

HON. J. T. TONKIN: When any member advances a case of this nature it must be factual because he is supposed to be dealing with facts.

Mr. Ackland: They are factual, all right.

HON. J. T. TONKIN: If he is dealing with facts, then the House has a right to expect him to present his facts in a proper light and not mislead. The test of whether the hon. member misled or not is in the answer to this question. Did not members, after listening to the member for Irwin-Moore the other night, believe that marvellous improvement had resulted; that it was due to the efficiency of Co-operative Bulk Handling, and that that fully justified the Government's action? That could be the only conclusion to which members could come. I have subjected his statement to analysis and my schedules are available to any member who wants to check them. They are guaranteed to me to be the authentic record of the actual results obtained, the names of the ships, the number of loading hours, the actual time worked, the time delayed, the delays due to shipping, the gantry, or the silo, the total shipped, and so on. On those figures I show that for the last seven vessels—the most recent set—the average rate of loading was only 375 tons per hour; no greater than the rate of loading of the second ship of the 40 that had been loaded. If one can tell me there is anything in that to crow about then I will take a lot of convincing.

On motion by Mr. Read, debate adjourned.

House adjourned at 9.53 p.m.

Legislative Assembly.

Thursday, 5th August, 1948.

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

QUESTIONS.

TIMBER INDUSTRY.

(a) *As to Government Subsidy for Cartage, etc.*

Mr. REYNOLDS asked the Minister for Forests:

(1) By how much has the Government subsidised sawmillers for the cartage of timber?

(2) What would have been the railway freight received from sawmillers for this tonnage of timber?

(3) What tonnage was carted?

(4) What tonnage was carted from each country centre?

(5) Does the Government still allow a discount of 12½ per cent. to sawmillers on all timber hauled on State railways?

(6) What is the total amount of discount allowed by the Government on timber hauled on railways since March, 1947?

(7) Why is this discount or rebate allowed?

The MINISTER replied:

(1) Subsidy paid for timber carted by road to the 30th June, 1948, was £1,802 11s. 1d. The subsidy ceased on the 31st July and subsidy claims covering timber carted in July have not as yet been received.

(2) To the 30th June, £3,243.

(3) To the 30th June, 5,150.

(4) Banksiadale, 460; Holyoake, 644; Haken, 483; Yarloop, 988; Wokalup, 245; Jarrahdale, 1,100; Serpentine, 870; Warroona, 134; Muchea, 204; Tullis, 10; Collie Cardiff, 10.

(5) No discount is allowed on timber freight.

(6) Covered by answer to (5).

(7) Covered by answer to (5).

(b) *As to Logging Arches Employed.*

Mr. KELLY asked the Minister for Forests:

(1) What number of Australian-made pneumatic-tyred logging arches, attached to tractors, are employed in bringing timber from the bush to the saw?

(2) Has the use of these arches brought about an increase in the quantity of bush logs delivered to the mills?

(3) In what localities are they in use?

The MINISTER replied:

(1) There are four Australian-made pneumatic tyred logging arches employed in this State for bringing logs from the bush to the mill; one manufactured locally and the other three by Le Tourneau of Sydney.

(2) By reason of their manoeuvrability, the faster rate of loading and travelling and the fact that heavier loads can be hauled, they have certain advantages over whims, and their use has resulted in an increase in the quantity of timber hauled with the same tractor power. The track type arches are considered by some sawmillers to be superior to the pneumatic tyred arches under certain conditions.

(3) Two are in use at Pemberton, one at Nyamup east of Manjimup and one at Serpentine.

SEWERAGE SYSTEM.

As to Installation in Country Towns.

Mr. STYANTS asked the Minister for Local Government:

(1) Was he correctly reported as having said at a conference of representatives of country municipalities that any country town which had an adequate water supply and a certain number of houses would be given financial assistance to install deep sewerage?

(2) If the answer is "Yes," why has the Government refused this assistance to the

Kalgoorlie Municipal Council to enable it to complete its sewerage scheme?

The MINISTER replied:

(1) No, because the proposal was subject to a qualification, which was stated, that assistance would be considered if, and when, a reasonable rate was struck and the annual expenses would not exceed the rate collected by more than one-third.

(2) The financial position of the Kalgoorlie Municipal Council was such as clearly to indicate that on the striking of a rate equivalent only to that payable in the metropolitan area, the whole of the costs could be borne from local revenues. The matter was fully explained in a letter to the Kalgoorlie Municipal Council, dated the 2nd June, 1948, a copy of which I shall shortly hand to the hon. member for perusal.

RAILWAYS.

As to Port Hedland-Marble Bar Line, etc.

Mr. HEGNEY asked the Minister for Railways:

(1) Is it the intention of the Government to close the Port Hedland-Marble Bar railway?

(2) If so, why?

(3) Is it proposed to construct an all-weather motor road between these two very important centres?

The MINISTER replied:

(1), (2) and (3) In view of the fact that heavy expenditure is required on this railway, the Government considered it advisable to appoint a departmental committee which is inquiring into whether the places concerned can be more satisfactorily served by railway or all-weather road. The committee's report is expected very shortly, and will then be examined by the Government.

HOSPITALS.

(a) *As to Charges for Insulin.*

Mr. GRAHAM asked the Minister for Health:

(1) Are out-patients compelled to pay for insulin at—(a) Royal Perth Hospital; (b) Fremantle Public Hospital?

(2) Are pensioners compelled to pay for insulin at these two hospitals, respectively?

(3) If so, will he take steps to make available, free of charge, this drug when prescribed at least to pensioners and indigent persons generally?

(4) If not, why not?

The MINISTER replied:

(1) Only in cases where they are unable to pass the means test.

(2) (a) At the Diabetic Clinic at the Royal Perth Hospital it is usually free, but where it is considered the position of the patient permits, a small charge is made.
(b) No.

(3) and (4) It is hoped that arrangements for the operation of the Commonwealth scheme will be made in the near future. If an arrangement is not come to with the Commonwealth, further consideration will be given to the matter.

(b) As to Operation of Free Medicine Scheme.

Mr. GRAHAM asked the Minister for Health:

(1) Is free medicine under the Commonwealth scheme available to out-patients at the Royal Perth and other public hospitals?

(2) Has the refusal of doctors to co-operate any bearing on the matter?

(3) If not, what are the reasons?

(4) When is it anticipated that the scheme as affecting public hospitals is likely to commence to operate?

The MINISTER replied:

(1) No.

(2) No.

(3) and (4) Negotiations are at present taking place between the State of Western Australia and some other States with the Commonwealth, with a view to applying the free medicine scheme to out-patients at public hospitals.

LEAVE OF ABSENCE.

On motions by Mr. Styants, leave of absence for two weeks granted to Mr. Rodoreda (Rocbourne) and for one month to Mr. Leahy (Hannans) on the ground of ill-health.

ADDRESS-IN-REPLY.

Sixth Day.

Debate resumed from the previous day.

