

been wise to do so once the Government had made the decision to ask Parliament to amend the Act. Clearly, if Parliament approves of this amending Bill, the field from which a selection might be made could be widened. If, on the other hand, Parliament rejects this Bill, the field from which a selection could be made will, I think, be considerably narrowed. I do not think we should expect any person to make himself available for appointment to a position of this kind if he knows that the financial situation will be one that could involve him in loss and subsequent difficulty. I believe no State is entitled to ask that of any citizen, no matter how much might be his private means. I feel that the position should be given a salary and associated expenses consistent with the great importance and dignity of the office.

Mr. Roberts: Has the Government considered the provision of a home in London for the Agent General?

The PREMIER: We have not considered that, nor do I think it would be wise for the Government to become involved in expenditure of that kind, because what would suit one Agent General and his wife might not suit the next Agent General and his wife. I move—

That the Bill be now read a second time.

On motion by Hon. D. Brand, debate adjourned.

House adjourned at 5.35 p.m.

Legislative Council

Tuesday, 30th July, 1957.

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

QUESTIONS.

TRANSPORT.

Perth-Bunbury Road and Rail Services.

Hon. G. C. MacKINNON asked the Minister for Railways:

(1) To what extent have road buses been replaced by rail transport between Perth and Bunbury?

(2) What type of rail service has replaced the road service?

(3) What was the financial profit or loss sustained in the last year of operation by the road service replaced?

(4) What is the estimated financial profit or loss expected on the rail service replacing the road service?

(5) What staff has been discharged from the replaced road service?

The MINISTER replied:

(1) and (2) The weekly Perth-Bunbury road and rail services have been reorganised and altered as follows:—

Bus service reductions:

Five trips Perth to Bunbury.

Four trips Bunbury to Perth.

Bus service additions:

One trip Brunswick Junction to Perth.

Rail service reductions:

Six rail car services each way.

Rail service additions:

Three rail car services each way.

One steam service each way.

(3) Financial results for each trip are not compiled separately. The whole Perth-Bunbury road service showed a profit of £1,200 for the year ended the 30th June, 1957.

(4) Financial results for each train service are not compiled separately. The saving in operating costs expected from the change shown in Nos. (1) and (2) is approximately £3,250 per annum.

(5) None.

EDUCATION.

New Classrooms, Metropolitan and Country.

Hon. N. E. BAXTER asked the Chief Secretary:

(1) How many classrooms have been built for primary schools for the years ended the 30th June, 1955, 1956 and 1957—

(a) in the metropolitan area;

(b) outside the metropolitan area?

(2) What was the cost of erection of primary schools and additional classrooms at primary schools for the years ended the 30th June, 1955, 1956 and 1957—

(a) in the metropolitan area;

(b) outside the metropolitan area?

The CHIEF SECRETARY replied:

(1) 1955—

(a) Metropolitan	....	79
(b) Country	....	66

1956—

(a) Metropolitan	....	117
(b) Country	....	44

1957—

(a) Metropolitan	....	54
(b) Country	....	7

(2) 1955—

		£
(a) Metropolitan	....	363,752
(b) Country	....	410,402

1956—

(a) Metropolitan	....	322,239
(b) Country	....	84,029

1957—

(a) Metropolitan	....	362,966
(b) Country	....	130,244

The apparent difference between the number of classrooms erected and the cost each financial year is due to deferred payment.

RAILWAYS.

Goods Consigned from Geraldton to Perth and Fremantle.

Hon. L. C. DIVER (for Hon. L. A. Logan) asked the Minister for Railways:

What tonnage of goods received in Geraldton railway yards is forwarded to Perth and Fremantle via—

- (1) the Wongan Hills railway line;
- (2) the Midland railway line?

The MINISTER replied:

For the year ended the 30th June, 1957, the figures were:—

- (1) To Perth—57 tons departmental traffic.

To Fremantle—nil.

- (2) To Perth—4,942 tons.

To Fremantle—5,046 tons.

GERALDTON HIGH SCHOOL.

Domestic Science and Water Supply.

Hon. L. C. DIVER (for Hon. L. A. Logan) asked the Chief Secretary:

(1) Is the Minister aware that there is no domestic science centre at the Geraldton High School?

(2) Is he also aware that because the old building at the primary school, which both high school and primary school girls are forced to use, is inadequate, some of the girls are prevented from having full tuition in this branch of education?

(3) When will the provision of a domestic science centre, which is an urgent necessity, be commenced?

(4) What has been done by the department in locating an adequate water supply at the Geraldton High School for the purposes of watering the grounds and oval?

The CHIEF SECRETARY replied:

(1) The Geraldton High School has a home science centre in the grounds of the primary school.

(2) Primary school girls do not use the centre.

(3) It is intended to provide new centres on the high school site as soon as funds are available.

(4) A scheme for the provision of water for reticulation purposes has been prepared but deferred owing to shortage of funds.

IRON ORE.

Cost of Mining and Haulage from Koolyanobbing.

Hon. N. E. BAXTER (for Hon. A. R. Jones) asked the Chief Secretary:

(1) Is the iron ore mined at Koolyanobbing for the Wundowie works done on a contract basis or by day labour?

(2) What is the cost per ton at grass for mining the ore at Koolyanobbing?

(3) What is the cost per ton for cartage of ore from Koolyanobbing to railway trucks at Southern Cross?

(4) What is the price per ton-mile paid to the railways for haulage of ore from Southern Cross to Wundowie?

(5) Is the price charged per ton-mile the same on all types of ore over all parts of the railway system?

The CHIEF SECRETARY replied:

(1) Contract basis.

(2) This is confidential information.

(3) This is confidential information.

(4) The price is 2.68d.

(5) No. It depends on value per ton of different ores.

BILL—WESTERN AUSTRALIAN MARINE ACT AMENDMENT.

Introduced by the Minister for Supply and Shipping and read a first time.

BILL—SUPPLY (No. 1), £21,000,000.

Second Reading.

Debate resumed from the 25th July.

HON. J. McI. THOMSON (South) [4.33]: Before this measure is disposed of, there are one or two matters which are of concern to a number of people throughout the State and about which I would like to comment. The subject of migration is of considerable importance and interest to everybody in the State and throughout the Commonwealth. Especially important

is the "Bring out a Briton" campaign about which we have heard a good deal in recent weeks.

I am of opinion that it is essential each State should receive a properly balanced intake of skilled workers along with unskilled workers; because when there is a recession—which occasionally occurs—the unskilled men and women are the first to be affected. Consequently we should give close attention to ensuring that there is a better proportion of skilled personnel in the overall picture.

Amongst the skilled personnel, I would like to see a fair proportion of professional men and women, such as young doctors, nurses and dentists. We are still very short, too, of physiotherapists and speech physiotherapists; and I consider there is ample scope in this State for qualified persons to make a good living in those occupations.

In regard to the dental profession, many of us are well aware of the dearth of dentists in large country towns and districts. I would mention, for instance, such places as Wagin, Mt. Barker, Gnowangerup, Lake Grace and Corrigin; and I am sure that there are many other places, similar in size and area, which are likewise affected. I feel that there are ample opportunities for young men of vision and enterprise to come to this State. Such men could operate their own mobile dental clinics and travel from town to town within the district in which their main surgeries were situated.

We are also aware of the shortage of doctors and nurses in various country districts. This knowledge, and the "Bring out a Briton" campaign to which I have already referred leads me to a consideration of the all-important role which Savoy House plays, or should play, in the matter of migration. I emphasise Savoy House, and would point out that I am not confusing it with Australia House, as is sometimes done when migration matters are being discussed.

It is my opinion that a more frequent exchange of senior officers between London and this State is most desirable and would be advantageous to people seeking information from Savoy House prior to coming here. Such an exchange would enable the officers concerned to have a wider knowledge of the opportunities offering here and the prevailing conditions. Officers who had had the benefit of staying here for a while would become fully qualified to act as salesmen of Western Australia to those calling at Savoy House for information.

From evidence that we receive from time to time, it is quite apparent that there is a definite desire for a more precise knowledge of the conditions and opportunities offering in this State. If that knowledge were imparted, it would tend to

prevent a good deal of the misunderstanding which arises from time to time concerning the housing and employment situation in Western Australia.

I do not wish to cast any reflection upon officers at Savoy House or to criticise them for any lack of courtesy and attention to the requirements of people seeking information about our State; because, without exception, every person with whom I have come in contact who has had dealings with Savoy House, has emphasised that he has received the greatest courtesy from those officers. But I think the time is opportune to raise these matters in view of the contemplated appointment of a new Agent General.

I desire next to refer to several aspects of education that are causing concern to those interested in the question in this State. The anticipated enrolment figures for 1960 are alarming in view of the present classroom position, and no doubt the Government will bear in mind the necessity to provide adequate State school accommodation throughout Western Australia. I understand that these schools have been asked to provide statistical information to the department with regard to their expected enrolments for 1960, and I believe a petition has been circulated throughout all the States seeking Commonwealth financial aid for the education requirements in the various States in the Commonwealth.

Education must be considered as a matter of major importance; and we cannot afford any longer to accept the cheese-paring attitude which has been apparent from time to time on the part of the State, and which has been accentuated by the sharp increase in the national birth-rate and the impact of migration on our population in recent years. I consider it is incumbent on the Commonwealth Government to aid the States in providing facilities for education; and I believe most members will agree, also, that it is desirable that the school-leaving age should be raised if we are to keep in step with the rest of the world. If that is done we will, of course, require still more classrooms, larger playing fields and a considerable extension of technical education.

I believe a revised curriculum is necessary for the junior high schools as I feel the subjects available in junior high schools should be more comparable to the curriculum of the five-year high schools. At present children wishing to attend five-year high schools find themselves in difficulty owing to the differences that exist between the two curriculums. As an example, no languages are taught in junior high schools; and the same applies largely to science, although I admit that they do have a course in general science. However, if a student desires to go on to the five-year high school

and wants to take as a subject biology, physics or chemistry, he or she is placed in an invidious position, owing to the differences that I have mentioned between the two curriculums. The position is such that it calls for adjustment, and I trust there will be an early review of the position along the lines I have suggested.

Another matter of considerable concern to all who have the welfare of this State at heart is our apparent inability to attract overseas capital to Western Australia, and I believe the Government should ask itself why it is we are not able to attract to this State capital such as we see being invested in South Australia and Victoria by overseas investors. What does our State lack in attraction to potential investors? Does it for some reason not inspire confidence in such people? A glaring instance of our failure to secure such investment for this State was that of a large cigarette-manufacturing company, which announced its intention of establishing a factory here but which later changed its mind and went elsewhere.

It seems to me that Western Australia is missing wonderful opportunities by not attracting overseas capital, and I wonder whether the Government has given thought to an appointment of a trade commission which could send delegations overseas in an endeavour to sell this State and its possibilities to potential investors.

Hon. G. Bennetts: The other States are more central, as regards population.

Hon. J. McI. THOMSON: I do not think that presents any insurmountable difficulty, and I know personally of one firm that was prepared to spend £150,000 in the development of 20,000 acres of land in the southern portion of the State. But when the question was discussed with the department or the Minister for Agriculture, the potential investors were so discouraged that they felt it was no use pursuing their plans further, and so they went elsewhere to invest their money.

A further instance was that of a person who was prepared to invest a considerable amount of money in the Great Southern area—I believe several hundreds of thousands of pounds—in the development of virgin land, pasture improvement and stocking. But that proposition, too, was turned down coolly; and, unfortunately for that part of the State—and particularly the port of Albany, which would have benefited from the proposed development—that investor also went elsewhere. We read, in His Excellency's Speech of the Government's desire to encourage the coming of overseas capital into Western Australia; but in the two instances I have quoted, the opportunity has been thrown away. Much investigation could be made, and I trust that the Government will see fit to encourage those

people who are desirous of coming to this State to invest their capital to foster primary production and secondary industries.

I do not wish to weary the House, but there are one or two other matters to which I would like to refer. One of these, in particular, is civilian land settlement. I think that, on account of the high cost of clearing to bring land into production, we have now reached a stage where the State Government, in conjunction with the Commonwealth Government—which, of course, holds the purse strings—could encourage civilians to settle on the land in Western Australia. The only way that land can be developed these days is through the efforts of established farmers who are able to increase their activities in regard to land development so that they can assist their sons to go on the land.

Nevertheless, there are many young men without capital—several who have come from overseas—who are very keen to settle on the land; and I think that the State, therefore, could readily enter into an arrangement similar to the war service land settlement scheme to assist these young men as much as possible. Such assistance could continue at least until such time as circumstances and conditions will enable assisted civilian settlers to make a good living out of land development.

I would like to reply to the statements made by Mr. Watson the other evening regarding the transport position in the Jerramungup area. Whilst he was speaking, he invited me to check one or two points. I would have done that irrespective of the hon. gentleman's invitation, because I was particularly interested to pursue such an inquiry. On making my investigations, I found that the Transport Board is calling for tenders in accordance with the tender schedule that I have here now. Mr. Watson stated that the tender was for the conveyance of all goods from the Jerramungup area to Albany, such goods including super, fuel and oils. According to this tender form, tenders are called for three years; and, for the information of the House, I will now read parts of it. It is as follows:—

Conditions of Tender.

