-mile an hour limit, that would also go a long way to cutting down the accidents involving pedestrians, which are occurring on our highways. Motor cycle accidents have been causing great concern and, as responsible people, I think we must take

some action. Just what action we can take, I do not know. Several suggestions have been put forward but neither the authorities nor we as a Parliament have taken any action whatever.

We have cases of many of our young people going out on highly-powered motor cycles; vehicles with only two wheels and very little stability, and risking their lives every time they kick the motor over. I feel it might be a good thing if the Government banned them altogether. That might be rather drastic, but we must take a sensible view and reason the matter out. It would pay the Government handsomely to assist these young people in the purchase of a motor car which might cost £200 more rather than have them ride these motor cycles and risk their lives as they are doing almost every day.

Not only do we lose a young life, but we also lose a potential money-maker for the Commonwealth; we lose a potential taxpayer. If we took a common-sense view and paid a subsidy of £200 as the extra cost of getting these people cars instead of having them ride their motor cycles, we would cut down on the number of accidents and we would be far better off when we took a reckoning in 20 years' time. There are possibly quite a few angles that could be discussed. We should get the authorities around a table, put a few suggestions to them and make a final decision to do something to cut out the high accident and death rate we have at present among our young people.

The lives of these young people are not the only matter for concern. Recently I had occasion to talk to a man on whose integrity I know I can rely. He said that for the first time in 50 years he and his wife were taken ill and went to a country doctor to receive treatment and enter the hospital. The doctor said to him, "I am sorry I cannot admit you to the hospital; I have seven motor cycle cases filling the hospital and you will have to go home. Take this medicine and try to nurse one another through your illness." So we have our country hospitals and our city hospitals being filled with these accident cases. I implore the Government to set up a committee to prepare a report to see what can be done to offset the accident and death rate.

Whilst I am a believer in certain social services, I am also averse to quite a few. As I have mentioned before, one with which I have never been in agreement is the child endowment scheme. Whilst it does do a great amount of good in some families, it is a curse in others, particularly with reference to our native and half-caste population.

Hon. L. A. Logan: It makes them breed like rabbits.

Hon. A. R. JONES: The hon. member's interjection may be an over-statement but I think it certainly does affect the trend

of their population growth, while I do not think it affects the trend of our white population growth one iota. I offer a suggestion for the consideration of both members and the Government; it is a suggestion which I think would tend to make young people happier and which would help to create a population growth greater than we have today.

I understand that the growth of population in Australia represents about 2.8 per family. That is not high when we look back at the older families from which most of us came and realise that there were four, five, six or even more children in each. Seeing that in 25 or 30 years the size of families has decreased to something like three children, it seems that the time has come when something should be done.

There has been a shortage of houses and the cost of purchasing a home has increased greatly, and I think it would be better if the Commonwealth, instead of paying child endowment of 10s. per child per week, encouraged young couples to take a worker's home, so long as they could find the necessary deposit which might be 10 per cent. Then, when the first child arrived, a sum of £500 should be wiped off the capital cost of the house. Over a period of 16 years during which a mother receives 10s. a week child endowment, a total of £416 is paid, so that it would be necessary for the Government to find only a little extra money. When the second child arrived, another £500 could be credited against the cost of the house and so on until additions to the family had liquidated the capital cost or the parents paid off the small outstanding debt by weekly payments, I believe that such an idea has much to commend it and that it is worth investigating.

I could name a young couple who had plans drawn for a home and saw a contractor three years ago. The price quoted for the house at that time was £2,000, but they were chary of proceeding with the building, seeing that the man's wage was little more than the basic rate plus a small margin, so they remained single. The girl worked to try to make a few pounds, but 12 months later they found that the price had advanced to £2,500 and that they were worse off than before. To build a similar house today would cost £3,000 and they have no chance of getting married. If we could formulate a scheme by which they could obtain a house under conditions I have mentioned, they would enjoy security such as they had never known before and it would be an incentive to populate the country with good Australians instead of with imported stock such as we are getting today. While the migrants coming here are selected people capable of doing useful work for the State, there is nothing to equal good Australians.