MR. READ (Victoria Park) [4.40]: I desire to add a few words in support of the motion for the adoption of the Address-in-reply. I was glad to find in the preamble to the Speech that mention was made of the projected visit of Their Majesties the King and Queen and Her Royal Highness Princess Margaret to Western Australia in June next. This announcement has delighted the whole of the residents of the State and, this being so, our thoughts naturally turn to a contemplation of what our King really means to the people. Royalty is the silken bond that binds our free nations together. The King has less power than has the President of the United States of America or indeed of his own Prime Minister, but still is most essential in our formula of democratic government. The King is, as it were, the spearhead or focal point of our loyalty to our country, and the people of my electorate have expressed in many ways their pleasure at the forthcoming visit. I have not enjoyed the supreme pleasure of visiting the Old Country, but I am delighted at the thought that I shall be able to see His Majesty and other members of the Royal Family in Perth.

The next matter I wish to deal with is the unfortunate happening of a week or two ago; I refer to the dispute between the Milk Board and the retail vendors of milk. The grievance, I understand, was that they considered the price they were receiving for distributing the milk from house to house was inadequate and that they supplied certain figures to the Milk Board, which were rejected. Then I fancy they wrote to the Premier regarding their difficulty. I have a copy of the letter which was sent to the Dairymen's Industrial Union of Employers, a portion of which reads—

I am in receipt of your letter of today's date. Whether an inquiry into the administration of the Milk Board will be held or not is a matter for the determination of the Government, and no determination so far has been made.

Evidently the secretary of the employers' union had asked the Premier to sanction an inquiry into the administration of the board. I do not think that an inquiry was at all necessary because already a Royal Commissioner had investigated these matters, but what I do think is that the Premier should, in some way, have given consideration

to the figures they wished him to peruse. When the request to the Milk Board was refused, a deputation waited on the Honorary Minister for Agriculture (Hon. G. B. Wood) on the 16th June last. The only result of their application to both the board and to that Minister was a statement in "The West Australian" of the 25th June to the effect that the board had rejected the request for an increase.

After receiving no redress from the board or from the Minister in control, they appealed to the highest court, so far as they were concerned, namely, the Premier. A deputation waited on him on the 6th July and requested an independent inquiry into the whole position, with the result I have mentioned. The vendors then unanimously decided that, unless something were done within seven days, they would feel impelled to discontinue delivery.

The position as I see it is that the Minister in charge or, failing him, the Premier, should have called for figures relating to the cost of distribution. Irrespective of whether the vendors were entitled to an advance in the price from 4½d. to 5d. per pint, and irrespective of whether the increase was considered by the consuming public to be justified or not, I think the Premier should have called for figures and submitted them to the accountant of one of the departments in order to judge whether the distributors were worthy of an increase. Their costs have undoubtedly increased during the last five or six months. When the margin for vendors was fixed in 1925, the wages of a driver were £5 4s. 5d. per week, whereas today they are £7 17s. 6d., plus overtime for working seven days, while holidays have been increased from 2 4/7ths to 3 4/7ths weeks per annum. In 1942, chaff was £5 12s. 6d. per ton; today it is £12 10s. per ton. If the milk were being delivered by horse-drawn vehicles, shoeing in 1942 cost 8s. per set; now it is 17s. 6d. In my opinion, those figures at least should have been perused.

We are aware that the metropolitan area has the lowest milk consumption of any capital city in Australia. We also know that it is more difficult to deliver milk here, because the houses are scattered. Those members who have visited the Eastern States know that in one block of flats in Melbourne or Sydney there are perhaps 100 or more consumers. So that phase adds to

the cost of delivery in Western Australia. I hold no brief at all for those people who try to extort more money from the consumers than they should. After all, had all these figures been considered, had copies of the retailers' income tax returns been furnished, we would have had a true picture of the position. If the people of the metropolitan area can get their milk at 4d. a pint, they should do so and not pay 4½d. If, on the other hand, they cannot get their milk for less than 5d. per pint, that is a matter which should be inquired into.

In my own district, the State Transport Board was approached by the proprietors of one of the bus services. Owing to the introduction of the 40-hour week, the increase in the price of petrol and the increase in the cost of overhauling vehicles, it was found that the proprietors had to employ two additional men and that their expenses had increased by £142 per month. They went to the Transport Board and were compelled to submit their income tax returns, together with particulars of all expenses incurred in the running of their buses. As a result, their fares were increased by 2d. for a long run and by 1d. for a short run. Rising costs absolutely necessitated the increase in the fares charged by that company. It may be that the retailers of milk are in the same position. As I say, I do not think their actual costs have received sufficient attention.

I pass to His Excellency's Speech, which contains a reference to a wider opportunity for small unit families. In this connection, I consider the announcement and advertisement appearing in the Press have caused distress to two and three-unit families. They have been misled. The Minister controlling housing should not rush into print and lead people to believe that their distress will be alleviated by the provision of small unit houses unless such houses are nearly ready for occupation. I have received letters from some of my constituents, but propose to read only a few, as these will give members a picture of the mental anxiety and distress suffered by these unfortunate people owing to the publication of the fact that small unit dwellings would be ready for them. One of such letters, from a Victoria Park resident, states that he applied some time ago for a tenancy home. He was not successful in his appli-

cation, because of the smallness of his family. He then saw an announcement in the Press that small unit houses were being built and accordingly he applied to the State Housing Commission for one. He received a reply as follows:—

Receipt is acknowledged of your application for a small unit dwelling. All applications are now being carefully examined and you will be further advised as soon as the Commission is in a position to assist you.

That is exactly what happened to his previous application. Possibly only 2 per cent. of the houses being erected, when completed, will be available for small families.

The Minister for Housing: The announcement was that the future building programme would include small unit houses.

Mr. READ: The people did not take the announcement in that way.

The Minister for Housing: It was quite clear.

Mr. READ: The person whose case I have cited is unfortunate. He was living with his wife in a garage; they cooked, ate and slept there, and now have a child. When an infant is born, the medical officer notifies the Commissioner of Public Health who, in turn, informs the local health authority, in this case the Perth City Council. A health inspector then visits the parents with a view to inducing them to have the child immunised against diphtheria, free. The health inspector, on noting the undesirable, sub-standard dwelling, immediately reported it to the Perth City Council, and the council will, in due course, order the occupier out. We have many such cases in my ward of the City Council, which is also my electorate. I am continually being called upon to act as a back-stop between the Perth City Council and these unfortunate people who are living under sub-standard conditions. The health authority of a municipality is compelled to issue such orders so that the standard of living may be kept up. At the same time, where can we house these people if we put them out?

Victoria Park is a suburb in which I should say about 80 per cent. of the workers own their own houses and many of the others who are living in rented houses have bought blocks of land with a view ultimately to building homes for themselves and their families. When the houses in

which they are living are sold and court proceedings take place as a result of which they have to vacate the premises, they are apt to make shift with anything on the blocks which they own. We have quite a number of these people on the outer edge of Victoria Park living in caravans and even in tents, and we are continually acting as a buffer between those unfortunate people and the local authority which has to deal with health matters. I have here a letter from the Perth City Council which gives an idea of the position. It is addressed to Councillor W. R. Read and states—

Just a reminder in respect to the case of Mr.—and family who are living in tents in—street. I should be much obliged if you would let me have your report in respect of this case in order that the matter may be dealt with at the next meeting of the health committee.