Tenders are invited for the transport of 1957-58 harvest wheat and coarse grains and the back-loading of farmers' superphosphate requirements as follows:—

The various districts are then enumerated, but I will refer particularly to district "G," that reference being—

District "G"—Gnowangerup Eastwards:

- (1) Farms in the Needilup, Jerramungup, Corackerup and Gairdner River areas to receive bin at Ongerup—wheat, oats and six-row barley.

- (2) Receival bins at Kebaringup, Borden, Toompup and Ongerup to Albany—wheat and six-row barley.
- (3) Receival bins at Kebaringup, Borden, Toompup and Gnowangerup—oats.
- (4) Receival bin at Formby to Gnowangerup—wheat.
- (5) Albany to farms in the Kebaringup, Borden, Toompup, Ongerup, Needilup, Jerramungup, Corackerup and Gairdner River areas—superphosphate.
- (6) Farms in the Kebaringup, Borden, Toompup, Ongerup, Needilup, Jerramungup, Corackerup and Gairdner River areas to Gnowangerup—two-row barley.

There is no reference whatsoever in this tender form—which I have received from the Transport Board—of tenders being called for the transport of goods from the Jerramungup area to Albany, as mentioned by Mr. Watson last week. There is no proposal, either, to erect receival bins at Jerramungup.

Hon. H. K. Watson: I did not say there was.

Hon. J. McI. THOMSON: The hon. member did not say there was?

Hon. H. K. Watson: I said it was the logical thing to do.

Hon. J. McI. THOMSON: Logical though it may be, there will be no receival bins erected at Jerramungup, at least not until after the 1959-60 harvest. The cost of erecting such bins would run into many thousands of pounds.

Hon. H. K. Watson: What is the cost of the subsidy at the moment in the Jerramungup area?

Hon. J. McI. THOMSON: It is nowhere near what would be the cost of erecting receival bins at Jerramungup. The difference would be very considerable. The cost of erecting those bins would be far in excess of the subsidy being paid now.

Hon. H. K. Watson: Don't you think the farmer is entitled to his bins?

Hon. J. McI. THOMSON: I did not say that he is not; I am merely replying to what the hon. member said. Already there is 40 per cent. more storage space than there is wheat available. So, taking that fact into consideration, together with the high cost of erecting the bins, the Government—and far less C.B.H.—would not want to build any bins at Jerramungup. Mr. Watson, of course, may have become confused over the fact that, on the 17th January, the Transport Board did recommend that receival bins should be erected at Jerramungup; but, as I have

stated, in view of the surplus of storage space and the high cost of erection, such a move is not attractive to either party. The storage bins at Ongerup are the largest in the State. They have a capacity of over 600,000 bushels. Then, of course, other bins—along the line back towards Gnowangerup—are sufficient for any wheat that is available.

I wish to refer to the area from Jerramungup to Albany which would be served by transport free of permits, and to which Mr. Watson made reference. I know, of course, that this area has been extended to give more freedom in regard to the transport of goods. Up until recently it was a question of being 10 miles south of the Ongerup line. We know now, however, that it is extended to 10 miles north of Ongerup on a line extending back towards Kebaringup. It is in this area where farmers can convey goods from a line east of the Great Southern line, south of Kebaringup to Albany without obtaining a permit. That is well known to us all.

However, owing to the state of the roads, the farmers, generally speaking, would prefer another form of transport rather than use that road in its present state, because their vehicles are not capable of carrying the loads they would have to carry. Also, it is far more profitable, during the harvesting period, for the farmer to spend his time in the paddocks instead of being engaged in the task of conveying grain to Albany. If necessary, he could perform that duty in his leisure time at the completion of the harvest; but, unfortunately, we know from experience that some settlers at Jerramungup were put to a great deal of expense because a contractor delayed shifting their wheat, and it was damaged by heavy rain whilst awaiting transhipment from the paddocks to the bins at Ongerup. If a farmer was conveying his wheat to Albany during the harvesting period—which is his busiest period—a similar circumstance could befall him.

Hon. H. K. Watson: Are you arguing against road transport?

Hon. J. McI. THOMSON: No; I am not. I am merely replying to the hon. member. I am saying there are certain aspects which should be considered, but which were not taken into consideration in the hon. member's remarks.

I will now quote a letter written to the editor of the "Gnowangerup Star" on the 10th July last by the secretary of the Gnowangerup Road Board. It reads as follows:—

re: Proposed closure Gnowangerup-Ongerup Railway.

In a letter dated 17th June last written to me by the Transport Board stating that the date on which this

line would actually cease operation would be notified later, it is stated—and I quote—

The Main Roads Department is fully au fait with requirements and is "programmed" to meet any demands likely to be made upon the roads. Certain work is to be undertaken early in the new financial year. The whole programme will be spread over three or four years and when completed will provide a high standard of conditions on the roads affected.

Relying on this statement, and being anxious to give details to the people of the districts east of Gnowangerup of the road improvements likely to eventuate, on the 18th June I wrote to the Commissioner of Main Roads quoting the above extract, and asking for information as to the programme. The main paragraph of his reply of the 25th June reads as follows:—

I cannot be presumptuous in giving detailed advice at this time of the year of what our proposals will be in the 1957-58 financial year. As you know, our programme is produced early in the financial year, and then receives consideration by the Hon. the Minister for Works. In a way also, presumption must also be refrained from in regard to forward planning as our funds are subject to Commonwealth legislation. However, the Government has agreed that on the principal roads of certain areas where railways are discontinued, the department's normal programme of improvement works is to be accelerated.

I find it difficult to draw any other conclusion than that the Commissioner of Main Roads is not "au fait" with the programme referred to by the Transport Board, and the position appears to be as unsatisfactory as heretofore.

That indicates that, although the undertaking was given by the Main Roads Department—as I stated before—that the roads are in good order and condition, when nailed down they say it is presumptuous for them to presume.

In conclusion I would say to Mr. Watson that "one swallow does not make a summer." Admittedly this particular area is one of the very few places in Western Australia where the various goods quoted can be carted conveniently owing to the short distances from the port, which was developed by the foresight of the McLarty-Watts Government. But that is not the position with all lines to be closed, as for instance, Lake Grace to Hyden, Burakin to Bonnie Rock, Brookton to Corrigin, and Katanning to Pingrup. These are far

removed from ports, and that makes their position entirely different from the area which I have quoted.

There was no proposal in the tender form of the Transport Board for the carting of all other forms of produce, including wool, direct to the port of Albany, as stated by the hon. member when speaking on the motion for rail closure last week. As he invited me to look at the question, I have done so. However, Mr. Watson will no doubt maintain he is right; while I, according to the evidence here, maintain that no such undertaking exists in this form and, therefore, we will agree to differ.

HON. F. R. H. LAVERY (West) [5.21]: First of all I desire to welcome Mr. Davies back to this Chamber and to say how pleased I am to see he has recovered in health, sufficiently to be with us again. I would also advise him to take things quietly for a little longer.

There are one or two items on which I would like to speak. Ever since I have been a member of this Chamber I have been a great supporter of the Native Welfare Department and have, to a point, resented certain criticisms of the department, as I felt that the critics had not made investigations. I want to make a criticism tonight and would advise members that I have not made an investigation.

My criticism concerns the discharge of native prisoners from the Fremantle Prison. It was my privilege, a few months ago, to visit the gaol and meet Alcoholics Anonymous. At that meeting there were a number of natives. There were not many, but quite a number were highly educated.

One of these gentlemen, who had had many sojourns in Fremantle Prison, each of which was caused by drink—he did not deny that—made a complaint to us. He is a married man, with children attending the State school, and children who have gone on to success. However, he himself has not been a success owing to drink. His complaint against the department is one which I feel should be brought to notice because it can be dealt with by the Government without a great deal of cost, but to the great assistance of the natives.

Hon. E. M. Heenan: Is this man a native?

Hon. F. R. H. LAVERY: Yes, a full-black. He stated to me that each time he has been in prison he has been treated with the utmost respect and kindness. However, his complaint is that when he moves out of the prison and walks into the open world there is no officer of the Native Welfare Department to meet either him or any other native who has been discharged from prison.

Since I have been in Parliament I have become a much greater social worker than I was in my pre-parliamentary days, and a great number of these problems sink deep within me. I feel that this man has a case which he placed so clearly and so plainly that the department must surely sit up and take notice. He says that when natives walk out of the door of the gaol, there is not a soul to meet them. They have a few shillings in their pockets, received while in gaol; and, if they go down to the railway station and get back to Moora—if they are able to get that far—they are away from temptation. However, there is no one to give assistance in any way to rehabilitate these men and get them back to the country—any country place—and so remove them from the temptations of the city.

I hope my remarks will not be accepted as criticism, but as advice to the department. These natives receive their discharge after serving, not a few days, but quite a time; and I feel they should be met by an officer, who would thereby render a social service to them.

Hon. E. M. Heenan: It applies to black and white.

Hon. F. R. H. LAVERY: I am very grateful for that interjection, because we have an officer in the prison who looks after the welfare of the prisoners while they are inmates, and I am given to understand he is a very fine chap and does a good job. However, as Mr. Heenan says, when the prisoners are discharged, there is no representative of any organisation to meet them and give them a start.

Hon. E. M. Heenan: Doesn't Alcoholics Anonymous function there?

Hon. F. R. H. LAVERY: I was not referring to Alcoholics Anonymous, but to the ordinary person discharged from the prison. That brings me to a Commonwealth social service matter, which I feel is of very great importance.

There is a Commonwealth set-up in this State which cares for unemployed men. These men, after being unemployed for a time—I am referring to persons who have had a prison term—endeavour to obtain an unemployment benefit from the Social Services Department. But they are refused for two reasons. One is—so they are told—that their work history indicates that they are not normally engaged in employment.

A young man, who had been discharged from prison after having served a term of three and a half years, went to the Social Services Department in Fremantle to register for employment relief. He filled in the necessary forms and, some days later, received a card, on which the reason for refusal was that he was not normally engaged in employment. Is that the way in which the Commonwealth Social Services Department should put a man back

on his feet? He cannot get social service benefits because he has had a term of imprisonment. It is not only the man who is just out of prison who is affected.

At present, in Fremantle, there is a committee which gives relief to the unemployed. It is composed of a grand body of ladies, who supply meals—with the assistance of the trades people, who provide goods. These meals are supplied to persons who are receiving 17s. 6d. per week from the Child Welfare Department. That 17s. 6d. is in addition to the £2 5s. which a single man gets from the Social Services Department.

But we have a number of men there who have served a term in prison for vagrancy; and who, when they come out, cannot get social service benefits. These men are living on the 17s. 6d. that is made available by the Child Welfare Department. My point in bringing this matter forward is that we have the State, at cost to the State continuing to provide social service benefits to a group of unemployed who are refused assistance by the Commonwealth Social Services Department.

I cannot support the next statement I am going to make, because I do not know about it personally. But I am given to understand that in the other States of Australia the Social Services Department does not refuse a man benefits because he has had a period in prison. To give an idea of the position as it is at the moment, we find that the Child Welfare Department is concerned about it because State money has to be spent to give these men assistance, whereas each and every person pays taxes to see that social service benefits are given to those desiring them. I have some facts here which are as follows:—

The decision of the Government to augment social service payments made by the Commonwealth authorities has been implemented and payment is being made to—

- (a) single men pending finalisation of their claims for benefits;
- (b) single men already in receipt of benefits.

In connection with (a), weeks have elapsed in some cases before a decision has been given—sometimes favourable to the applicant and in others a rejection of the claim. Where the claim has been rejected and further representations are being made, either by a member of Parliament or an organisation, this department has continued the payment of 17s. 6d. per week until finality has been reached. In some cases, representations by officers of this department have resulted in claims, which were originally rejected, being approved.

The position has now arisen where there are about sixteen or seventeen cases, which have definitely been rejected by the Department of Social Services although representations have been made by parliamentarians, religious bodies, etc. Generally speaking the reasons for refusals of benefits are:—

- (1) Work history indicates that you are not normally engaged in employment.
- (2) You are deemed to be unreferrable to employment.

These chappies are generally of the no-hoper type who have come down to the vagrancy stage. They are picked up periodically, given a term in prison and cleaned up; and then they come out looking for work, or whatever assistance can be given to them. As I said previously, the Commonwealth Social Services Department does not pay them, because they are not normally engaged in employment. The facts I have continue—

As there is little casual employment available, these men are destitute and without visible means of support. The only income they have at present is the 17s. 6d. per week paid by this department. Personally, I am of the opinion that the decision of the Social Services Department to refuse these men assistance is forcing them into further crime.

That is my point in bringing the matter forward—

The Unemployment Relief Committee of Fremantle is doing its best to try to rehabilitate men in that district. Meals are provided to this class of man free of charge whereas those in receipt of social service benefits, plus Child Welfare Department assistance are at present charged 2s. per week but will possibly have to pay about 5s. per week in the future.

Clothing is also being provided to these destitute men.