While dealing with the subject of migration, I should like to relate an experience I had recently for the benefit of members who criticise farmers for not having taken more migrants and for not producing as much as they should have done. Everyone is aware that in manufacturing and other avenues, the worker has to be a specialist, though this does not apply so much in some industries as in others. The farming industry nowadays lends itself to specialisation more than ever before and, with the intricate machinery that has to be handled, the farmers must have the right type of labour—men who not only understand the machinery, but who are also capable of handling stock, stock medicines and the like.

The business of farming has become a very intricate one. The migrants who have been coming to Australia have been freely available to the farmers, but they have not been the success we hoped. This is due to their not knowing the language very well and to their lack of knowledge of local conditions, necessitating their being taught everything. This training period has to be continued until the migrant becomes experienced, and this is only achieved at great expense to the farmer.

Consequently, we can understand why more migrants have not been employed in the farming industry. It would have been more sensible had the unions adopted a policy of permitting these men to be paid on a sliding scale for a period of one year, 18 months, or two years so that they could learn the work and be paid accordingly. Had that been done, I believe that hundreds more would have been employed in the country and that production would have been increased considerably.

Four or five months ago an Italian ship arrived at Fremantle and some 200 Italian migrants landed here. They had been specially selected in Italy for farm work. Every one of them had been asked whether he had worked on a farm and whether he was prepared to go on a farm and had fulfilled all requirements. I went to Fremantle and selected two men whom I thought looked likely. The interpreter brought them before me and we had a conversation. They asked questions about the size of the town and whether it was near the farm.

I told them that it was only a small township, but that there were pictures and various opportunities for recreation such as tennis and football—though not the football they knew—and that 30 miles away was a larger town where they would probably be able to go once a month or thereabouts. After a quarter of an hour's talk, during which I gave them to understand exactly what the conditions were and what I expected of them, I arranged for them to be taken to the farm.

We arrived there at 7 o'clock in the evening and they were assigned quarters such as I should be pleased to have if I were a farm worker. Their quarters had hot and cold water, electric light, beds and mattresses, and their food was cooked by a woman and served in a decent diningroom.

They worked three hours and decided the job was no good to them. As they could not speak English, and as my Italian is not the best, I took them to a neighbour who is an Italian; and after a conversation of two or three minutes, he said, "The best thing is to let them go. They are no good to you." I asked him why, because I wondered what was wrong, and he told me that they wanted to work in town. I asked why, if that was the case, they had said they were farmers and were prepared to work in farming districts; and they replied that it was because they wanted to get to Australia. It made my blood boil when I remembered that people in the East had said these people had been brought to Australia and there were no jobs for them.

I thought I would tell the House my story. I had always believed that Italians were good workers. Formerly that was the case, and we had to rely on them when British people would not work; and they did a good job. But I think the Italian educated by Mussolini is a different proposition altogether. I issue the warning that if we are going to bring any more of them to Australia, we should take a firmer attitude towards them and force them, for at least two years, to do the job that they say they are prepared to do in Australia. It would be beneficial if, when they are not familiar with the job, the unions would let up on their stringent policy and allow the migrants to work for a lesser wage than the maximum for at least a period of six months, the wage to be increased as the men acquire knowledge.

Next I would like to mention the hardships which have been imposed on farmers in the last few years. I readily admit that they have enjoyed a very rosy time for three or four years, but that has come to an abrupt end, and they find they are not much better off than before that rosy period started. That may sound a bit queer, because every member who is not a farmer knows that farmers have handled thousands of pounds in the last three or four years, and it might be wondered what has happened to that money. Quite a number of farmers, like business people when their business prospered, and workers who received increased wages and made extra money by week-end jobs, did the wrong thing: they bought expensive luxuries.