Members can see the difficulty in which these people find themselves. All of them have the idea that there are houses available and I am getting I do not know how many letters. Here is one from a young married woman. These are the people on whom we are relying to take charge of affairs in our country when we are gone, and they are having a very rough deal indeed. I will read extracts from this letter, which contains several pages. She says—

As two members of your electorate we seek your assistance in regard to our problem, which, no doubt, is the worry also of many of your supporters, for we are trying to find a home. But maybe you can help us and sincerely hope that you can as we are being driven nearly to distraction point wondering what to do. We set out hereunder details referring to our case.

Mr. Hegney: What is the date of that letter?

Mr. READ: The 28th July.

Hon. F. J. S. Wise: I have received three this week, from districts as far away as Williams.

Mr. READ: The letter continues—

We are a quiet young couple, sober in habits, married since November 22nd last, and now expect our first baby within the next ten weeks.

Our present accommodation consists of one very small room and some verandah space, which is, and always has been, totally inadequate for our needs, and, with the advent of the baby, will be even more so.

However, we don't anticipate being here when our baby arrives, as the couple with whom we are living have recently had an in-

crease in their family, making theirs a four-unit one—being the man and wife, a little girl almost three years of age and the new arrival, a baby boy now three months old—and as the four of them can't be expected to sleep in a room just slightly larger than ours, they soon will be compelled to take the room which we are renting.

Conveniences here too are few and far between. The stove is old and in need of repair, and sharing same at times is almost a nightmare, for both men are shift workers and meals always seem to have to be prepared about the same time. There isn't any bath-heater either thus necessitating an outside copper being lit which, incidentally, leaks.

Recently, June 8th to be exact, we made application for a war service home, but to date we have not received any acknowledgment. Now, we so badly want a house that, if it is not possible to obtain a permit for a war service home, we thought we might be eligible for one of the houses being made available for two and three-unit families.

These people have the impression that it is quite all right and that small houses have been made available into which they can shift and enjoy a decent civilised mode of living. But that is not so, and I do think that before anyone—any Minister of a department or any officer of a department—rushes into print with the glad news that small houses are available, he should wait until such buildings are near completion.

There is another little matter which I would like to bring before the notice of the House. I recently had the pleasure of going round the Sussex electorate with the member for that district.

Mr. Graham: An unholy alliance!

Mr. READ: No; a friend is a friend whether he belongs to one party or to another.

Mr. Bovell: You are all welcome down there. You would see something to your advantage.

Mr. READ: During that trip I visited Witchcliffe and Margaret River and other places where people were producing butter or milk on small holdings. Some of them pointed out small, very rich portions of land near their own which could be made available to them, thereby increasing the size of their properties. I suppose that 200 acres constitute a big farm down there and would take some clearing. Adjacent to many of those properties there are small blocks from which the timber has been taken and the people on the spot are en-

deavouring to acquire those blocks to amalgamate with their own and bring them into production. One particular man had cleared, fenced and added to his small holding nearly four acres, but he was a long time trying to get that extra land. I asked him what it would mean to him, and he replied, "Four more cows from which I will be able to add produce to that which I already obtain." That is the sort of thing we should be looking for. We should encourage people who in times of scarcity of food are prepared to bring further land into production. There are quite a number of these people who keep on applying for small areas to add to the land they have, and they are people who are desirous not merely of holding on to land but of bringing it immediately into production.

Mr. Triat: That would mean 200 dairy cattle to a 200-acre farm?

Mr. READ: Yes, that is so. These people, who are dairy workers, have improved every acre of their land and are anxious to continue doing so, and that means more production, more food, and more wealth for Western Australia. I wish there were more Ministers and more members on the other side present because the question I am going to raise is a very vexed one, and has been a vexed one for about 50 years. Now, if ever, is the time for the Government to make available to the Perth City Council and to the people of Western Australia, a town hall site. Next year we will have a visitor in the person of our King, but we have, in the capital city, no public building fit for the holding of a reception or any ceremonial, and no place at all unless we hire some privately-owned picture theatre. That position is a disgrace.

Hon. A. H. Pantou: What have you been doing in the last 30 years? You have not been able to pick a site yourself.

Mr. READ: I will have to explain that to the hon. member. He is a little dense.

Hon. A. H. Pantou: Not half as dense as the people who are trying to pick a site.

Mr. READ: A city hall will not be a hall merely for the people of Perth, but for the people of Western Australia. Perth is their capital city and their pride in the State is bound up in the capital. Although the Perth City Council is responsible for controlling the city and its environs, yet the

city hall is for the use of all the people of the State. If we get that in the back of our minds then all parochialism in connection with the matter will be done away with. The ideal site is where the Department of Agriculture now stands, just alongside Government House ballroom, to where the big trees grow in front of the Treasury buildings. The gardens would not be done away with, so that in later years when there are large crowds of people, such as we will have when the King comes, there will be room for them. The member for Leederville asked, "Why did we not buy a town hall site years ago?" The answer to that question is bound up in the matter of finance.

If we buy a town hall site then so much of the ratepayers' money is spent, but if one is made available for the people of Western Australia then the money that would have been spent on the site would be available to assist in financing a splendid town hall without taxing the people further. We have in the city many scattered blocks. There is the Electricity and Gas Department, and municipal offices, which are on very valuable sites and could be sold for many thousands of pounds. With that money a proper civic home could be built if we had a site. Our present offices could be disposed of and we could have them in the town hall. If Parliament, or the Ministers would consider the expansion of Perth, I feel sure they would see their way clear to making this land available, not to the City of Perth, but to the State of Western Australia.

We have had the advantage, during the first World War and this last war, of experts visiting our city. We have had surveyors, town planners, architects and other people interested in civic expansion, from the Old Country, from the Continent and from America. They are all of the opinion that if we develop Perth on the right lines we will have the greatest city in the southern hemisphere. We have been endowed by nature with a position which is unequalled, but it could easily be spoilt. These experts have told us that the whole of the river front, from the Christian Brothers College to Bennett-street, should be purchased by the Government for the purpose of amalgamating its administrative offices.

Mr. Hegney: What about the Weld Square site?

Mr. READ: The Government departments would then be within easy distance of the centre of the city. If the Government does not do that, these people consider that on that land huge buildings, such as the C.M.L., will be erected, because the area is ideal for office sites. At the present time that land can be bought for one-tenth of what it will be worth in 10 years' time. The Government should give some thought to that. I consider, as an outsider, that the greatest mistake the Government which was in power at the time made was in not purchasing Christian Brothers' College when it was offered. Members can imagine what it would mean if the civic and Government offices were placed down there.

Our ex-City Engineer, Mr. Attwell—I suppose in talking with other town planners—visualised the expansion of our town, north. His ideas embraced the removal of the Perth Railway Station from where it is and making the terminal point at East Perth. By doing that a line would run from Maylands, north, to Karrakatta, or thereabouts, to deal with the carrying of superphosphate, wheat and wool, and other heavy goods, to and from the port, without the necessity of passing through the city. If that were done we could then have a boulevard about six or seven chains wide from Karrakatta or Claremont to Perth. Down this highway we could have, as is done in Melbourne, an ornamental strip. Fast traffic, by motorcar or motorbus, could take people from East Perth, which is only a little distance away, to their destinations. The heavy traffic would by-pass Perth.