What I am trying to point out is that when these people go to prison on a vagrancy charge, or anything of that type, they are refused social services. I know this is a Commonwealth matter. I have taken the question up through Commonwealth channels, but have not got anywhere. I feel it is time some publicity was given to it to see whether something can be done for these people; otherwise we will have this matter on our conscience. We have a body of people who at some time or another in their lives were reliable citizens, but who have now reached the bottom of the bucket, as the saying is. We must do one of two things—either feed them and try to keep them within the realms of decency or—and this is a terrible thing to say—do what Hitler did and put

them in the gas chamber. Surely that should never come about in a country like ours.

The Minister for Railways: Why can't they go into the country?

Hon. F. R. H. LAVERY: Many of these people are really of the no-hoper type—the sort of fellows that we have had for hundreds of years and will have for hundreds of years to come. The point is that we pay for social service benefits to be provided by the Commonwealth. If these people did get those benefits and spent them on drink instead of food or something like that, at least they would be getting something in the way of finance to see them through life. As it is we have organisations such as those in Fremantle providing social services which are paid for by the State but which should be paid for out of the Commonwealth Social Services Department's funds.

Going a long way from this question, I drew the attention of the Traffic Department to the siting of a traffic light in Cottesloe. On the south-western corner of Napoleon-st. and Stirling Highway a light has been installed for the convenience of people travelling towards Perth. But it is very awkward to see, because it is partly under the verandah of some business premises. As a result, people have been charged—they have not seen the light—with going through on the second lane of traffic.

Lately I have watched the position there; and I find that unless a person knows where the light is, he can easily miss it until he is partly over the crosswalk. Surely the department can see that this is causing a hazard. A frame could be added to the post so as to extend the light some 15in. or so on to the highway, where it could be seen by people travelling 100ft. or so behind it; and a service would be done to the motor-
ing public.

During the last 12 months the S.E.C. has dealt with the position of street lighting, but it has not the finance to carry it out as required by the local authorities. I feel it is a sound policy that the lighting requirements of homes should be given prior consideration, despite the fact that a certain number of traffic hazards exist.

In part of my district—in the Menzies-rd. area of Riverton—the residents have made all kinds of representations over a period to get lighting. I have visited the place and taken a census of the requirements; and what is needed is a new transformer, which would cost £5,000 or £6,000. This would give current to at least another 30 houses.

I hope that in the budget now being prepared by the S.E.C. for this financial year, provision will be made for current to be supplied to the Menzies-rd. section

of the Riverton area, because it is a district that will develop quickly once electricity is supplied.

Hon. A. F. Griffith: If you achieve success, it will be after eight years of someone else's trying.

Hon. F. R. H. LAVERY: There is one other matter that I wish to refer to—Mr. Thomson mentioned this also—and that is the question of Savoy House, London. The Mayor of Fremantle, Mr. Samson, has just returned from a trip to England; and he said there is a young Englishman in the office—a man who has never been to Australia—by the name of Cave, I understand. Mr. Samson said that in his opinion it would pay the Government handsomely to bring this man out here on a three or six months' tour, because already he has a wide knowledge of Western Australia and its requirements; and if he could be brought here to see the place first-hand, it would be well worth while, and the money would be well spent.

I told Mr. Samson that I would mention this matter when speaking in the House; and now, while the subject of the Agent General is before us, is the time when some consideration should be given to it.

Hon. A. F. Griffith: There is a Bill in another place.

Hon. F. R. H. LAVERY: With these few remarks, I support the Bill.

HON. G. BENNETTS (South-East) [5.44]: As my time expires next year, and I might not be returned to this House, it is only right that I should stress some of the requirements of the people in my district.

Hon. A. F. Griffith: Getting gloomy!

Hon. G. BENNETTS: The district I represent is a very large one, extending as it does from the border of South Australia to Eucla, Esperance and Norseman, and then across to Bruce Rock and Narembreen and down to Baandee and Bullfinch. It takes in Merredin, Southern Cross and other centres. It is a large electorate to cover, but I cover it pretty regularly, and I know the requirements of the different parts of it. I am aware of what should be done to develop remote areas.

Hon. A. F. Griffith: How many copies of this will you get printed?

Hon. G. BENNETTS: One of the main industries in my province is that of gold-mining. As all members know, Kalgoorlie is the centre of the electorate; and Kalgoorlie has a population of 25,000 people, practically depending on the mining industry.

Some years ago the goldmining industry was the main one in the State; but now, of course, it has been succeeded by farming—the production of food—which is

very important. We have given much consideration to the farmers and settlers, and have done quite a lot for them; and we still are. During my recent trip to one of the big farming districts, I found that the farmers still suffer many disabilities.

I visited three farms, in a good locality. But the farmers had had bad luck because their properties were waterlogged. The country was so wet that they were unable to do any ploughing, and consequently they were set back with their seeding. In the previous year, one of these farmers had further misfortune. His crop was just about ready to be harvested when it was flattened by hail and wind, and he lost a considerable sum of money through it. Many farmers today are doing well, but we must remember that they have to make allowances for the time when they are not doing so well.

While the Government has gone to a lot of trouble to help the goldmining industry, we must do a little more than we have done in the past. The only way we can do it is by asking for the assistance of the Federal Government. The cost of production in the mining industry is increasing with every increase in the basic wage. All these increases are a burden on the mining companies; and as a result, they have to by-pass the lower grades of ore because many shareholders, who are after large profits, are not prepared to allow the mine to continue mining such ore. If certain shareholders do not get their profits, the mining companies are forced to discontinue mining the lower grades of ore; and that, in turn, shortens the life of the mines.

Great credit must be given to the Western Mining Corporation because it has spent a considerable sum of money at Bullfinch, both in prospecting and providing amenities for its employees. This company has spent over £1,000,000 and has done everything possible for its employees by building homes, and providing swimming pools and other amenities. The same thing has happened at Norseman where, without any assistance from the Government, the company has built a swimming pool for the use of employees of the mine and people in the district.

The only way we can grant further assistance to the goldmining companies in this State is by agitating for the Commonwealth Government to pay a subsidy. That agitation must come from the Government and from the people of this State. If such a subsidy could be paid, it would tide the mines over their present lean period. The price of gold is very low, and there is no chance of its being increased. The Commonwealth Government subsidises many other industries; and surely it could subsidise the goldmining industry, which is of such importance to Western Australia. Unless it does so, 25,000 people

will be forced to leave their homes, and that will mean the finish of the Goldfields area.

I would suggest to the State Government that it take into consideration the establishment of a charcoal iron plant at Southern Cross. The ore is mined there, and the charcoal iron could be manufactured at that centre and transported from there as a finished product. I heard the Minister for Mines say over the air—or I read about it in the Press—that there was not sufficient timber at Southern Cross to allow of the establishment of the industry at that centre. I have been given to understand that timber could be obtained within a few miles of Southern Cross. Therefore I think the whole matter should be investigated to see whether it is not possible to establish the complete industry in that district.

We do not want to build all our industries in the lower half of the State; we have to decentralise and establish in the remote areas certain industries which will enable those areas to keep going. Many have built their homes in these outback parts, and have invested capital in them; and if industries could be established there, people would be kept out of the city. If those who now live in the remote districts leave there to come to the metropolitan area, homes will have to be provided for them.

As regards the finding of new mines, I think the future looks rather gloomy. The Government has done a lot for prospectors by undertaking a drilling programme, and it has assisted them in many other directions. But I think the Government would give the prospectors more confidence in the goldmining industry if some better scheme than the existing one could be worked out.

Once again the question of finance comes into it. Today a prospector has to go a long way further out to do his prospecting than was the case a few years ago. To be able to do this he must have a motor-vehicle and be able to buy the petrol to run it; and petrol, like everything else, is much dearer than it used to be. Everything the prospector uses, including fracture, is more expensive; and I think that the Government could look into the question to see if something could be done about it.

There is something else that would give the people in the remote areas a better crack of the whip—I refer to a flat charge for petrol and water. The people in the country areas are paying through the nose for their petrol. I mentioned this the other day, and asked the Minister for Railways the price of petrol in Esperance; it is 5s. a gallon for standard, and 5s. 3d. a gallon for super. The greater the distance from the metropolitan area the dearer the price; and if only the price in the metropolitan area could be increased slightly, it

would reduce considerably the price to some of our outback towns. I do not want to cause any hardship to those living in the metropolitan area; but most city cars would be used for pleasure only, whereas in the country 75 per cent. or more would be used for business and commercial purposes.

A few weeks ago, the Minister for Mines, or the Government, sent a drill to Coolgardie to test the Bonnie Vale area, at the request of the local governing authority. I was present at a meeting in Coolgardie some months ago when this matter was discussed and it was suggested that the request be made. But it is the opinion of prospectors and mining people on the Goldfields that a proper test of the area was not made. I understand that only one hole was put down on this lease; and from the results of only the one test, Coolgardie could be settled forever, so far as the attraction of new capital is concerned.

In years to come, some overseas company might want to take up a prospecting area; and if it went to the Mines Department and looked at the report on Coolgardie, made as a result of the drilling of one hole, it would say that this area had proved to be a failure, whereas the area could still have a great potential. I should say that all members here would know Bonnie Vale; that was where a miner was entombed in the mine.

The Chief Secretary: Varischetti?

Hon. G. BENNETTS: Yes; there were also Diver Hughes and a lot of other well-known miners. I know the place well, and so I ask the Government to give further consideration to the request to return the drill to carry out further work in the area. Unless that is done, there is not much hope for the Coolgardie district in the future. At present the mines are working a very low grade ore; and unless something is done to assist the mining companies, Coolgardie will go out of existence, and that will be a serious blow to the Goldfields districts. The old camp was a good producer; and I am of the same opinion as many prospectors; that there is still plenty of gold there, but that it will have to be drilled to be found.

I have been advocating the erection of a waiting room at the Coolgardie station to cater for people who arrive from Perth at about 6 a.m. They are forced to sit on the platform; and if it is a winter's morning, the weather is bitterly cold. There is only a verandah to protect passengers against the cold, and so I ask the Minister to speed up the erection of a waiting room complete with a fireplace and all the other necessary facilities to cater for those who arrive at Coolgardie.

Not long ago I made an inspection of all the pumping stations in my district, and I was amazed to see at Coolgardie the old Nissen huts used as homes. This is a permanent pumping station; and although

the huts could be made quite nice, if properly erected, I think that in this case the lining was installed by an amateur builder because, between the iron and the walls there is a gap of about 4 inches through which the wind and rain blow. Good homes have been built at the other pumping stations; and it is only right that all employees at pumping stations should be provided with decent accommodation. In these isolated parts people have nothing else but their homes; they cannot go into town or visit the shops.

I am very pleased to be able to say that after a long struggle to get progress in the Esperance district, we have at last succeeded. There is no doubt that Esperance will soon become one of the most outstanding districts in the State; and, I am sure that within five or ten years we will find that most of our stock will be coming from that district. That area will be running hundreds of thousands of sheep and cattle, and will be playing a great part in building up this State. There is also the possibility, of course, of an export market being established.

The Main Roads Department is doing a wonderful job by keeping to its schedule in the assistance it is rendering to the Chase Syndicate. There is no delay in the laying of roads, and the work done by this department is indeed wonderful. We all hope that the super works will be one of the next installations in that district, because, from the cost point of view, it would certainly be a great advantage to farmers if such works were established in that area.

I have said in the past, and I repeat now, that a holding of 2,500 acres is far too large for a two-unit farmer. This acreage might be all right for a man who has two or three sons old enough to do farming, but I should imagine that 1,200 acres would be quite sufficient for a farmer in a small way. Indeed, this fact has been proved recently; because a short while ago, when I visited the Esperance district I was approached by people who had large holdings and they said they wanted to get rid of half their acreage.

If that were possible, it would give others an opportunity to come in; though others have said that 1,200 acres or thereabouts was not large enough for them because they had two, or perhaps three sons who were desirous of farming. My suggestion as to the extent of acreage suitable is not based only on my own opinion, but is the result of a visit I made with farmers from the Cunderdin and Meckering areas. These farmers confirmed my opinion that 1,200 acres would be quite sufficient for a single-unit farm.

With the rapid development of Esperance, it is of course most essential that power supplies should be established. The local people asked me to introduce a deputation to the Minister to see whether the

State Electricity Commission would take over a d.c. plant that is at present operating there, with a view to the commission installing an up-to-date a.c. power unit which would supply the whole of Esperance. The Government said that while it was not prepared to take over the plant in question, it was quite willing to give advice to, and perhaps assist the local inhabitants in an endeavour to help them get over their difficulties. However two engineers were sent to Esperance to have a look at the position and to advise the people accordingly. I do not know what has happened as a result of all this; but I think everyone will agree that Esperance must have the necessary power if it is to progress. It must have the power for the industries which it is proposed to set up.

I would like to touch on the matter of shipping. At present the various Japanese lines are coming in and taking away copper ore; and there is no doubt that in the future these tonnages will increase with each quarter, which of course will mean that we will have more foreign ships loading the copper mined at Ravensthorpe.

With regard to education, I am glad to say that the Government has taken over the school and is now in the process of rebuilding it. Although a very good job is being done in this direction, I would like to point out that the school is not large enough; and while the contractor was in the district, I recommended that the increase in attendance expected be looked into. The parents and citizens' association in that area is a very live body, and one that is doing a very good job. It has worked out the increased attendance that is expected at the school, as the result of the establishment of the various farms; and in the opinion of that body—which I share—in five years' time we will need a school about twice the size of the present one.