By and large, however, it can safely be said that farmers who have been on the land for a number of years and were wide awake to what happened in the nineteen-thirties, did not spend money extravagantly but, knowing what they were up against, in an effort to square themselves against

the bad old days, did not even go for a trip until they were thoroughly satisfied that they were established and had everything in order. But what happened was that when prosperity came to the farmers, every possible tax was levied on them. Even though rates were not increased, they were hit heavily in the first year of increased prices, and ever so much more so when the wool prices were fabulously high two years ago.

Finally, we had the spectacle of farmers paying more in taxation in one year than their total income for that year. Some had tried to catch up on outstanding renovation work and replacement programmes, and had spent considerable sums of money, paying through the nose for the things they wanted, because they had to purchase imported commodities by reason of the fact that no local wire, galvanised iron or cement was available. They paid dearly for labour, too, because people who could obtain good jobs in the city would not go to the country without some inducement. I myself paid £6 per day to men to do renovation work and to erect buildings to house workers on the farm.

That gives an indication of what had to be spent by a farmer to bring property to a reasonable state of repair after the ravages caused during the war years when nothing was done and labour was so scarce. Not only has straight-out taxation had a very bad effect on the farming community, but indirect taxation has also affected them severely. I know that indirect taxation hits every member of the community, but there are aspects of it which have a severe impact on the farmers' production costs.

One of these indirect taxes is that on petrol. Those of us who travel on the roads in cars are quite prepared to pay whatever petrol tax is necessary, because we know that quite a bit of it goes back into the making of new roads and the maintenance of old ones. But only half the petrol in trucks would be used on the roads, and that should not be taxed as fully as petrol used in cars. No more than a nominal tax should be imposed on petrol used in smaller engines, such as those for pumping and electric light, etc.

That is one indirect tax which hits the farmer severely, and I could name quite a number of others. I do not know whether the Government has gone out of its way to do it, but it seems to have taken every possible chance to get its chop from the farmer, as has every individual businessman or worker. Many farmers even though they have had very good times over the past two or three years, are going to the banks and borrowing huge sums of money, either to pay taxation or for materials which have been ordered or are being used for building purposes, or for machinery to replace worn-out machines. The consequence is that they are not in a very good position today. The cost of superphosphate has risen from

something like £7 per ton at the cessation of the war to £17 today, or £19 before it is placed on the farm. A person who uses perhaps 50 or 100 tons has to pay nearly three times as much to land it on his property as was the case a few years ago. Members can therefore realise why farmers think twice before deciding to keep their production at the same level as last year or the year before.

Hon. L. A. Logan: You get a bill for £1,000 for 50 tons of super, and it is 18 months before you get a return.

Hon. A. R. JONES: That is so. Also, there is no guarantee that at the end of the time wool will remain at the same price, or will be up or down. The same applies to wheat. The only guarantee we have is with meat, and that is that it will be about the cost of production. So, is there any reason why a farmer should put his head into a noose with the possibility, after two or three seasons, of becoming bankrupt and facing what he did in 1931, 1932 and 1933 by being indebted to the bank and having his property placed in its charge for the next 15 years? I submit these findings not altogether on my own experiences, but on those of people I know whose information I consider to be accurate.

The Government should play whatever part it can with the Commonwealth Government to induce the farmer to produce, because every member who has spoken on the Address-in-reply has said we must boost production. We must, too, because if we do not have production we do not have any standard of living. Another aspect of agriculture which has been mentioned during the debate, and which has received a considerable amount of consideration by the present Government, is soil conservation. It is only seven or eight years ago since we got down to tackling this problem. First of all we had Dr. Teakle, who was one of our most able officers. He slipped through our fingers to the Queensland Government which offered him a little more money than he was getting here. Dr. Teakle was a man with tons of ability and plenty of drive.

Hon. C. W. D. Barker: We lose all our experts like that.