The modern trend is to have wide streets and the Perth City Council has decided to widen Hay-street in due course. It has declared a building line in this street, but the advice received from town planners is that this work will be done in the very remote future because it will probably be 100 years before the frontages of the shops are pulled down. In America and other places all business areas are confined to the narrow streets because the goods available on both sides are visible to passers-by. Where there is a constant stream of pedestrians passing through a city it is necessary to have a number of these narrow streets as well as through-arteries. I can visualise Welling-

ton street as a broad boulevard and, with the Terrace, relieving the narrow streets of through-traffic.

Another scheme which has been mooted is the extension of Forrest Place through to the Terrace, and if that had been carried out it would have considerably relieved traffic congestion. I repeat that the Perth City Council made a mistake in offering money to the Government to purchase the town hall site. It should have been presented by the Government to the people of Western Australia.

Hon. F. J. S. Wise: Do you not think the site that we chose was a glorious one?

Mr. READ: Yes, and according to the people who should know, that site would have been one of the best in Australia for the purpose. I also believe that if the previous Government had still been in office we would have secured it.

Hon. F. J. S. Wise: I sponsored the inquiry and I support it.

Mr. READ: I now pass to a subject about which I am very concerned, and that is the alarming number of traffic accidents which have occurred in the metropolitan area. Something must be done to minimise this state of affairs. I read in "The West Australian" this morning the following:—

Five persons lost their lives and 38 were seriously injured in 488 road accidents in the metropolitan area, excluding Fremantle, last month. According to the figures released yesterday by the police, in July last year six were killed and 55 injured in 481 accidents. An analysis of the main cause of last month's mishaps show that 74 were caused by negligence or carelessness, 54 by faulty reversing and 39 by overtaking on the incorrect side.

There are other minor causes of accidents but the figures I have quoted are appalling. When it is considered that, excluding the number of deaths, there are such a large number of people who are prevented from producing and some of them permanently injured, something must be done about it. The people injured are not only taken away from production but they are taken away from industry and all sorts of avocations which are of benefit to the community. On analysing the figures we find that there are 100 more people injured per month than there are migrants to this country. I have received a copy of the census of the number of maimed people in the metropolitan area. Motor accidents were responsible for

the majority of handicaps suffered by members of the Civilian Maimed and Limbless Association of Western Australia and the President of the Association, Mr. B. Ritcher, had this to say—

Census of maimed: Motor accidents were responsible for the majority of handicaps suffered by members of the Civilian Maimed and Limbless Association of W.A., said the President of the Association (Mr. B. Ritcher) yesterday. An incomplete census of the association's 300 members showed that only four had received their injuries as a result of having been struck by trams or by having been in trams which had been involved in accidents.

I consider that drastic means must be taken to obviate accidents. If the traffic legislation is altered, it will have to be by way of restricting speed of motor vehicles through the city. I believe that if a governor was fitted to all motorcars which would render it impossible for them to travel through the city at a speed in excess of 20 miles per hour there would not be such a large number of accidents. Engineers state that at 20 miles per hour it is possible, if the brakes are applied, to pull up within a few feet. At night time it is necessary for drivers of cars to switch on their tail lights and if a governor was fitted to each car and this governor had to be put into operation within a mile of the city block, it would minimise the number of people killed or injured. I am confident that it is only speed which is the cause of the majority of accidents.

Mr. Needham: Why not provide heavier penalties?

Mr. READ: If a man is killed and the driver of the car is convicted and fined heavily, it does not help to bring the man back to life again. He is still dead. There is an honorary committee, called The National Safety Council, and these men are doing a great job, but if we look at statistics we find that there have been more accidents since the committee was formed than there were prior to that date. That is not the fault of this committee but is in spite of it. Some legislation will have to be introduced in order to control the speed of motorcars. That is the secret of the whole business.

Mr. Yates: The figures prove that the accident rate in the city is very small compared with the outer metropolitan area.

Mr. READ: I can only give the figures that have been supplied to me.

Mr. Yates: They are careful in the city.

Hon. F. J. S. Wise: There are only two sorts of people; the quick and the dead.

Mr. READ: Lastly, I appeal to the Government and the Minister to make a serious effort to see that all those places in my territory in Victoria Park which are served by the sewerage system, are connected up. The deep sewerage passes down several streets and yet many places are not connected. The Government should compel these people to be connected with the sewerage system because they are a menace to the health of the rest of the community. In a city street there is the spectacle of possibly 30 or 40 houses sewered and perhaps four or five still unsewered and so the sanitary cart, which is a nuisance and a menace to health, still has to traverse up and down that thoroughfare in order to serve these few houses. That should be attended to.

Hon. A. R. G. Hawke: At the moment the Minister is very interested in the possible results of the next election.

Mr. READ: I am glad to think the Minister is interested in everything that beneficially affects the homes of the people of Western Australia. Anyhow, he says he will get "a wriggle on." I do think he should consider compelling these ratepayers to connect their homes to the sewerage system when it is running past their door.

HON. J. B. SLEEMAN (Fremantle) [5.33]: For a long time in this Chamber there has been a technique suggestive of the idea that when a member rises to make a complaint he must be guilty of carping criticism against the Government. I do not look at it in that light. If we have complaints to make this is the place in which to ventilate them, and not outside. It is of no use for a member to say his piece outside of this Chamber because once the House goes into recess Ministers do not take much notice of what is said. If a member makes the complaint in the House he has a sporting chance of getting something done. I am sorry to see you in the Chair, Mr. Deputy Speaker—not that I mind you being there—but I regret the Speaker's absence through illness, and hope he will be back by the time we sit again.

The Government has promised many things, but I do not think it has carried out any of its promises. If it had promised

some of the things it has carried out, it certainly would not be occupying the Treasury bench today. The Government has done many things it did not promise to do and was not game to promise prior to elections. One of the burning questions at the present time is the increase in tram and bus fares. One can imagine what a hue and cry there would have been in the metropolitan area if the Government had said before the elections: "When we get in, we propose to increase bus and tram fares." It is too ridiculous, because no metropolitan member on that side of politics would have been returned had that been said.

Members of the Government waited until they occupied the Treasury bench and then said: "We want more money owing to increased costs; this is one source from which to obtain it, so we will raise both bus and tram fares." If the Government had promised that, it would not be where it is today. The Premier forecast an increase in railway freights owing to the increased cost of running the railways. He said: "I want to tell members that more revenue will have to be derived from the railways, and there is going to be an increase in the railway freights." Fancy telling people that before the election! I want to know what the Country Party is going to say when the Government does increase railway freights and fares.

I am not sure whether it was the last year of the Government being in opposition or the year before, but there was a rumour put around that the Labour Government was going to increase railway freights by 12½ per cent. You, Mr. Deputy Speaker, must remember what a howl was put up when the Government in office at the time was thought to have that in mind, although that Government did not propose it at all, it being only a rumour. At the time, the Opposition nearly pulled the House down in their objection to an increase in railway freights. I am going to sympathise with the people in the country when the Premier carries out his threat of getting more money from the railways. Another thing the Government did not promise was that the Fremantle harbour dues would be increased.

The Minister for Railways: They have not been increased.