Hon. E. M. Heenan: How many children attend the school?

Hon. G. BENNETTS: For many years now the Government has promised Esperance a new hospital. But although plans have been drawn up for this purpose, a hospital has not yet been established; and I hope the Minister will not lose sight of that fact. There is still plenty of good land in the Esperance district, and there are many very good farmers seeking it from all parts of Australia, as well as locally.

The Chief Secretary: What do you think of the progress being made there?

Hon. G. BENNETTS: The Government has done a wonderful job in Esperance, and I do not think the people there are likely to forget what the Hawke Government has done for them.

The Chief Secretary: That's good!

Hon. G. BENNETTS: Not only has the Government brought in the Chase Syndicate, but it has endeavoured to help it in every way. Roads have been established and other facilities provided; and I venture to say that had the Chase Syndicate not gone to Esperance, that district would have remained as it was for many more years to come.

Hon. J. M. A. Cunningham: That is not borne out by facts. Private enterprise was looking into the matter long before the Chase Syndicate came here.

Hon. G. BENNETTS: The local residents certainly showed what could be done; but there is no doubt that if the Chase Syndicate had not gone to Esperance, that district would have remained without a super works for a further 50 years, because the number of settlers would not have warranted its establishment. Capital is very necessary for the establishment of these industries; and without it, we would certainly have been lagging behind the field. I have heard several people say, "What about English capital?" Britain had plenty of time and opportunity to come in if she had wished, but her investors have been slow to do so. There is no doubt that we must give this company great credit for coming here.

One must also congratulate the Government on the establishment of a bitumen road. I think that previously there was about five miles of bitumen road; but when a Labour Government took office, and as a result of approaches and representations made by Mr. Cunningham, the late Mr. Boylen, and myself for this bitumen surface to be continued to Norseman, we were told the work would be completed in five years.

The Chief Secretary: How many miles would that be?

Hon. G. BENNETTS: It would amount to 120 miles of road in three years, we hope.

Hon. J. M. A. Cunningham: We were busy bituminising the Perth to Kalgoorlie road.

Hon. G. BENNETTS: Yes, I am coming to that; I have it on my list. I feel sure that Mr. Cunningham will agree with me when I say that progress in that district has been very rapid. Although the Minister for Works has said that it would take five years, I am certain that at the present speed of development it will not take more than three years. After that, an all-weather road will be established from Esperance to Ravensthorpe. There is no doubt that it would pay the Government to build this road, because of the copper ore which is available at Ravensthorpe.

Hon. C. H. Simpson: That will be from Esperance?

Hon. G. BENNETTS: Yes. In my opinion it is very necessary to build these roads. I often ask myself the question, "What would happen to this country in the event of war?" Our railways would certainly not be able to handle all the goods offering; but with good road transport, it would be possible to move commodities from one part of the State to the other.

I am glad to say that we have a most progressive mining company at Norseman which, at the moment, is busy producing the materials that are playing so great a part in making super available to the farmers. As members know, Norseman is a very flourishing town. I would say that the mines there at present are equal to any in the State. The only important facility that we require at Norseman at the moment is a greater water storage capacity. We need a reservoir very badly. There is a 6in. pipe down in that area, but we have had to put in three booster pumps; and if there were a breakage in that line, things would certainly be most serious. It is essential for storage facilities to be provided, and I am glad to say the Government has promised to look into the matter. We have certainly made many requests in this direction.

Members will recall that the Salmon Gums area suffered a severe drought, and thousands of gallons of water had to be carted there from Norseman. We were very happy to provide Salmon Gums with that water. I must point out however, that there is a huge railway dam at Salmon Gums. But since the introduction of the diesel locomotive, that dam has been badly neglected. If it were put in order and handed over to the Water Supply Department, it would save that district in future, because there would be enough water to supply the entire area. After several approaches, and many deputations, the Government has decided to install a roaded catchment; and if this is put in without delay, it will do a great deal to avoid any further water shortage in that area in the years to come.

Sitting suspended from 6.15 to 7.30 p.m.

Hon. G. BENNETTS: Before tea I was speaking about the water catchment in the Salmon Gums district and of the handing over of the railway dam by the department to the Water Supply Department which, in turn, is going to hand it over to the Dundas Road Board as a permanent water supply for that area. As all members know, Salmon Gums is in a marginal area, and the population has had a very lean time this year owing to the shortage of water. This action by the Railway Department will be of great help to them.

Since coming into office, the present Government has carried out a wonderful job of road construction. As Mr. Cunningham said, we must not overlook the

fact that the road from Southern Cross to Kalgoorlie was constructed by both Governments, and both did a good job also in linking up the road between Southern Cross and Coolgardie. The present Government has bituminised the road from Norseman to Coolgardie. It has also completed the roads from Bruce Rock to Merredin; from Southern Cross to Bullfinch; in the Narembeen district; and many other roads in the area to which I refer. In addition, it has greatly assisted the town of Bullfinch in the construction of a swimming pool. Similar assistance was given to Merredin, and the Government has expressed its intention to assist in the construction of a swimming pool at Bruce Rock.

On many occasions I have brought before this House the subject of unification of railway gauges. I read recently in the newspaper, and also heard over the air, that the Premier of South Australia, Sir Thomas Playford, has expressed his willingness to link up the gauge between Adelaide and Victoria under the unification proposals. That leaves only Western Australia to express its intention in this regard. If the matter were to be dealt with in this House I would be in favour of unification. But it must be remembered that the Government and the Railway Department will face huge losses, because it is only natural, if the broad gauge is to link Kalgoorlie and Perth, that people would travel on that broad gauge line if the accommodation were available. The State trains would run at a great loss, and the Government would be very much further behind financially than it is at present.

If the proposal is carried out, the Premier should obtain a guarantee from the Federal Government to offset the losses which can be expected on the State railways arising from the unification of gauge. We all recognise that a broad gauge would bring about faster and better rail services, and there would be a uniform gauge between Western Australia and Brisbane. If that is achieved, a great amount of money now expended in transshipping of goods in Kalgoorlie and Albury will be saved. The link with New South Wales is to be achieved because the broad gauge is being connected between Albury and Melbourne. This will result in about £600,000 per annum being saved on transshipping of goods. I understand that the transshipping of goods at Kalgoorlie costs about £75,000 a year, of which the Railway Department in this State contributes in the vicinity of £36,000.

If uniformity of gauge is adopted, some people in Kalgoorlie will face a fair amount of unemployment. I do not want to see that happen, because the present railway employees there have established homes, and it is our duty to see that they are protected. At the same time, we must

move with the times and endeavour to advance the development of the State. If anyone had been in my position during the last war—when I was practically in charge of the transshipping of goods at Kalgoorlie, and saw the delay caused as the result of transshipment of military personnel, of equipment required for war purposes and of goods for local consumption—he would understand what unification of railway gauge would mean in Australia.

I regret that, through illness during the last fortnight, I was absent when the debate on the discontinuance of certain railway lines took place. I have always adopted the view in this House that the administrative staff of the Railway Department is top-heavy, and 80 per cent. of the expenditure goes in that direction. For example, many years ago the Accounts Branch—and nearly all other branches of the Railway Department were located in one building. The Accounts Branch was on the first floor; and if a refund was required on a railway ticket, a telephone call would be made from the ticket office to the Accounts Branch and the matter would be attended to immediately. But what do we find today? There is a huge building used by the department in Murray-st., in which at least 50 members of the Railway Department are employed. On the other side of the line, there is a departmental building with a network of administrative offices, and everything seems to be triplicated.

In view of all the talking I have done in this House in recent times, I am glad that an inquiry is being made into the discontinuance of certain railway lines, and that there is a suggestion to cut the administration staff with a view to reducing expenditure and thereby continuing some of those lines. I saw the Perth-Kalgoorlie line being opened in June, 1897. I also saw the line to Leonora, Laverton and similar places being built. It was amazing to see the amount of traffic over those lines in years gone by. In those days a train ran between Hannan-st. and Boulder every 10 minutes and those trains were crowded. Generally each had five to seven coaches. Today there would not be a coachfull of passengers travelling between Boulder and Kalgoorlie. That is how the traffic has been reduced.

The same thing has happened in all the States of Australia where road transport and motorcars have taken away traffic from the railways. In Kalgoorlie everyone who has a motorcar takes with him a passenger or two when he goes to work on the mines, or when he visits Perth. That is detrimental to the railways of this State. Year after year I have heard mentioned in this House the subject of road transport for farmers, and heard it said that good roads and road transport would be more preferable to them than trains. We should not lose sight of the fact that the farmer receives

much assistance already because his machinery, motorcars and other things of that sort are tax free.

Hon. H. L. Roche: Which farmer are you referring to?

Hon. G. BENNETTS: He is tax-free on the erection of fences or farm buildings.

Hon. L. C. Diver: That is not correct.

Hon. G. BENNETTS: I am glad of the hon. member's correction, because I had been led to believe by one farmer that they are tax-free in those respects. I was told that by an ex-member of this House who conferred with me on this point. I regret to see the move made to discontinue certain railway lines. But the enormous losses which face the Railway Department make it difficult to continue those lines, because they have not been patronised by the people in the districts concerned.

I hope that those lines will be discontinued only for a period until such time as the people in the affected districts become aware of their fault, and revert to the use of the railways, or give the Minister an assurance that they will do so. Before taking action, we should await the report of the Royal Commissioner, Mr. Smith. He might make a suggestion under which it would be possible to reduce the administrative staff to a reasonable level, to effect savings, and to enable the discontinued lines to run in the usual way.

Hon. L. A. Logan: Have you any faith in the outcome of the Royal Commissioner's inquiries?

Hon. G. BENNETTS: We should have a lot of faith in the Royal Commissioner. I think he can give the department a complete overhaul. I do not know if that was his mission; perhaps the Minister can tell us. The matter will come up at an early date, and we can see for ourselves what is to take place.

Hon. A. R. Jones: Has the Bullfinch line been closed yet?

Hon. G. BENNETTS: The Bullfinch line will be taken over by the Western Mining Corporation, and it will be run by a decent organisation and will give good service.

Several members interjected.

Hon. G. BENNETTS: They are the people running the railway, and they will run it to suit themselves. They will cart all their commodities on it. Some of our railway premises are in a very bad condition. I have written to the Minister about the railway station at Narembreen. I do not blame the Minister, or previous Ministers, for the poor old buildings; but I point out that a lot of money has been spent unnecessarily in some places at the expense of outback areas.

Hon. A. F. Griffith: On the Subiaco flats, for instance.

Hon. G. BENNETTS: No, on railways. I am talking about the Commissioner of Railways and his wilful spending of money unnecessarily in the metropolitan and suburban areas at the expense of remote districts. The station at Narembreen is a little shed in which it is hardly possible to work in summer. The station handles a fair amount of traffic; and, in the winter, it is just as cold as it is hot in summer. The Minister once said that he would visit that area and have a look at the station. I hope he will do so. He said that he would also visit the barracks at Pantapin. The accommodation there is the worst that could be provided for any group of workers. I hope that he will see that the Railways Commission puts the two places I have mentioned in decent repair.

Only a few weeks ago I visited Mt. Walker, and I hope that the Minister for Water Supplies will take steps to ensure that water is extended to that district. The people are carting all their supplies from dams, and at certain times such water is not very good for human consumption. It is dirty and contains all sorts of insects and foreign bodies. I hope that my request will be complied with, and that the water supply line will be extended from Narembreen to Mt. Walker. Some of the schools in these little places require a lot of attention. They need renovating and painting, and the provision of additional rooms.

Hon. A. R. Jones: The one at Mt. Walker is all right.

Hon. G. BENNETTS: No; it requires a lot of renovation. I was there with members of the parents and citizens' association to inspect the building, and I know that repairs and renovations are necessary. I think that Mr. Cunningham also visited that school. Another matter about which I am concerned has to do with the natives. We have at Norseman, Kurrawang—

Hon. N. E. Baxter: That is a woodline.

Hon. G. BENNETTS: The hon. member is out of time. He has not been there lately, and he has slipped. It is not a woodline today. At the places I have mentioned, and at Esperance, there are native missions which look after children up to the age of 16. Those missions are doing a wonderful job, educating native children into our way of life. But at the age of 16, the children have to leave the missions, and they come in contact with walkabout natives. At that time they have either to go bush or else find employment. Unfortunately, today the only employment available to natives is station work. I do not think there is much work of other kinds.

Hon. A. F. Griffith: The Minister for Native Affairs does not agree with you on that.

Hon. G. BENNETTS: I am speaking of what I know, and I have had a lot of experience. In 1910 I happened to be droving in the North-West, and I had three native lads with me for a considerable time. I was with them on an overland trip; and all that those lads lived on was what was left over from the white man's food, and bully beef and damper. The natives were made to slave on stations, and they were exploited.

We have heard a lot about a man named McLeod, in the North-West. But whatever is said about him, he has done a lot of good for the natives. I can say that, in view of what I saw in my days in the North-West concerning the treatment of these people. On a station there would be only one white man employed, and natives did the rest of the work. They did not work for just eight hours a day but for 24, and all they received was bully beef and damper and a little clothing. This man McLeod, however, saw that they obtained a certain amount of wages and better living conditions. He ensured that they received better treatment than was the case in my day.