Hon. A. R. JONES: We have a very good man now in Mr. Burvill. He has, I think, learning equal to that of Dr. Teakle, and he can control his staff. Also, he knows what is necessary in this job, but I believe he is without the necessary field equipment and men to give soil conservation work the push that is needed. The Government, in furthering its policy of soil conservation last year, did something for which it and the Minister for Agriculture can be proud, but I still believe that not enough money is being spent on this work. Quite a few districts have been declared under

the Soil Conservation Act, and quite a few places ravaged by wind and water erosion have been tackled, but only a small percentage of the damage done in Western Australia has been dealt with.

Taking the position overall, not a great percentage of the State is eroded, although when we drive through the country we can, every few miles, point to something which we know needs attention. Members can imagine what the position must be in a country such as America where millions of acres have been lost to production, and in China where large areas of the most fertile country in the world have been lost. I feel, therefore, that we should tackle this problem in its early stages when it might cost us only £1,000,000 or £2,000,000 rather than leave it until later when we could not control it even if we spent many millions.

I feel it would be a simple matter to bring 90 per cent. of the eroded country back into production by the simple method of pasture development. In subterranean clover we have something which will grow in any rainfall area as low as 12 or 13 inches, providing the rain falls at the right period of the year with finishing showers in the spring. Even if the plant does not grow exceptionally well, it will grow sufficiently to provide a means of conserving the soil.

It should be made a criminal offence to allow people to fallow where clover can be grown, because not only does the clover tend to bind the soil with its mass of roots and its overburden, but in the course of time—three or four years—it so enriches the soil that greater crop production can be had without the expensive and criminal action of fallowing, which leaves the ground exposed to the elements of wind and water for 10 or 12 months of the year. The Government should take stringent measures to declare the rest of Western Australia, which is not already declared, and to get on the backs of those people who will not do the job off their own bat. They should be told that they have to do it because we do not want any more of Western Australia to be blown away or washed into the sea.

Last year we had the spectacle in the Upper Chapman valley of about eight inches of rain falling in a six weeks period, and the greater part of it in a week. The Upper Chapman River ran a chain wide at a depth varying from 2ft. down to 1ft., close into Geraldton for three or four months of the year, and all the time it was a brown colour. It would not be hard to realise that much topsoil from the Upper Chapman valley went into the sea then. If the Government decided to spend £1,000,000 per annum on the arresting of soil erosion for the next few years, I believe that every member here would support it.

Before resuming my seat I would like to say a few words about hotels, particularly those in country areas. I know we have a licensing court, and that each year its members relicense and delicense hotels as they think fit, but I do not think they have done very much in the way of delicensing. I have heard, in all my experience as a commercial traveller years ago and as a farmer today, and also as a member representing the Midland Province, of only one hotel being issued with an ultimatum that, "If you do not do so and so within three months, you will not get your license."

Whilst the Licensing Court might think it does its duty, it is not doing it. Word goes from one hotel to the next that, "The court is here and expects to be at your place on Tuesday," and, of course, when the court arrives the next place is spruced up and there is roast turkey, duck and various other things on the menu. Of course, the members of the court can do no other than say, "This place is well conducted." They go through the rooms and they find that the linen and the rooms are clean, and that the bar is clean and smelling of all the sweetest aromas—and a good meal in the dining room. They have then no alternative but to renew the license, though it would be a different story if they could pop back unexpectedly the following week.

Some of our hotels are an absolute disgrace. I have been in two in the last fortnight that I think should never be given a license until they have installed decent sanitary arrangements and have been compelled to wash their linen to a reasonable colour, keep the blankets clean and provide a good meal. I hope the Minister will take particular notice of this question as I feel that the Licensing Court, though it believes it is carrying out its functions correctly, is not doing its job and is being fooled by the hotelkeepers. There should be some sort of a committee to help the court.

Hon. C. W. D. Barker: To issue more licenses would be the answer.

Hon. A. R. JONES: That might be so in any area that could carry two hotels. I believe we shall have to evolve some different kind of setup before decent hotel facilities will be provided, and I think the Government should see what can be done in that regard. I support the motion.

On motion by Hon. H. K. Watson, debate adjourned.

House adjourned at 9.2 p.m.