Hon. J. B. SLEEMAN: I think they have. For many years I have been trying to get the war charge removed from the dues imposed by the Fremantle Harbour Trust. That charge was instituted during the first World War and it has been there ever since. Irrespective of party, I have approached several Governments to have it struck out. Immediately this Government took office it not only retained the war charge which, when in Opposition it tried so hard to get rid of, but it has gone further and increased the harbour dues in Fremantle.

The Minister for Railways: It has not.

Hon. J. B. SLEEMAN: I think it has. Notwithstanding the huge amount that was paid into Consolidated Revenue last year, the Fremantle harbour dues have definitely gone up.

The Minister for Railways: No, handling charges.

Hon. F. J. S. Wise: Yes, it is handling charges, but that is only Tweedledum and Tweedledee.

Hon. J. B. SLEEMAN: Of course it is.

Hon. F. J. S. Wise: Keep talking, and I will get some figures for you.

Hon. J. B. SLEEMAN: The handling charges have gone up. I went to the Harbour Trust Commissioners and they said the increase was inevitable but they regretted it very much. The point I want to make is that when the Government was on this side of the House it wanted the war charge done away with. It was with them on that occasion as I thought it should have been done away with years ago. When the Labour Government was in power we tried to do away with the charge, but that Government refused. When Sir James Mitchell was Premier he refused to do away with it. The Labour Government came in again and it refused also, but this Government has not only refused to do away with that charge, but it has increased the dues. When the Leader of the Opposition returns with the figures I will give the House some information as to the increases. There is something else the Government did not promise it would do and that is to reduce the freights on cattle from the North-West. This seems very funny to me, notwithstanding the fact that when bullocks were bringing a very small price, the same freight was

charged; but the bullocks now have never brought a better price. I suppose someone will say that by reducing the freight on the cattle from the North it is going to reduce the cost to the consumer in the metropolitan area. The bullocks are bigger and beefier, and are bringing a higher price than ever before.

Mr. Murray: How much are they bringing?

Hon. J. B. SLEEMAN: The highest price they are bringing is £22 10s. and the lowest price, £14 10s. One of the drovers told me that the droving, shipping and other charges came to approximately £5 10s. per head, so one can see what profit they are making.

Mr. Nalder: They were bringing that twelve months ago.

Hon. J. B. SLEEMAN: The charges were increased about 12 months ago, but as soon as the Government occupied the Treasury benches, the charges were decreased. The bad thing is that members of the Government are interested in this. It is not right that members of the Government should bring down the freight on bullocks when they themselves are pecuniarily interested. The Government has done nothing like this for any other people in the North, but it does it for the beef barons in the North-West, and the only result is that they are making more money, including members of the Government. Let us see what they do to the other people in the North.

Take the dog trappers, for instance! Members know that the money paid for the scalps is drawn from a fund made up of contributions from the rates imposed on the people of the North-West. Because the fund is getting a bit low—this is another deal the Government has made to its friends in the North—the Government has decreased the amount paid on the scalps obtained in the North. Members know how hard the life of a dog trapper is, and although the Government has decreased the freight on the bullocks and given the beef barons a little more, it has already decreased the payments to the dog trappers who are now earning less than ever before. There was only one reason for that being done and it was to protect the beef barons again. They knew that if they did not

adopt that course, there would have to be an increase in the fund to enable the money to be provided with which to pay the dog trappers.

Mr. Marshall: The cattle station people have no fear of dogs at all.

Hon. J. B. SLEEMAN: To return to the question of charges at Fremantle, I have just been furnished by the Leader of the Opposition with the schedule of rates. This shows, for instance, that, with regard to general cargo, the charges per ton were as follows:—

January	Shed	Direct
1939	3s.	1s. 8d.
1940	3s. 6d.	2s.
1944	4s. 8.7d.	2s. 8.4d.
1948	8s. 6d.	2s. 8d.

These are the charges that the Minister for Railways says have not been increased—3s. in 1939 and 8s. 6d. in 1948!

The Minister for Railways: I did not say that!

Hon. J. B. SLEEMAN: Let me give some more details. The figures for chaff, hay and straw per ton were as follows:—

January	Shed	Direct
1939	3s. 4d.	2s. 2d.
1940	4s.	2s. 6d.
1944	5s. 4.8d.	3s. 4.5d.
1948	12s. 6d.	4s. 8d.

Next there are the charges regarding coke in bags, also on a tonnage basis. We do not produce much coke in this State, so we have to import most of our requirements. Here are the charges on bagged coke on the tonnage basis—

January	Shed	Direct
1939	3s. 4d.	2s. 2d.
1940	4s.	2s. 6d.
1944	5s. 4.8d.	3s. 4.5d.
1948	12s. 6d.	4s. 8d.

Does the Minister for Railways want me to give some more details, or will he agree that the charges have gone up?

The Minister for Railways: The trouble is that you do not know what you are talking about.

Hon. J. B. SLEEMAN: The details I have read show increases of from 3s. 4d. in 1939 to 12s. 6d. in 1948! Does the Minister want me to go over the whole of the details?

The Minister for Railways: You spoke about increases in harbour charges, and you

are reading out the details of handling charges—a totally different matter.

Hon. J. B. SLEEMAN: They are not totally different at all.

Hon. F. J. S. Wise: They are charges that operate at the port.

Hon. J. B. SLEEMAN: Of course they are.

The Attorney General: The seamen are still getting risk pay.

Hon. J. B. SLEEMAN: The Minister should get risk pay himself because he is taking a devil of a risk! Evidently the Minister for Railways wants some more details. Here are the figures regarding artificial manures imported in bags, the charges being per ton—

January	Shed	Direct
1939	3s.	1s. 8d.
1940	3s. 6d.	2s.
1944	4s. 8.7d.	2s. 8.4d.
1948	8s. 6d.	2s. 8d.

I think I have said enough to prove the point that I made. I shall not delay the House by going further into the details. When I was diverted from the course of my remarks by the production of the details of charges at Fremantle, I was referring to the position of dog trappers in the North. Those men have been robbed of practically 7s. 6d. per scalp, although at the same time the Government was prepared to render additional assistance to the beef barons up North. First of all, the freight on bullocks was decreased, and that was of great help to them. The Government may say that the cattle people have not suffered as much from dogs as the sheep people have. The fact remains that the price that the trappers up North can get for scalps has been cut down, and they are the men who are doing the hard job outback. The beef barons might have had to find a few more shillings by way of taxation to augment the fund if that course had not been adopted, and that is why the action was taken.

There is another thing that the present Government did not promise to do on the hustings but has done since its election to office. I refer to the handing back to Amalgamated Collieries Ltd. of the Black Diamond leases. If ever there was an instance of political dishonesty in this State, this is one. Those leases were reserved for the

Electricity Commission, and that course was adopted by the previous Labour Government. The object was to ensure that the people of this country would be able to enjoy a reasonable price for electricity supplies with which they could have been provided. As it is, our friends on the Treasury bench looked around for some further direction in which they could favour those of their own political brand, so they handed over to the coal people the Black Diamond leases, the possession of which would have been a great boon to the Electricity Commission. Now, the Commission will have to buy supplies from the coalowners in order to produce the electricity required for the people. That action will take a lot of explaining away. As the Leader of the Opposition has on the notice paper a motion for the tabling of the papers regarding the transaction, I shall not pursue the subject further at this stage.