Reverting to my remarks concerning what happens to native children who leave the missions at the age of 16, in my opinion the time has come when we must do something for them.

Hon. A. F. Griffith: Didn't McLeod have some of these people working for him?

Hon. G. BENNETTS: I do not know anything about that. He may have carried on some of the work that was done by the station owners. What are we going to do about these natives when they reach the age of 16? They cannot return to the bush and behave like ordinary natives, because they could not rough it in the same way after having been brought up to our mode of living. They are educated to a degree, and some of them are really good citizens.

The other day I was in the police station in a district which became part of my province as a result of the redistribution of seat. While I was there, I was introduced to a native lad, and it would be difficult to find a better type of individual anywhere. I was amazed at him. He was asked by the police sergeant, for my benefit, what he thought about the question of citizenship rights. He said, "I could get citizenship rights without any trouble, but I would not take them."

I asked him the reason; and he said, "I do not drink and I do not smoke; but if I had citizenship rights I would have to go to a hotel and obtain liquor for other natives. I would be forced to do it. Therefore, I do not want citizenship rights." I tried to point out that there were certain other privileges attached to citizenship rights, but he insisted that he was prepared to remain as he was. He contended

that many natives who had citizenship rights were doing the wrong thing by taking liquor to natives who did not have citizenship rights, and thus causing trouble.

We have had no end of trouble at Kwolyin from natives on the camping area. There is a State hotel at Kwolyin and liquor is supplied to these people by natives with citizenship rights. The conditions have been terrible at week-ends, and on a couple of occasions I have taken the matter up with the Police Department and the Minister with a view to seeing whether we could not provide a better camping site removed from the vicinity of the hotel. The matter is being given careful consideration; but there are problems involved. It is hard to provide police protection. There is no conveyance to the spot and the policeman would have to use his own car and claim expenses. I do not know what the Government can do about the matter.

We bring in new Australians to this country and do a lot for them, and I often think we should do more for our own natives. It has occurred to me that they should be established on a large area in the North-West. I heard Mr. Wise, when speaking on the Address-in-reply only three weeks ago, refer to the need of a huge population in that area.

Hon. A. F. Griffith: Do you think it is a good idea to put these people on reserves in the metropolitan area?

Hon. G. BENNETTS: I do not know. I am a country member and would not know. I leave that to members in the metropolitan area to decide. I never like to interfere with another man's province. I have a large area in my district and it takes me plenty of time to get over that. I do it pretty regularly.

The Minister for Railways: Good man!

Hon. G. BENNETTS: I think that perhaps the North could be utilised for this purpose. The natives should be placed in different areas and brought up as proper citizens. To educate them to the age of 16 and then throw them out into the world is to make them worse than the uneducated natives; because the education they have received tends to make them shrewd and cunning. What are they going to do? No one wants them; they are cast-offs. It is not right.

I am also very perturbed about Boulder City. Some years ago there was established the Boulder Electric Power Corporation which produced power for the mines and electricity for Boulder and parts of Kalgoorlie. At that time wood fuel was used very successfully and it was available on the Goldfields. Later on, however, a change was made to coal. A huge coal-burning plant was installed. But it was badly designed; and since that time, people

within a half mile radius, on four sides, have been penalised by an accumulation of dust and soot.

With other Goldfields members, I have inspected homes there and have seen, on verandahs, holes in bed-clothing caused by sparks which had come through louvred windows; and dust and soot 3 inches thick in the ceilings. The floors are covered with dust and soot; and on hot days many of the children look like little blackfellows. I asked the Minister for Health to send an officer there to report on the position; and when it was received, the report said that the conditions I have referred to did not affect the health of the people. But I disagree, as I believe they are affected, if only through worry over these conditions.

Mr. Dryberg has taken up with Mr. Fernie, of the Griffin coalmine, the question of the inferior coal that is being supplied, because it is nothing but rubbish. Under date the 26th of June, Mr. Dryberg wrote to Mr. Fernie as follows:—

We regret to inform you that approximately 70 per cent. of the coal delivered to us from the 22nd of June, 1957, can only be classified as rubbish. We must therefore request you to have all such unsuitable and poor quality coal as delivered to us stopped immediately.

Yesterday, the 25th instant, we took evaporation tests on five boilers steaming at 15,000 lb. evaporation. The results were 5.72lb. steam to 1lb. coal. You will no doubt appreciate that this is not good enough and cannot continue.

There has been a lot of correspondence between Mr. Dryberg and the Griffin people because the coal is simply dust, and it goes through the furnaces so that all the houses in that area are filled with the dust. It is nothing but a disgrace.

The Minister for Railways: They could purchase coal from some other mine.

Hon. G. BENNETTS: I understand that the Government has no control over the matter and can do nothing about it. These people had to turn to Newcastle coal, at about three times the price of the Griffin coal, in order to keep the plant running. Apart from the poor quality of the Griffin coal, deliveries are often not on time, with the result that the dearer Newcastle coal has to be used in the interim.

Hon. F. D. Willmott: Is it the fault of the railways that the deliveries are late?

Hon. G. BENNETTS: No; I think it is the loading which causes the delay. They seem to be picking out all the rubbish to send up there.

The Kalgoorlie Government hospital services practically all the Goldfields area as far north as Leonora, and the maternity section is a building that was erected in

Kanowna about 60 years ago and later brought to Kalgoorlie. It is known locally as "The Barn," and I think any member who saw it would agree that it was a barn. In the new hospital, the maternity section is air-conditioned during the summer months; and yet, in the barn, we find the private wards which are the dearest. There we have two single-bed wards which cost 72s. per day each; and one can see the stars through the ceiling when lying in a bed there—

Hon. A. F. Griffith: You should not have been in a bed there.

Hon. G. BENNETTS: There is also a five-bed ward at 48s. per day. Local residents say that the cheap wards are good, but complain that if one prefers a private ward one must go into the barn at 72s. a day. I understand that the Government has plans for renovating this building, and we hope it will be put in order very soon. It is to be hoped also that the Government will make the necessary improvements to the operating theatre in the very near future.

I am glad to see that the Government intends during this session to bring down a Bill to amend the Workers' Compensation Act, and I hope that it will provide extra payments to the workers for medical and hospital expenses. We are also to have before us a Bill dealing with long-service leave, and I hope that it will be agreed to, as it would be of benefit to both the workers and the employers.

Another important question is that of assistance to aged people. I am a great believer in all possible help being given to the aged, and also to people with large families, as today they are having a very lean time. I know of one instance recently where both the parents were guilty of neglect, with the result that the children were taken away from them for a period, the parents being given a certain time in which to put their house in order and begin to conduct themselves in such a manner that their children could be returned to them. I am glad to say that they now have their children back, and it is remarkable to see the change that has taken place in those two parents.

I believe that in many instances where there are big families the parents are simply not earning sufficient to provide all the necessities for their children, and then they have worry added to their other difficulties. These people have three children in one room and three in another, and that is considered to be too many. But I do not think that is so, so long as the accommodation is kept clean and the children are properly looked after. I have been through the mill, and from experience can say that many people are subject to hardship in providing for their families at the present time.

With Government assistance we have just completed a home for the aged in Kalgoorlie; and Mr. Teahan, who is on the committee, tells me that it is full at present and is catering for 15 old people. Residents of the Goldfields and other remote areas are under a handicap as regards dental and optical attention, and that applies particularly to pensioners. I would like the Minister for Health to see whether arrangements could be made with the organisation which controls the opticians, so that Mr. Ron Willis and other opticians when visiting the outer areas could do the necessary tests for aged pensioners and supply them with glasses. Although the lenses in the spectacles would be the same as those provided to a person who could afford to pay for them, the frames could be of a cheaper variety. The Government, undoubtedly, could assist at least to that extent.

Last year I knew of four aged pensioners who needed spectacles. One old chap could hardly see. As a result, I made an appeal through the Press for spectacles for these people; and in response, I received 52 pairs. I became, as it were, a travelling optician. I had a kind of enrolment card; and if an aged pensioner came to me requiring spectacles, I would say to him, "If you want a pair of spectacles come in and I will test you"; and I would try several pairs on him until I found a pair that suited him. I have had to depend on the Press in order to assist these people with the spectacles they so badly need.

Hon. E. M. Heenan: Would you give them a pair if they filled in the enrolment card favourably?

Hon. G. BENNETTS: Yes, I would get them to fill in the card and I would provide them with a pair of spectacles. That is the position. These people in the remote areas suffer great hardship in this respect. I will admit that not only the present Government but also the previous Government has assisted them on many occasions. If I made an application for an aged person to be taken to Perth, I generally received a favourable response. However, the unfortunate part of it is that when an aged person does come to Perth he has to have something to live on, and he also has to have fairly decent clothes in which to walk around the city. A single aged pensioner would not have very much to spend after he had met all his living expenses.

There is also a distinct shortage of travelling dental clinics in the outback. It is extremely difficult for school children to obtain the necessary dental treatment. One of my children was suffering from toothache only recently; and on seeking dental attention, I was told that the child would have to wait two or three days before an appointment could be made. If the conditions of enrolment are not good

enough, we will have to make them more attractive in order to encourage people to live in the outback.

I think I have made a fairly good resume of the requirements of my province, but there is still one matter I would like to mention. This concerns Merredin. Several homes for railway workers have been erected there, but there is still need for a further 100 on account of the increase in population in that district. Perhaps the Minister for Railways could check with the Railway Department to see if more homes could be provided.

Also, I would like to point out that there is no police station at Merredin. One of the rooms belonging to the clerk of courts has to be used by the Merredin police. Recently the Minister accompanied me on an inspection of the office accommodation for police at that centre; and although he realised that a police station was badly needed, he told me that there were not sufficient funds available to provide it. I hope, however, that money will be made available in the near future for this purpose. Another facility that is badly required is a septic tank system at the Merredin school.

I will not delay the House any further; but I will add that if I am not returned as a member of this place next year I will retire feeling fully satisfied that after 12 years I have given the people of my constituency what I said I would give when I was first elected. I now wish to boom up the party that is in opposition today. This has some reference to Esperance, which I will never forget.

The Chief Secretary: Don't leave out anything about Esperance.

Hon. G. BENNETTS: I must say that the previous Government did a wonderful job by establishing the Esperance research station. I visited that station only a short time ago, and there is no doubt that the results that have been obtained from the work performed by its officers have been amazing. They have rendered excellent service to the settlers in the Esperance district. I also wish to say that the assistance that has been granted in connection with the provision of water supplies, roads and other amenities, not only by this Government but also by the previous Government has been truly wonderful during my 12 years of service as a member of this House.

HON. J. M. A. CUNNINGHAM (South-East) [8.22]: In making a speech such as this it is always very difficult to follow Mr. Bennetts; he leaves very little unsaid. As a result of the Governor's Speech, however, we obtained some insight into what the Government hoped to do and a resume of what it had done in the past. This Bill, of course, will permit the Government to carry on temporarily until such time as it places all its legislation on the statute book.

Unfortunately, a great deal of the proposed legislation is extremely contentious. We know that in every session there are Bills that lead to a divergence of opinion and, in some instances, to heated debate. There are, of course, many non-contentious matters which we feel could very easily be the subject of a Bill, and we have seen nothing so far—

The Chief Secretary: The mere fact that a subject is not mentioned in the Governor's Speech does not necessarily mean that it will not be a matter for legislation.

Hon. J. M. A. CUNNINGHAM: Of course, we have experienced that position before—namely, that many Bills which have not been referred to in the Governor's Speech, have been introduced. The unfair trading and profits Bill was one, and there have been other similar pieces of legislation introduced which were never mentioned in the Governor's Speech.

As a natural consequence of the speech made by the hon. member who spoke immediately prior to me, I wish to say one or two things about the developmental programmes in the southern portion of my province. The progress made by the Chase Syndicate was referred to. This syndicate represents American interests that have come to this State to develop the Esperance Plains, and a great deal of credit has been given to that syndicate for the work that has been done in the area. Without detracting in any way from the credit that is due to the Chase Syndicate during the time it has been working at Esperance, the fact remains that for quite a long time—before the Chase Syndicate came to Esperance—great development had been made by private interests in this section of the Esperance coastal plain.

Those private interests had built homes and developed a large tract of land to the stage where, at that time, it was able to carry two and, in some cases, three sheep to the acre. Then along came the Chase Syndicate to take up many thousands of acres and to introduce new ideas, admittedly; but these still have to be proved. However, so far as I am concerned, if the Chase Syndicate left the Esperance district tomorrow it would have performed all we expected of it—namely, to achieve world-wide publicity for Esperance.

As a result of this favourable publicity, the large area of land taken up by the Chase Syndicate could have been settled with other interests within a week. Nevertheless, there is very little land outside the boundaries of the land held by the Chase Syndicate that has not been applied for and taken up today by private individuals already in residence in that area. Also, this land has been cultivated to a greater stage of development than that held by

the Chase Syndicate. The American interests had a great deal to go on when they first came to Esperance, but it is remarkable how many people in the last 12 months have claimed to be the ones who discovered Esperance.