We now come to some of the promises that were made by present-day Ministers during the election campaign but have not been carried out. For instance, they promised to reform the Legislative Council. Their action in that regard constituted about the best bit of political trickery I have ever known since I have been a member of this House. The member for Northam, in accordance with the policy he has always favoured, brought down a Bill for the reform of the Legislative Council, but the Government objected to that course on the ground that the introduction of such legislation was its job and not that of a private member. Let me read to members what the then Attorney General had to say on the matter. He is now not the Attorney General but the Minister for Housing.

Hon. A. R. G. Hawke: The Minister for no housing!

The Minister for Housing: The Minister for more housing!

Hon. J. B. SLEEMAN: On the occasion I refer to, the Minister had this to say—

The Government feels, therefore, that it has a duty to the people to implement its own policy.

This is about the cheekiest thing I have known in politics—for the Minister to have said it was part of his Government's policy to reform the Legislative Council. Can we

believe such a statement? Can we believe that they want to do it?

Mr. Marshall: Slippery politics!

Hon. J. B. SLEEMAN: The Minister proceeded—

I think few people will cavil at that point of view. I therefore propose to suggest to the House that the Bill of the member for Northam should be postponed until consideration of the Bill which the Government intends to bring down. That Bill will be presented without delay; I think it will be presented for the consideration of the House not later than next week. In those circumstances, I do not think it necessary for me to spend any time in dealing with the aspects of the Bill now before the House. I propose moving to delete the word "now" in the motion before the House and, if that is accepted, to add words to the motion as follows: "after consideration of a Bill to be introduced by the Government this session to extend the franchise for the Legislative Council to the wife of an elector for the Council and to the occupier of a self-contained flat."

Those two items represent the points of policy which were specifically given to the people in the speech of the Premier at the elections last March. The motion will then be to this effect; "That the Bill be read a second time after consideration of the measure which the Government intends to bring down in implementation of the policy on which it went to the people." I accordingly move an amendment—

That the word "now" be struck out of the motion with a view to inserting the words "after consideration of the Bill to be introduced by the Government this session to extend the franchise for the Legislative Council to the wife of an elector for the Council and to the occupier of a self-contained flat."

As a consequence of that move, the Bill presented by the member for Northam was placed at the bottom of the notice paper to await the consideration of the Government's Bill when it was introduced. In due course, in order to save its face, the Government brought the Bill down and there was no trouble about its going through. We could hear members opposite saying, "Let it go to another place. There is no need to say anything about it here, and let us wait until it goes to the other House. They will know what to do." That is the attitude the Government adopted. By that means, members opposite sought to save the face of the Government in this House. The Bill duly went through this Chamber and was sent to another place. Can members imagine the members of the Legislative Council voting

as a Government party in favour of it? On the other hand, they voted against it and threw it out. That was the best way of dealing with it. They did not desire to injure the interests of their best friends and so the Bill went out of the window in the Legislative Council. The old gentlemen in that House saw to that. The Government knew that was the way to deal with it and they did not want to reform the Council at all.

The Minister for Housing: You compliment us!

Hon. J. B. SLEEMAN: Of course, it is said that the Legislative Council is a non-party House, but we know how much it is a Chamber of that sort. We know what happens when the Government wants something passed and what happens when it wants something thrown out. We have seen that happen in this House from time to time. A Bill has been introduced and members opposite have let it go through. They have said that they could not oppose it in this Chamber because it would look bad for them with the electors. So up the Bill goes to the old gentlemen and out of the window it is hurled. They can be trusted to put the finishing touches on it for the Government.

Hon. F. J. S. Wise: Members of the Liberal Party voted against the Bill you mentioned.

Hon. J. B. SLEEMAN: Of course they did. It was sent to another place in order that it might be thrown out. I am waiting to see whether the Government will bring down another Bill and let the Council throw it out, or whether it will tell the Council to carry out the policy of the Liberal Party and the Country Party and pass the Bill. Quite a lot of the candidates in their speeches during the election campaign promised this reform, but the Government saw to it that the Bill was not passed.

Now I wish to refer to the Royal Commission on Betting. I suppose the present Government will go down in history as the Royal Commission Government, for that is what we are getting—government by Royal Commission. This Government has had Commissions on this, that and everything. As to the Commission on Betting, the main question to be considered today is not the

question that was put up to the Royal Commission but shop betting. Whether shop betting is right or wrong, I do not intend to argue now, but that Commission had a right to be allowed to take evidence on shop betting and make a recommendation as to whether it should be permitted to continue or not. If I so desired, I could read to the House the report of the Royal Commission on Shop Betting that sat in South Australia in order to show members what was thought of it there. But the Government said in effect to the Commission, "We are going to authorise you to make an inquiry, but have cut out of the terms any reference to shop betting." The result was that the question of shop betting was not inquired into at all. Yet, as I have said, that is the main question to be considered.

What does the Government propose to do about it? Is it going to bring in legislation to squash betting shops entirely, or is it going to bring in legislation to legalise such shops and allow such betting to continue? No Government in the world can stop betting, so why not do something to control or legalise it? There is just as much hope of stopping the tide as there is of stopping betting. Why does not the Government follow the example of America? Prohibition was tried there and, when it was found to be ineffective, that country returned to the old order. I want to know whether the Government proposes to bring down legislation one way or the other. Let Ministers have the guts to bring down a Bill! If they are opposed to shop betting, let them bring down legislation and try to stop it or, failing that, let them bring down a Bill to legalise it so that it may be controlled. The time has arrived when something must be done.

Fancy talking of legalising betting on the racecourses! For years magistrates and J.'s P. have been going out to the racecourses on Saturday and betting, knowing full well that it was illegal, and then they have taken their seats in the court on the following Monday and fined men £60 or £70 for betting. Could anything be more ridiculous? I repeat that the time has arrived when something must be done. Let us know the policy of the Government. If the Government is afraid to bring down a Bill to legalise shop betting, let it take

steps to squash it and then we shall know where we stand. Instead of empowering the Commission to deal with this aspect, the Government authorised it to inquire into telephone betting. It is ridiculous.

There is another thing the Government is doing for its friends; it is removing from boards and committees anyone with Labour leanings. I shall not deal at length with this matter, because the member for South Fremantle did so last night. The removal of the member for North-East Fremantle from the Senate of the University is about the most awful thing that ever was done. I defy anybody to say that the hon. member was not a fit and proper person to occupy a seat on the Senate. He knew the job, is a man of experience, and had been Minister for Education.

The most ridiculous part of the whole affair was the excuse given for his removal. If there had been a legitimate excuse, I would have had no complaint, but the letter sent to him expressed regret at standing him down, but said that an accountant was wanted on the Senate. Yet the member for North-East Fremantle is a certificated accountant. That fact was overlooked. The Minister for Education laughs. Perhaps he does not know anything about the letter that was sent to the hon. member. I have seen the letter and that is all it says. If a certificated accountant were required, there was one available in the hon. member, and what better could have been done than to retain his services on the University Senate?

Hon. A. R. G. Hawke: The Government wanted a Liberal Party man.

Hon. J. B. SLEEMAN: The Government knew the calibre of the member for North-East Fremantle and knew that he was quite capable of filling the position. His experience and other qualifications were well known, except perhaps that he was a certificated accountant. The Minister for Education continues to laugh. I shall give him something to laugh about. During the election campaign he promised what he would do to improve the housing position. The housing position today is no better than, and I do not think it is as good as, it was when the election took place.

The Attorney General: Utter rot!

Hon. J. B. SLEEMAN: The Minister ought to be an expert on rot. The Minister for Education said—

The Housing Commission will resume home building at lowest rates of interest. There are ample funds available for this purpose.

The Minister cannot laugh this off. How many houses have been built under those terms? Have any workers' homes been built since the present Government took office? The Minister said definitely that the Housing Commission would resume home building at the lowest rates of interest and that there were ample funds available for the purpose. If ample funds are available, why has he not used some of them? People are crying out for workers' homes, and apparently there is no excuse for his not going ahead. I want to know why he has not carried out that promise.

I have had people coming to me and telling me of their efforts to get homes, and I have not known of any one or two-unit families that have succeeded in getting homes. If such homes are being built, they are apparently going to the Minister's political friends, not to anyone else. The members representing the three electorates at Fremantle have been battling for years to get homes for some of their people, but unsuccessfully. Some of them are living on verandahs; one was living in an incubator room. When this case was reported on, it was stated that the occupants were satisfactorily housed. If the Minister will start some of these promised houses under the old workers' homes scheme, with the money that is available, it will be acceptable to many people.

Now I come to the matter of the increase in motor license fees. That reminds me of one occasion when I heard the member for Nedlands speaking over the air. In the course of his remarks, he spoke about the Government getting away with the loot like a thief in the night. Last year the Government increased the license fees on motors, notwithstanding that the petrol ration was reduced. When I raised the question, I was informed that it was not known that the ration was going to be cut down. If that excuse was legitimate at the time, it is not legitimate now. There have been two or three cuts in the petrol allowance since then, a cut last year when the license fees were

increased, another at the end of the year, another since then, and we are promised still another in September. In view of this, why does not the Government reduce the license fees now, especially when the mileage that can be covered by private cars has been so greatly reduced?

The Minister for Education: You know that six other reasons were given.

Hon. J. B. SLEEMAN: I do not know anything of the sort. The only reason was that there was no idea that a cut was imminent.

The Minister for Education: There were six other reasons. How would you expect the local authorities to carry on their work with reduced revenue in face of their increased costs?

Hon. J. B. SLEEMAN: I am not troubling about that.

The Minister for Education: Of course, you would not.

Hon. J. B. SLEEMAN: What I am troubled about at present is that the motorists should not be called upon to pay the fees now being charged. It is ridiculous to think that private motorists, who can travel only a few miles on the petrol allowed them, should be called upon to pay such high fees. If there is to be a further increase in the fees next September, it will be just as well to put the cars on blocks.

The Minister for Housing: You will find that the motorists will not do that.

Hon. J. B. SLEEMAN: Everything goes up, the fees, insurance and so on. Had the Government any initiative, it would take steps to provide the people with petrol. I do not mean petrol from the pool. There are other parts of the world where petrol is being produced fairly cheaply; and if this Government had any initiative it would erect a plant to produce petrol. The member for Mt. Magnet explained to the House last year that there were countries where petrol was being produced for 10 cents per gallon.

The Minister for Education: What from?

Hon. J. B. SLEEMAN: The member for Mt. Magnet told the House that last year, and he produced documentary evidence in support of his statement. He said that petrol was being produced from peat and inferior coal, the most inferior coal. The member for Greenough will agree with me

that any quantity of coal is available, so why not erect an experimental plant with a view to supplying the people with petrol?

The Minister for Housing: The Commonwealth Government has spent millions on that already.

Hon. J. B. SLEEMAN: I do not think it has.

Hon. F. J. S. Wise: It has spent it on shale deposits, not coal.

Hon. J. B. SLEEMAN: Why could not the Government manufacture petrol from coal? Has the Government started any industry, as it promised to do? This is an industry which it would be reasonable for it to launch. The previous Government commenced many industries, including the potash industry. It founded Wundowie, which this Government did its best to close down but it could not obtain a recommendation to that effect, notwithstanding that it appointed a Commission to inquire into it. Had the Government received a recommendation to close down those works, there would be no Wundowie today. Now let me take the Ministers seriously and see how they stand up to their promises. The Minister for Works promised to make every effort to reduce living costs and taxation. We know what he has done. Among other things, fares have been increased. He has not reduced taxation, as far as I know. He cannot even find time to travel 12 miles to Fremantle, as he was requested to do, to make an inspection of some work required to be done there. I do not think he has done his job well and it is about time that he saw his way clear to make the 12-mile trip to Fremantle. I notice he has been able to travel hundreds of miles throughout the country districts.

The Minister for Education: You will make yourself believe that it is Christmas Day soon.

Hon. J. B. SLEEMAN: I will not, nor will I make myself believe that the Minister for Education is Father Christmas, either. The Minister for Works promised a solution of the housing problem.

Hon. F. J. S. Wise: They all promised that, the whole lot of them.

Hon. J. B. SLEEMAN: The Minister said the needs of no-one would be overlooked. The Minister for Railways and Transport

has certainly improved the organisation of the Tramway Department, because he has increased tram fares. He has also increased bus fares and an increase in railway freights is in the offing. This reminds me of a little boy who said to his mother, "Mummy, why did they do that in Parliament? I have to pay 2d. instead of a penny for my fare." His mother said, "Parliament did not do that; the Government did it."

The Minister for Education: You had better tell the boy that we did not put up children's fares. You should get your facts right.

Hon. J. B. SLEEMAN: That is what he told his mother. I think the fares for children must have been increased, otherwise the boy would not have said so.

The Minister for Education: The fares must have been increased in Fremantle, where the Government does not control the trams.

Hon. J. B. SLEEMAN: But this occurred in West Perth, not Fremantle. Then the Minister promised severe reform in and improvement of hospitalisation, but he certainly has not kept that promise. The member for Wagin had to take him to task over the hospital accommodation at Lake Grace. The next promise was an amendment of the Legislative Council's franchise, with a better definition of the powers of the Legislative Council. We know what the Minister for Works did in this connection. His friends tossed the Bill out. The Minister for Education also made a few promises. He said that the Housing Commission would resume home building at the lowest rates of interest, as ample funds were available. Permits to build were to be issued in those cases where hardship was proved. I have given instances of many such cases which have not received much consideration from the Commission. He also promised prompt transport of goods from the Eastern States in order to do away with the permit system. How has he fulfilled that promise?

Now I come to the Premier. He benefited his friends in the North by a reduction in the freight on their cattle, and at the same time, he gave the Black Diamond leases at Collie back to his friends. But the poor dog trapper, working in rough country, got a little less to live on. The

Minister for Housing promised liberalisation of the franchise for the Legislative Council. He piloted a Bill last session and followed it to another place, where it was suitably dealt with. The Minister for Lands reminds me of an election circular that I saw in Middle Swan. When it was opened it was blank; there was nothing in it. The Minister for Lands is in the fortunate position of having an able Minister for Agriculture; anything of a controversial nature is conveniently pushed on to him. He can carry the baby. The Minister passes the buck on to him.