Some time ago another member of this House and myself were instrumental in having certain literature sent to the Government Tourist Bureau in Perth with the object of giving Esperance some publicity. A fortnight later we visited the Tourist Bureau requesting one of its officers to supply us with some information on Esperance, and we were unable to obtain any literature of any kind. In fact, the officer we approached asked us where Esperance was. When we pointed out to him that we were instrumental in having information regarding Esperance forwarded to the Tourist Bureau some two weeks previously, there was quite a scatter in the office, and eventually some information was made available.

That shows how little of Esperance is known and how much information is available regarding the district, despite the fact that for years members have been advertising its potentialities from one end of the State to the other. I doubt whether one session has gone by without some member representing the district telling the story of what Esperance had to offer. As I said before, those members stood up to the sneers and jeers of other members in this House—some of which were made jocularly, perhaps. The representatives of that district were ridiculed because of the claim that they made for Esperance. Today, however, the same people have suddenly decided that they were the ones who discovered Esperance, and many well-meaning people have been misled into trying to credit the discovery of Esperance and its value to the wrong person.

As a matter of fact, a very well-known columnist in one of our local dailies was reported as having said, not so long ago, "Let us get the record straight." He went on to say that many people in the future would be claiming that they were the people who discovered Esperance, and he hoped that there would not be the same controversy as that which occurred many years ago concerning who was responsible for the laying of the Goldfields pipeline. There is no doubt that there was quite a good deal of bitter controversy as to who first conceived the idea of the Goldfields water supply.

With regard to Esperance this columnist said, "Let us give the credit where it is due—to Hon. F. J. S. Wise." However, many years before Mr. Wise had the slightest interest in Esperance, and before he had any facts about the value of Esperance to go on, there were people who had seen the area, talked about it and taken every opportunity to extol its virtues. Hon. E. Nulsen, one of

the oldest settlers in the district, tried to sell Esperance many years ago to any farmers that were interested. Mr. Ben-netts has also tried to sell the Esperance area to interested people and the late Mr. Boylen also did the same.

Hon. E. M. Heenan: What about Mr. Walker?

Hon. J. M. A. CUNNINGHAM: Mr. Heenan has referred to Mr. Walker, but he was living at a time even further back than I can remember. Those are the names of men who have lived over the past 40 years, and they take precedence over the people who in recent years have claimed to know something about Esperance. I have some facts here concerning Esperance which are most interesting and illuminating. The report of the Honorary Royal Commission on Light Lands and Poison-Infested Lands appointed in 1938, referring to the Esperance district said—

The total area of land in this district is 2,240,000 acres. Within 25 miles of the existing railway line is an area of 1,800,000 acres of un-alienated light land and 40,400 acres of alienated light land.

From the amount of work done by existing settlers, your Commissioners are fully convinced that there are great possibilities. This district comes within a rainfall belt of from 28in. at Esperance to nearly 17in. on the northern limits of Scaddan. The rainfall may be classed as reliable because records disclose that there never has been any year which would cause concern during the growing period, and more particularly a great advantage is the number of months—eleven—during which the rain falls.

The properties inspected show that subterranean and other clovers and most of the grasses that it is possible to grow on the light country can be well established. It will be seen that there are very few districts in this State that can offer the same reliability as the country known as the Esperance Plains, with the exception perhaps of Albany.

Further on it stated—

With the area available and with intensive settlement, there is no doubt in the minds of your Commissioners that the district would, in the future, be capable of producing sufficient lambs to justify the establishment of freezing works at Esperance, of somewhere about the same capacity as those now existing at Albany, and worked conjointly. With these a butter factory could be incorporated.

Your Commissioners who had an opportunity of visiting this district 10 years ago were impressed with the class of sheep that has since been raised, from the point of view of

frame and wool production. Evidence supplied to your Commissioners justifies them in pointing out how free from sheep diseases the district is. An abundance of what is commonly known as Shepherd's Lucerne in the mallee district rather indicates that there is also a good possibility of breeding crossbred ewes, from which supplies could be drawn by the farmers on the treeless plains further south, and used for mothers of export lambs.

Some of the farms visited clearly indicate that sufficient fertiliser is not being used to get the best returns as this light country requires an annual dressing of anything from 150 lb. to 2 cwt. of super per annum; but we feel it would be safe to say that up to two sheep to the acre are being carried on the farms already established.

I would like members to note this last paragraph—

Your Commissioners believe that the minimum area granted to any one farmer should be 500 acres, and the maximum 2,000 acres. Although these areas are being recommended as a minimum and a maximum, the extent should be governed by the amount of finance a person would have available to develop the property.

The last piece I want to read should be significant to most members—

Your Commissioners were informed that the freight charged at the present time was 4s. per head, and the time taken was three days.

That was Esperance to Fremantle, and should indicate how long ago it is since this report was written. The Royal Commission comprised Sir Charles Latham, Chairman, and Messrs. Ferguson, Nulsen, Patrick and Withers. Therefore, over 20 years ago this land was subject to a very intensive inquiry and research; and at that time there were farmers who were brave and courageous enough to say that the land would carry two or three sheep per acre.

The Minister for Railways: Who was the Minister for Agriculture at that time?

Hon. J. M. A. CUNNINGHAM: I could not say; but the point I wanted to bring out was that as long as 20 years ago members in this House and in another place did believe that the Esperance district had a future, which was to lie dormant for 20 years before finally coming to fruition.

The Minister for Railways: I thought the Minister was Mr. Wise.

Hon. J. M. A. CUNNINGHAM: I do not know; but Sir James Mitchell was the Lieut.-Governor. Today, the faith of the members in those times has been

borne out, and we are now justly proud of the fact that at long last an area which has been looked on as being fairly hopeless is proving to be one of the finest in the State. It will ultimately be one of the finest in the world.

Much has been said about the native problem. There are four missions in my area, one of which is the Wongutha training farm. As members know, this is something of a departure in native welfare. The idea is to establish a farm to cope with these young natives—as mentioned by Mr. Bennetts—after they have left the normal mission, where they are trained to a certain degree and left to their own devices. This farm undertakes to train those who show a penchant for farming, in order to make them useful on a farm so that they can gain employment; and, in some cases, obtain their own farms. I think the suggestion is one containing a great deal of merit; and we hope that, in the future, something will come of it.

Missions have a great number of problems, one of which may interest the Minister, and in respect of which he could perhaps take some action. These missions have the children willingly from the parents and keep them to the age of 16 or so, receiving a subsidy from the Government to maintain them. Is that so?

The Minister for Railways: The mission is subsidised.

Hon. J. M. A. CUNNINGHAM: For each child?

The Minister for Railways: Yes.

Hon. J. M. A. CUNNINGHAM: If a native parent applies for citizenship rights and receives them, the child is automatically placed on the parent's citizenship rights form.

The Minister for Railways: On the application, yes.

Hon. J. M. A. CUNNINGHAM: The mission is not notified. The first thing it knows is that the subsidy is cut off, and it has to bear the cost of keeping the child. That is the information which I have obtained from one of the big missions in my area.

The Minister for Railways: I think there is something wrong.

Hon. J. M. A. CUNNINGHAM: They are not notified that the child is subject to citizenship rights under the parents' application, and the subsidy is automatically cut off. That is something I would like the Minister to check.

The Minister for Railways: They get the same as a white child who is in an institution.

Hon. J. M. A. CUNNINGHAM: I obtained my information from the Norseman mission, which asked me to see if something could be done about it. Another

point I wish to bring before the notice of the Minister is in regard to jurisdiction over explosives. Firearms of all descriptions are licensed and there is strict supervision over their sale, transfer and the handling of them. We have an Act which is very stringent in the control of a firearm as a dangerous weapon; yet, a remarkable thing is that it is possible for any member of this House or anybody else to go into a dozen places in this city, or a small town, and purchase one stick, or a case of fracture dynamite without any questions being asked. One stick of the commodity could do 10 times the damage that one small firearm, carried in concealment, could do. It is only by means of easy access to explosives that we have home-made bombs.

Quite recently on the Goldfields there has been an outbreak of explosions—more than usual—from one end of Kalgoorlie and Boulder to the other at all hours of the day and night. There is a tremendous explosion, and it takes a couple of days to find out where it occurred. The culprits generally let off these charges in fairly open areas in the district; but the point is that ultimately someone is going to get caught and it probably will not be the trouble-maker himself. The mining companies are very concerned about this fracture which is so readily available, simply by purchase.

The Minister for Railways: At what stores?

Hon. J. M. A. CUNNINGHAM: Harris, Scarfe & Sandovers, McLean Bros. & Rigg and Hodgson & Cranston.

The Minister for Railways: Over the counter?

Hon. J. M. A. CUNNINGHAM: Yes. One does not have to say what they are for; nor does he have to prove he is a miner or a woodcutter. He simply asks and gets it. This is something which I believe should be under very strict control. The purchase should be illegal. The Mines Department has to keep its supplies in a magazine on the outskirts of the town, yet a citizen can have a case at his house.

Hon. F. D. Willmott: Stores have them under the counter.

Hon. J. M. A. CUNNINGHAM: Quite so. Later in the session there will probably be legislation—if not a Government, then a private measure—in regard to the growing problem of dogs in the State.

Hon. H. K. Watson: What are you bringing that up for?

Hon. J. M. A. CUNNINGHAM: This problem is not particularly important in the city, but it is a growing menace in most country towns of any size. It can probably be divided into two parts. One has reference to the ordinary domestic dog owned by people who neglect what

they call, "Man's greatest friend" until there is an outburst of dog poisoning. Mr. Teahan, who is an ex-mayor of one of the Goldfields towns, will know just how completely tied are the hands of local governing bodies in the handling of the dog nuisance in country towns.

In a town where there are 400 or 500 house dogs, probably only 10 per cent. are licensed or registered; and, if a local governing authority put on a man to pay visits to see if these dogs were registered, and it received 20 per cent., it would not pay one day's wages for that man and would not have the effect of all the stray dogs in the town being licensed. It is simply not practicable for a local government to maintain a man to do the job; it does not pay.

The Minister for Railways: What about part time?

Hon. J. M. A. CUNNINGHAM: That does not work either. I know of an instance where two little girls were badly savaged by a so-called pet dog. The father was so enraged that he went to the local government concerned, but the authorities said they could not get a dog catcher because it was such an unpleasant job. They said that if a man went down the street with equipment to catch dogs, he got into a fight every time he looked at a dog, because the owners wanted to take to him. The authorities fixed this man's utility up with a dog catcher's cage and put him on a flat rate, plus a bonus for every dog he caught. He lasted a week and then gave up the job. The town is still crawling with dogs. I had a couple of letters from people who were very concerned. One was from a station owner whose boundary is in close proximity to the town; and who, in the last three months, has lost 350 sheep.

Hon. G. Bennetts: Seven hundred in one year.

Hon. J. M. A. CUNNINGHAM: Another station near the town lost 700 in 12 months, all through dogs. The problem resolves itself into two parts—town dogs and native dogs. I even have pictures of mauled sheep, and I have statements from several people.

I have been to road board secretaries. I know of a man who went out into his sheepyards because of the dust he saw; and when he got there, he found a pack of about 10 dogs tearing the sheep to pieces. He took his rifle and trailed the dogs to the native camp, where he shot them. This man ultimately was fined £10 for the offence, not of shooting the dogs or of shooting in the native camp; but, unfortunately, of having an unlicensed rifle.

The fact remains that when he went to the department he received no redress for the damage suffered by his sheep. He was told he could sue the owner privately. The owner is a native. What hope has he?

The department takes no responsibility. So these people are faced with a loss, as has been mentioned, of 700 sheep in 12 months either through native dogs or town dogs, which congregate early in the morning and head for the bush where they do the damage in a few hours and then return home to be house pets again.

The Minister for Railways: Where is this?

Hon. J. M. A. CUNNINGHAM: I am speaking specifically of the Goldfields.

The Minister for Railways: They run a long way—from Hall's Creek south.

Hon. J. M. A. CUNNINGHAM: The owner has suffered this loss of 700 sheep and he cannot recover anything for it. This inquiry has taken me to the insurance companies. They will not cover the sheep for dog damage.

The Minister for Railways: He can poison on his own land.

Hon. J. M. A. CUNNINGHAM: Yes. Another problem arises there. A man went on some land which was unfenced, and he had a valuable Labrador retriever with him. The dog apparently took a bait and it was poisoned. This man now wants to sue the owner of the land, and he is making inquiries to that end. That is not the answer to the problem. The Act as it is today does not give a local government a chance to answer the problem. If the licence fee for a dog were in the nature of £2 or £5 instead of 7s. 6d. or 10s. there might be some reason in it, because then the local government would be able to put a man on to chase up the dogs in the town.

Hon. E. M. Heenan: Why not bring down a Bill yourself?

Hon. J. M. A. CUNNINGHAM: I might even do that. But I was hoping the Government would introduce one. I said, previously, either a Government Bill or a private member's Bill. This is an important question. If people knew they were faced with a licence fee of £2 for the pet they valued so much, they would not be so eager to accept a pup from a friend whose dog had had a litter. Puppies are very attractive when they are young; but when they get up to 8 or 9 months old, they become pests and are allowed to run wild.