Mr. Graham: What has the Minister for Agriculture done?

Hon. J. B. SLEEMAN: I think he is doing a good little job. I believe in giving credit where credit is due; and when a Bill was brought down last session to make him a full-time Minister, I supported it heartily. Unfortunately, it was defeated; but I supported it because I thought he was doing a good job and was one of the workers of the Government. The Minister for Lands is fortunate in having a man like him to shove anything controversial on to. The Minister for Railways is the gentleman who helps to reduce the cost of living by increasing the tram and bus charges, and in the next week or two I suppose we will have increased freights and fares on the railways.

The Minister for Education: You seem to be in disagreement with your leader on this subject, because he told us last week we had to contemplate increased revenue from these enterprises.

Hon. J. B. SLEEMAN: I am not bothering about him but am making my own speech. The Leader of the Opposition is entitled to tell members what he thinks.

The Minister for Education: I just wanted to make it clear that you might disagree with him while we might agree with him.

Hon. J. B. SLEEMAN: The Attorney General promised to do a lot of things for hospitals.

Mr. Marshall: Who is the Attorney General?

Hon. J. B. SLEEMAN: The member for North Perth. He has done nothing for hospitals. He opened the Royal Perth Hos-

pital with a blare of trumpets. He contributed about two per cent. towards the establishment of that hospital and the previous Government did the rest. It fell to his lot to be lucky enough to open the hospital and to show what a wonderful building his Government had provided.

The Minister for Works: Due recognition was given to the previous Government for what it did.

Hon. J. B. SLEEMAN: Was it?

The Minister for Works: Had you been there you would have known that.

Hon. J. B. SLEEMAN: Was the Minister there?

The Minister for Works: Yes.

Hon. J. B. SLEEMAN: Was the Minister satisfied that ample recognition was given?

The Minister for Works: I voiced that recognition myself.

Hon. J. B. SLEEMAN: Did the Attorney General voice it?

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

Hon. J. B. SLEEMAN: If you would stop these people from interrupting, I would not have to answer them. The position with regard to hospitals at Fremantle is worse today than it has been for many years. Members opposite claimed that there were cobwebs over the hospitals. I think the Attorney General must have got tangled up in the cobwebs, because they have not been removed. The member for Wagin had to complain to his own Government the other day about the condition of hospitals in his district. So the Attorney General has done nothing for hospitals.

That brings me to another thing; he has done nothing about the fishing industry. The fishing fleet is practically at a standstill and the Attorney General either cannot or will not do anything to help the fishing fleet to go out and provide the wherewithal to keep their families. The stores are packed with fish and cannot get rid of them. It has been known to the Attorney General for many weeks, but nothing has been done about it. I hope that for the benefit of my suffering electors, he will bestir himself and

do something to see that the fish is sold and that the men can go out and make a living.

The Minister for Education: Why catch more fish if the stores are packed?

Hon. J. B. SLEEMAN: Why not help them to get rid of the fish that are here?

The Minister for Education: Why go out if you cannot sell what you have?

Several members interjected.

The DEPUTY SPEAKER: Order!

Hon. J. B. SLEEMAN: I am glad you have stopped them! We come now to the Honorary Minister. I regret she is not here.

Mr. Bovell: You should write a special edition of "Who's Who."

Hon. J. B. SLEEMAN: The hon. member would not be in it if I did. The Honorary Minister promised to provide plenty of materials for this State. I am informed—and I think this is true—that she arrived in Adelaide the day a ship left there, and a wire was sent to the Press so that she could get a little puff par. to the effect that she hoped the people of Western Australia would be pleased to hear that a shipment was being sent from Adelaide, etc., etc. She had nothing to do with it at all. Let us hear some Minister say that she had! As a matter of fact, there is a committee over there that deals with the matter and we have two gentlemen—Mr. Miles, and another man whose name I do not remember—in Melbourne and Sydney.

The Minister for Education: We must carry out the Deputy Speaker's orders and not interject.

The DEPUTY SPEAKER: Order!

Hon. J. B. SLEEMAN: They are the people who manage this business and she has nothing to do with it at all. No matter how much the Government tries to boost her up and no matter how much she tries to make the people believe she is responsible for these things, the fact remains that she has not much to do with it at all. She may appeal to them, but so might the Leader of the Opposition, or any other person. She has not much say. I notice that yesterday she did not know there was a shortage of wool. She is the only woman in Australia that did not.

I travelled through the Eastern States for a couple of weeks recently and everywhere, in trams and buses and trains, I heard women complaining that there was no wool except baby wool, and they wanted to know what could be done about it. They talked about it amongst themselves and were not too pleased. I know it was said that there was to be no wool until the price went up; so if the Honorary Minister knows anything about the requirements of the people she should know that women have no wool and are not likely to get any until something is done about the price. If the Honorary Minister is interested in the requirements of women in this State she should bestir herself to see that something is done to provide the wool that is so badly needed. I see that the time is up, so I will not delay the House any further. If there had not been so many interjections I might have finished earlier.

On motion by Mr. Smith, debate adjourned.

House adjourned at 6.15 p.m.

Legislative Council.

Tuesday, 10th August, 1948.

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

QUESTIONS.

ELECTRICITY SUPPLIES.

As to Government Charges to Municipalities and Railways.

Hon. A. THOMSON asked the Chief Secretary:

(1) What are the terms and conditions of control whereby electricity is supplied—

(a) to the Perth City Council;

(b) to the Fremantle Municipal Council;

(c) to the Commissioner of Railways?

(2) What is the price per unit?

(3) What is the total accumulated loss sustained by the Government in supplying electricity to these bodies since the inception of these contracts or agreements?

The CHIEF SECRETARY replied:

(1) (a) These are set out in the schedule to Act No. 34 of 1913, copy attached. Agreement was for 50 years terminating in 1963. Maximum rate chargeable 0.75d. per k.w.h.

(b) Terms and conditions of control whereby electricity is supplied to the Fremantle Municipal Tramways and Electric Lighting Board (not to the Fremantle Municipal Council) are as set out in an agreement between the Premier and the Commissioner of Railways on the one part and the board on the other. Copy of agreement attached. Term 25 years with right of renewal for further 25 years. Terminates 1966. Maximum rate chargeable 0.85d. per k.w.h.

(c) No special agreement exists between the Electricity Commission and the Commissioner of Railways regarding electricity supply. The conditions regarding price are shown in reply to question (2).

(2) (a) 0.75d.

(b) Fremantle Municipal Tramways and Electric Lighting Board 0.85d.

(c) (i) Tramways—0.85d.; (ii) Midland Junction Workshops—0.8d.

(3) The Electricity Commission has only controlled electricity supply over the last two years. Owing to variations in load factor, varying efficiency of the generators at East Perth, and varying lengths of transmission mains it is not practicable to make an accurate estimate of the losses incurred as between these three supplies.

The approximate working losses for the two years in supplying electricity to the three bodies total around £90,000.

Papers.—The Act No. 34 of 1913 and the agreement, referred to in (1) (a) and (1) (b) above, were laid on the Table.