I think an increase in the fees, and possibly an overhaul in other ways, might be the answer. Today a great deal of wealth is being lost in the country areas through the depredations of both native dogs and neglected town dogs. This does not include the nuisance that town dogs cause to the shopkeepers.

Hon. G. Bennetts: They pay £1 a head for dingoes, and only a couple of bob for the dogs.

Hon. J. M. A. CUNNINGHAM: A dingo is a wild dog and this problem does not come under the same Act. I have been in

touch with Mr. Carlyle, the dingo expert at Kalgoorlie; and I find that through some peculiar geological feature, Kalgoorlie does not come into the path of the dingo circuit—the path the dingoes take from the north down to the Trans-line. So Kalgoorlie and its immediate environs are not affected by the dingo menace.

The present Government has been quite active with good propaganda and publicity in support of the "Buy West Australian Made Goods" campaign. But, strangely enough, I find that in many ways it does not lead the campaign, or set a very good example. I know of two State hotels where I inquired for a drink of Western Australian wine but was unable to get it. I could get Australian wines but not wines made in Western Australia. The inference could be that there are no Western Australian-made wines worth selling; or it is an oversight. The Minister might look into this matter.

The Minister for Railways: You would be surprised to know how hard it is to buy Plaistowe's chocolates in Perth.

Hon. J. M. A. CUNNINGHAM: That is so; and I agree that the plan that has been implemented is good; and that if we continue with it, some beneficial results might be obtained. But this is just a little aside—one that I discovered, and I thought that I would mention it to the Minister, because I believe the State hotels could introduce a few brands of good quality wine made in Western Australia.

From time to time I have made representations for the extension of water lines from the main conduit in the vicinity of Moorine Rock and Southern Cross—north and south of the line. These areas have been settled for many years, and the sheep population is something that rather amazes people when they know of it. I have not the exact figures here, but they are in the Minister's office because we have submitted them several times. It is quite a prosperous area, both north and south, but the people there suffer from the same lack that probably a great acreage of our State still has to put up with—the need of permanent water. There are in the district very few wells or bores of potable water, so that the whole area has to depend on surface supplies—tanks and dams.

On the occasion of our last appeal to the Minister we were given an estimate for laying some 12 miles of 3in. line. The figure quoted was something that seems to be unbelievable—the sum of £20,000. This was the reply to a request which included an offer by the local farmers to lay the line themselves to Government specifications if the Government would supply the line. The figure of £20,000 was given, and it was followed up with the reason that it was not envisaged in the country water scheme at the time. I believe that if the local people are prepared

to contract to lay the line, or to lay it themselves if the Government will supply the material, the figure quoted is most unreal.

The Minister for Railways: Is that for a mile or what?

Hon. J. M. A. CUNNINGHAM: For about 12 miles of line. It is well worth considering an extension of the line into this area, which has for 20 or 30 years been supplying wealth and goods to the State. This is in the miners' settlement areas north of Warrachuppin and the Warralakin extension.

Hon. G. Bennetts: Out from Moorine Rock.

Hon. J. M. A. CUNNINGHAM: Yes. One final point I want to make is to stress the hope that the Government will soon give consideration—if it has not already done so—to beginning the fluoridation of water and water supplies for the country areas—at least for those areas where dental services are so difficult and costly. Other speakers have mentioned the areas where great difficulty is experienced in obtaining dental supplies and services. Evidence and reports can be obtained that are overwhelmingly in favour of the fluorine treatment of domestic supplies of water.

Hon. J. McI. Thomson: Very important and controversial.

Hon. J. M. A. CUNNINGHAM: That is why I suggest it must be a Government proposition. No member could possibly submit the information that must be put forward to convince the people that it is safe and practical. I know that there is a great deal of controversy about this matter; but the opposition quoted by those who are no more than food faddists—some opposition has been on religious grounds and for other reasons—has been based on the reports of six people whose advice, as medical men or experts, could be accepted as worth while. I have the names of the whole six and their reports.

But overwhelmingly against them are hundreds of thousands of medical men, scientists and experts who have made extensive tests for bone structure and disease. They have examined the effects of various concentrations on people and there is no support whatever for the theory that fluorine is dangerous in the quantity suggested—namely, one part per million.

Hon. L. C. Diver: What happens in localities where the water already contains fluorine?

Hon. J. M. A. CUNNINGHAM: In a few places, but only a few, the natural content of fluorine is very heavy—up to 10 parts per million—but there is no evidence of medical infirmity or ill effects. The only evidence is of brown mottling of the dentine. This in itself is an indication of strong teeth. It has no effect on teeth, other than to discolour them. In these

areas there is an attempt to de-fluorinate the water. But hundreds of towns—they are all listed—have gone in for the fluorine treatment of water and other towns in the immediate vicinity, and of the same population, have not gone in for it.

The people of both lots of towns have been tested and it is interesting to find that, over a period of up to 20 years, there has been no difference in the effects on the two populations except that one has a very low percentage of dental caries and the other a high percentage, which indicates to the experts that everything is in favour of the fluorine treatment of water and that it is safe and beneficial, quite contrary to the claim of those who oppose it as dangerous.

The Minister for Railways: The natives are reputed to have very good teeth.

Hon. J. M. A. CUNNINGHAM: That probably could be due to physiological and not to dental or fluorine reasons.

The Minister for Railways: Nothing to do with fluorine.

Hon. J. M. A. CUNNINGHAM: Apparently not.

THE MINISTER FOR RAILWAYS

(Hon. H. C. Strickland—North) [9.0]: This Bill is to provide money from the Consolidated Revenue Fund, and from loan funds, for expenditure on public works and for the servicing of various State departments. In the course of the debate on this measure one member said that he hoped the Government would distribute the loan funds evenly or fairly throughout the State. I think the Government is attempting to make a wide distribution of the available funds and that is evident from the continued expansion of the State Electricity Commission's activities, and the extensions to the comprehensive water scheme, as well as from other works which the Government is undertaking. The funds available are spread as evenly as possible throughout the State; but unfortunately there are not sufficient for the Government to do all that is required.

Members will recall that it is two years since members of this Chamber and of another place—in fact Parliament—decided to send a mission—it could be termed such—to Canberra seeking special funds to develop our public works programme which would add to the development of the North-West. Mr. Jones introduced a motion here, and it was supported unanimously. Two years have passed and nothing has been heard of that request for special assistance. No decision has been made by the Commonwealth Government; and as the Parliament of Western Australia has gone to the trouble to prepare an exceptionally good case, and be represented by members of all parties in

an effort to get special assistance for works which are beyond the financial ability of this or any other State Government, it is about time we had some answer to our request. As I said, two years have passed, and there is still no hint or word from the Commonwealth in connection with that request.

It is about time another mission was sent to Canberra to inquire about what has happened to the first request. Unless special funds are made available, facilities in the North-West—particularly shipping facilities, such as jetties and the like—will deteriorate to such an extent that the North-West will be very hard to service.

Hon. L. A. Logan: It will have to be done by lighters.

The MINISTER FOR RAILWAYS: It will be impossible to do that. I have had deputations wait on me in connection with extensions to the Wyndham jetty. That jetty was built to handle 3,000 or 4,000-ton ships, which were big ships in those days. Today the overseas refrigerated ships that pick up the beef from Wyndham are of 10,000 and 15,000 tons; they are the ships the companies want to use. The old ships of 5,000 and 6,000 tons have gone out of existence, and the day is not far distant when a ship will not be able to berth safely at Wyndham.

At present the face of the berth is 100 ft. and the ships that call there are up to 500 ft. long. That will give members an idea of the expense attached to loading those ships, because it is possible to work only one or two hatches at a time; once they have been filled, the ship has to be moved further along. With the fast and heavy tides at Wyndham there is always the danger of the ships or the jetty being damaged.

We know that the "Koolama" is lying on the bottom, not far off the Wyndham jetty; and there may be some trouble there at any time. One of the requests put to Canberra was to provide finance to enlarge the port; but nothing has happened. We also made a request for financial assistance to construct a deep-sea jetty at Derby. If that could be built, it would mean a tremendous saving to everybody in the West Kimberleys—including Air Beef and other aviation services—in the cost of fuel and lubricating oils, because bulk fuel could then be supplied. Nothing has been heard of that request.

The request to open up the East Kimberleys by damming the Ord River and thus putting some millions of acres under irrigation has not met with any response. On the other hand, we find many millions of pounds being expended in Commonwealth territories and in other States. I do not know what has happened to Western Australia or why we should not share in some of the surplus money

that the Commonwealth apparently has. The Commonwealth certainly had more than £100,000,000 in excess taxation last year. These enormous sums of money are accumulated from the people and spent on Commonwealth works and no interest is required to service them.

On the other hand, the States have to borrow money for their capital works, and pay interest on it. There have been times when taxation money has been given to the States and they have paid interest on it. So I think it is time that Parliament once again had a look at the request for special loan funds. I understand we have in this State the biggest oil refinery in the southern hemisphere. It has a capacity of something like 3,000,000,000 tons per annum.

Hon. C. H. Simpson: It is 3,000,000 tons.

The MINISTER FOR RAILWAYS: If the tankers which use Cockburn Sound have to be dry-docked or repaired, the nearest docks are at Singapore or Sydney. We all know what happened to Singapore during the war years. We know that a floating dock was brought to Fremantle to service the light naval ships, and we can visualise the value of a dry dock to Cockburn Sound. It would not only be an advantage to the State by providing employment, but it would also save many hundreds of thousands of pounds to the shipping companies, because now the ships have to be taken overseas to be dry-docked or repaired. It is a fact that nearly every ship covered by Lloyds is required to be docked and examined once a year. So quite a big business is being lost to Western Australia because of the lack of docking facilities to cater for modern ships. No doubt a dry dock would be of great advantage in the event of hostilities breaking out anywhere in Asia. I am hoping that at least we will hear some more about special loan funds being provided to the Western Australian Government for the development of the North-West; otherwise the North-West will not progress.

We are all pleased to see the South-West being developed. I admit that it should be developed first—economics dictate that way—but no doubt the time will come when capital will be pushed to the North-West in the same way as it is now being pushed into the South-West. But unfortunately, if any large-scale agricultural development took place in the North-West at the moment, the ports would not be big enough to cope with it. They are not big enough to handle the asbestos production at Wittenoom Gorge.

Point Samson, the port which services the Wittenoom Gorge asbestos production, is not capable of handling the whole production. Apart from that, it is exposed. It is in the open sea, and it has a reputation of being partially destroyed by cyclones every time there is one in that

area. One of these days the jetty will disappear in one of these severe cyclones, as it did in 1927.

The alternative port of shipment is Port Hedland, and a lot of money is required to bring that jetty up to the stage where it would be able to handle the output of asbestos. In addition, there is the possibility of manganese ore being shipped from that port—40,000 tons per annum—if the port can handle it. At present that is not possible.

Hon. H. K. Watson: And if the export licence is granted.

The MINISTER FOR RAILWAYS: I understand that some export licences are available for certain quantities.

Hon. C. H. Simpson: Where is the manganese coming from?

The MINISTER FOR RAILWAYS: Nullagine or Ragged Hills. Several new deposits have been located—I think they are old finds, but huge deposits—which, provided the export permits are available and the buyers can be found, would be a valuable asset to this State. The quality of the ore meets with the requirements of overseas buyers.

Hon. J. M. A. Cunningham: Would those supplies be closer to the coast than those at Peak Hill in the Meekatharra district?

The MINISTER FOR RAILWAYS: They would be about half the distance between Peak Hill and Port Hedland. Ragged Hills is about 250 miles by road; and the other deposit, about 40 miles from Nullagine, would be somewhere in the vicinity of 200 miles by road from the coast; whereas Peak Hill would be another 200 or 300 miles further south.

Hon. R. F. Hutchison: There is plenty of wealth there.

The MINISTER FOR RAILWAYS: Money for the development of the North, or for expansion of industries in the North, is urgently required. The Government is doing everything in its power in an endeavour to meet the drain from one end of the State to the other, but it is not financially possible to do it all in one year. Accordingly funds are distributed in proportion, and on a priority in accordance with the most important. Once again I must say that I am very disappointed—and I feel sure the Parliament of Western Australia must also feel rather disappointed—that no reply has yet been received to enable Parliament to be informed as to how its request finally finished up with the Federal Government.

Hon. L. A. Logan: We all agree with you there.

The MINISTER FOR RAILWAYS: There is no doubt about it. I am rather sorry that our own representatives in the Federal Parliament—and I refer to all of them—are not making a lot more

noise about it, so that the representations may not be allowed to lie dormant in some pigeon hole and result in the northern end of Western Australia being absolutely and completely forgotten because just over the border from an imaginary line in the Northern Territory there appear to be unlimited funds available for expenditure on Commonwealth works, Commonwealth housing, offices and everything else that is required in the Northern Territory.

Hon. L. A. Logan: And there is less likelihood of a return later on.

THE MINISTER FOR RAILWAYS: That is so. With those few remarks, I support the second reading of the Bill.

THE CHIEF SECRETARY (Hon. G. Fraser—West—in reply) [9.17]: I am very pleased that members have seized this opportunity during the debate on the Supply Bill to make up for what they missed on the Address-in-reply debate, as a result of its having gone through so quickly. Were they not given this opportunity to speak each year, members would not be able to put forward the wants and needs of their various electorates, and tell us how lacking the Government has been in its actions!

Hon. J. McL. Thomson: And make helpful suggestions.

THE CHIEF SECRETARY: In some cases, that is so.

Hon. H. K. Watson: With the same negligible result.

THE CHIEF SECRETARY: The Government has, of course, always attended to the minutest want put forward in this Chamber. As I have said, however, many matters would be overlooked if members were not given the opportunity to express the case for their electors either on the Address-in-reply debate, or on the Supply Bill, because it is not possible for them to do so during the course of the session when particular Bills are dealt with. These matters might appear to be small in the overall, but they are of importance to the districts concerned. Having heard all that members have had to say, I will, of course, promise to do what I have done in the past.

Hon. F. D. Willmott: Nothing.

THE CHIEF SECRETARY: I am sure that members will not expect me to reply to each of their requests tonight. However, I will have a close look at all they have had to say, and I will cut out the matters referred to and send them to the relevant department for examination and advice. Having done that, I will write to the members concerned informing them what steps can be taken to meet their requests.

Question put and passed.

Bill read a second time.

In Committee, etc.

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

Bill read a third time and *passed*.

BILL—INTERPRETATION ACT AMENDMENT.

Second Reading.

Debate resumed from the 25th July.

HON. C. H. SIMPSON (Midland) [9.25]: When the Chief Secretary announced that this privilege Bill would contain an amendment to the Interpretation Act, many of us wondered exactly what the nature and character of the Bill would be. Actually, it has come to us as a small measure, though quite an important one. I think it is one that could receive the blessing of the House, because it aims to take advantage of new services provided by the Postmaster General's Department, and thereby to exercise a measure of economy in the administration of our public offices.

I secured the adjournment of the debate in order to have a look at the measure and to examine the parent Act to which it refers. I also wanted to obtain from the Postal Department, some description of the new service that has been introduced, as the result of which, by means of this amendment to the Interpretation Act the Minister now desires to implement economies in the various departments.

In the first place, there is provision that certain documents and other articles shall be forwarded by registered post. That, of course, has over the years grown into a sizeable amount, particularly when the volume of business has also increased year by year. To ensure postings that would be responsibly handled, and at the same time to do away with a certain amount of the work that registration entails, the Postmaster General's Department introduced this new service, which it called the certified mail service.

One of the conditions is that postage must be prepaid at letter rates. A certificate is given to the sender of the article, or articles, as the case may be, and, if required, a signature from the addressee may be obtained on the payment of an additional fee. In any case the cost of the service is considerably less than ordinary registered post. Members will recall, if they listened to the introductory speech by the Minister, that it is stipulated in various Acts, that certain notices being sent out shall be registered. In order to avoid the necessity of amending each of these Acts, of which there are a considerable number, it has been decided to amend the Interpretation Act by the addition of two subsections to Section 31. So that members will see how it applies, I shall read

Section 31 and then read the additional subsections. Section 31 reads as follows:—

(1) Where by any Act any notice or other document is required to be served whether the expression "serve" or the expression "give," "deliver," "send," or any other expression is used, the service may be effected on the person to be served—

- (a) by delivering the notice or document to him personally; or
- (b) by leaving it for him at his usual or last known place of abode, or, if he is in business, at his usual or last known place of business; or
- (c) by posting the notice or document to him as a letter addressed to him at his usual or last known place of abode, or, if he is in business, at his usual or last known place of business:

Provided that no place shall be deemed the place of business of any person unless he is a principal in the business.

(2) A notice or document may be served on a corporation by delivering it, leaving it, or posting it as a letter, the notice or document being addressed in each case to the corporation at its principal office in the State, and a notice or document may be served on all the members of a partnership or unincorporated company by being delivered or left or posted as a letter, the notice or document being addressed in each case to the partnership or company at the principal place of business thereof in the State.

(3) In the case of service by post, whether service by post is required by the Act or not, the service shall be presumed, unless the contrary is shown, to have been effected at the time, when, by the ordinary course of post, the letter would be delivered.

The proposed additions to that section are as follows:—

(4) Where by any Act, regulation, rule, or by-law, service of any document is permitted or required to be effected by registered post, then if the document is eligible and acceptable for transmission as certified mail pursuant to regulations made under the Post and Telegraph Act, 1901, of the Commonwealth Parliament or under any Act passed by that Parliament in amendment of or substitution for that Act, the service of the document may be effected either by registered post or by certified mail.

(5) The provisions of subsection (3) or subsection (4) of this section do not derogate from or otherwise affect

- (a) the provisions of any Act, regulation, rule or by-law which require the production of an acknowledgment signed by a person to whom a document was addressed, to the effect that the document was delivered to that person; or
- (b) the provisions of section three of this Act.

Section 3 states that in some cases the service must be effected personally, and under certain circumstances a signature must be obtained. As the volume of mail to be included under this Bill is fairly considerable, and as under the provisions of various Acts economies cannot be effected without this amendment, I suggest it is not only necessary but desirable. Of course, the service that has been introduced can be, and is, taken advantage of by individuals outside the service because they are not, except in special cases, bound by the various Acts regarding the delivery of certain articles. As the Bill is a machinery measure designed to secure economies, I commend its acceptance to the House.

Question put and passed.

Bill read a second time.

In Committee.

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

MOTION—SALE OF IRON ORE TO JAPAN.

To Inquire by Select Committee.

Debate resumed from the 25th July on the following motion by Hon. N. E. Baxter:—

That a select committee be appointed to inquire into and report upon the proposed sale of Koolyanobing iron ore to Japan, with particular reference as to whether the profit likely to be derived from such sale is likely to be sufficient to finance any other venture.

HON. C. H. SIMPSON (Midland) [9.35]: I fully support the motion in its general terms. Before an important step of this character is taken, it should be thoroughly investigated. I agree with the mover that all the information available should be obtained and, in particular, the Commonwealth Government's attitude towards the present embargo on the export of iron ore from Australia, the economics of supply if permission is given to export a relatively small quantity, and a survey of the proposal to establish a charcoal iron

industry, which I understand is what is meant by the proposition to inquire whether the profit likely to be derived from such sale, will be sufficient to finance any other venture, should be ascertained.

The amount of ore proposed to be sold being a very small proportion of the reserves in this State, the Commonwealth Government should give some consideration to allowing the export of that ore, particularly as such a course might help the revenue of the State. Whether or not the money obtained, if export is permitted, should be devoted to the project which has received a great amount of publicity in the Press, I am not prepared to say at the moment. Everything else being equal I am certainly not in favour of State enterprises. In my view, every attempt should be made to introduce private investment in the direction indicated.

The State has had a rather sad experience with its trading concerns. Wundowie shows a huge accumulated loss when the Budgets in past years are examined. We had a similar experience with Lake Chandler and other State ventures. Much of the loss could have been avoided if private enterprise had been left the job of opening up the prospects. Without in any way dampening the enthusiasm that the project has created and considering whether it would be a feasible proposition to the State, I would point out that large iron works are established overseas, in particular in India, which are reaching big production, and which, by reason of lower cost of production, will be able in a few years to freeze us out of any market we may create. It might be advisable to take that angle into consideration before the State is committed to a large extent.

I notice the motion refers to Koolyanobbing ore only. I suggest that the select committee which may be appointed as a result of this motion, examine the claims of the Tallering Range ore deposit which is much closer to the seaboard than Koolyanobbing. According to the figures given, there is an ample supply in Tallering Range. That is about 100 miles from Geraldton and just over 30 miles from Mullewa which is 62 miles distant from Geraldton. That ore can be transported to Geraldton at a considerably cheaper cost than the Koolyanobbing ore can be hauled to Fremantle. A local resident, Mr. Frank Lemmon, brought this matter before the Geraldton Municipal Council and it received great publicity. His figures show that a saving of 17s. per ton in the transport of the ore from that deposit to the seaboard, as compared with the cost of transport of the ore from Koolyanobbing to Fremantle, could be effected.

The Tallering Range ore is of very high quality, and, according to the figures, the assay of the iron content is 64.9 per cent., as against 63.24 per cent. in the case of

Koolyanobbing ore. If the amount to be exported to Japan—which I understand is round about 1,000,000 tons—will return a profit to the State, I am suggesting it should be given to the State at 17s. a ton less for transport costs. That means a total amount of £850,000, which would be a considerable saving in transport costs. In the case of an ore body favourably situated, and not of very great iron content, it might be a good plan to clean up the smaller deposits rather than to deplete the big reserves in other localities with greater ore bodies, and which might be closer to the places where the ore could be sent.

With those thoughts in mind I support the motion. However, I would press the claim of the Tallering Range ore body as coming within the ambit of the investigation to be made by the committee.

On motion by Hon. F. R. H. Lavery, debate adjourned.

BILL—LOCAL GOVERNMENT.

Second Reading.

Debate resumed from the 25th July.

HON. N. E. BAXTER (Central) [9.43]: In speaking to this Bill I intend to be very brief because actually it is a Committee Bill. There are some provisions, particularly the one relating to electors who shall have the right to vote, to which we in the country strongly object. The Bill gives the right to every adult person to have a vote in local government. I would like to mention what might happen in the area of one of the localities in my province—the Mundaring Road Board—where we have the Wooroloo sanatorium. The patients and staff there have no financial interest or interest of any sort in the land or anything else in the ward, but apparently they could outvote the landowners and occupiers of homes there.

If the people who have a capital interest in that part of the local authority were not represented by a person who had an interest in their community, it could be disastrous for them. A complete stranger from outside, who did not know anything about the district or the local authority, could be their representative. I am just instancing this to show how dangerous the provision could be. Surely the Government can see wise counsel in the suggestion that this provision be dropped from the Bill. What the Government's idea is in including it, I do not know; it certainly is a dangerous provision from the point of view of the people concerned in local authorities' districts.

Quite a number of other provisions and amendments will be brought forward when the Bill is in Committee. I do not intend to deal with them all, but I suggest that the Bill, when it leaves this Chamber, will be a good one and something that the local

authorities have been wanting for some years. I have, from time to time over the past five or six years, had inquiries from various local authorities in my province, as to when the Bill was going to be introduced and when it was likely to get through Parliament. There is no doubt that the amalgamation of the two Acts will go a long way towards simplifying local government in the State. That is one of the reasons why the local authorities are looking forward to the measure being placed on the statute book in the form in which it will finally emerge.

I trust that during the Committee stage reasonable consideration will be given to all the amendments to be submitted because they will not be put up lightly, from this side of the House, or with any purpose of gaining political ends. It is a matter of agreeing to a statute that will protect the rights of the people who have an interest in the State, and of seeing that they get a fair spin under the Act. I do not intend to deal with the measure any more at the moment. I support the second reading and leave my further comments for the Committee stage.

HON. A. F. GRIFFITH (Suburban) [9.47]: The Bill as members have said is essentially a Committee measure, and I think much more debate will take place during the Committee stage than on the second reading. The Bill consists of approximately 700 clauses; and the more I read it, the more I find that small things come to my notice. I believe that as the measure passes through Committee, the Minister will be obliged to give us information on quite a number of clauses.

I fail to understand why the Government persists in two matters, in particular. One is the question that Mr. Baxter has just mentioned—adult franchise. Perhaps it would be safer to say that there is more than one other matter; but dealing firstly with the adult franchise clause, I have received from the road boards and municipalities in my province, without exception I think, letters protesting about the Government's insistence on this phase of the measure. I think it would be safe to say that protests have been received by various members from local authorities almost throughout the whole State; and the Government has certainly had this phase drawn to its notice.

The Bill was on the notice paper of another place last year, but it did not reach us until this year, and the Government knows the feelings of the people and the people's representatives in local government; yet it persists with the adult franchise clause.

The Minister for Railways: It is a democratic principle.

Hon. A. F. GRIFFITH: That is the Minister's point of view. But I do not subscribe to it, and I feel that it is most

undemocratic to say that a person who has no stake in the country should have a vote the same as the person with a stake in it. However, I think it is simply Labour Party policy—

The Minister for Railways: Democratic policy.

Hon. A. F. GRIFFITH: It is Labour Party policy; and if the Government desires to persist in it, we cannot argue over the persistence. But fortunately, those of us who do not believe in it can register our objection in regard to this or any other clause of the Bill—

The Minister for Railways: It is democratic policy.

Hon. A. F. GRIFFITH: We had better not get around to democratic socialism in regard to this Bill. As late as yesterday I received a letter from the central ward of the City of Perth Ratepayers' Association voicing strong objection to this clause. To the best of my knowledge people throughout the State are objecting to the inclusion of this provision.

Hon. R. F. Hutchison: Not the people generally, but members of the local authorities, as one would expect.

Hon. A. F. GRIFFITH: If that is the sort of esteem in which the hon. member holds members of the local authorities, it might be interesting to some of those in the area she represents to hear her opinion of them. However, I will not labour the question further. I agree that there are some very good provisions in the Bill, and I am sure that when we have dealt with it clause by clause, as the result of our deliberations there will ultimately be placed on the statute book a measure that will be of advantage to all those who have to carry out the work of local government.

On motion by **Hon. F. R. H. Lavery**, debate adjourned.

House adjourned at 9.53 p.m.