

of their contribution to the scheme more than 2d. a ton. This will apply even though their total contribution to the scheme be more than 4d. a ton. If their total contribution be less than 4d. a ton, they will pay only 50 per cent., which would be less than 2d. a ton. In addition, this Bill does not compel the companies to obtain their payment from profits from any particular source or direction. It leaves with the companies an absolute discretion to obtain their payments from profits in any manner or way they think best.

The definition of "mine worker" is fairly extensive. It covers a person employed at the commencement of the measure in or about a coal mine and also any person who was at any time after the 31st December, 1937, engaged as a mine worker in the coal industry of the State. It will be seen, therefore, that the measure has a retrospective application for a period of six years. Another class of person included in the definition is men who, after 1937 and before the commencement of the measure, were rendered permanently incapable of work owing to accident or injury suffered during the course of their employment in a coal mine. Another section of workers to be covered will be those mainly engaged in the transport of coal from the mine to the railway depot. Certain small groups of workers engaged in the industry are also covered by the Bill.

The rates of pension payable differ as between varying classes of mine workers. The maximum rate of pension to be paid per week to any retired miner will be £2. A rate of 30s. per week is provided for other classes of workers. Provision is also made for a pension rate of 25s. per week for a wife and 8s. 6d. per week for every dependent child under 16 years of age. The rate for a wife, as provided in the previous Bill, was £1 per week. The maximum amount claimable by any one pensioner on behalf of himself, his wife and children is fixed at £4 10s. 6d. per week. In the event of a retired miner dying, the pension of his widow will be 30s. per week. Provisions are included to reduce the amount of pension that any one family may receive from the fund. For instance, income received by a family by way of old age or invalid pension, child endowment, widow's pension or from workers' compensation sources, or from other sources specifically set out in the Bill is to

be reductable from the amount of pension to be received from the fund.

Members will recall that provision was made in the previous Bill in the Legislative Council, on the initiative of the Government, to give the tribunal power to reduce pensions payable from the fund for the purpose of enabling each pensioner, when eligible, to draw the full amount of either old age or invalid pension. Those provisions are included in the present Bill and are necessary to enable pensioners under this scheme legally to claim their rights under Commonwealth pensions legislation. The Bill contains provisions to enable this State to enter into reciprocal arrangements with other States where similar schemes are in operation. Those States are Queensland, New South Wales and Victoria. Many other provisions are included in the Bill, all of a more or less machinery character and, as they were explained fully when the measure of last session was before the House, I do not propose to deal with them at this stage.

I move—

That the Bill be now read a second time.

On motion by Mr. McDonald, debate adjourned.

*House adjourned at 6.15 p.m.*

## Legislative Council.

*Tuesday, 31st August, 1943.*

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

### ASSENT TO BILL.

Message from the Lieut.-Governor received and read notifying assent to the Supply Bill (No. 1), £2,500,000.

### QUESTION—EMU PEST, LAKES DISTRICT.

*As to Ammunition for Destruction.*

Hon. J. CORNELL asked the Chief Secretary: 1, Is the Department of Agricul-

ture aware of the abnormal increase of emus in the Lakes District, east of Newdegate, and the certainty of unprecedented damage being done there to growing crops? 2, If so, will the department take immediate action to increase the present almost negligible supply of gun ammunition in the locality so that farmers therein may secure locally a supply sufficient to deal reasonably with this pest?

The CHIEF SECRETARY replied: 1, Reports have been received of the presence of emus in the Lakes Districts. It is not certain that unprecedented damage to growing crops is occurring. 2, Steps have already been taken to ensure an issue of emergency supplies of ammunition to these districts should this be requested by vermin boards concerned. One month's supply of ammunition has just reached Western Australia, and special arrangements made to rail a further consignment of heavy 12-gauge shot-gun ammunition from Melbourne. These supplies should be sufficient to supply requirements in districts where emergencies occur.

#### LEAVE OF ABSENCE.

On motion by Hon. W. R. Hall, leave of absence for six consecutive sittings granted to Hon. H. Seddon (North-East) on the ground of ill-health.

#### MOTION—DAYLIGHT SAVING.

*As to Application to Western Australia.*

HON. C. B. WILLIAMS (South) [4.38]: I ask the leave of the House to move the motion standing in my name and dealing with the re-introduction of daylight saving in this State, before the Address-in-reply debate is continued.

Leave given.

Hon. C. B. WILLIAMS: I move—

That, in the opinion of this House, daylight saving should not, in future, be applied to Western Australia; and that this resolution be forwarded to the Legislative Assembly for its concurrence.

First, let me say that I am grateful to the Chief Secretary for having offered no opposition to the bringing forward of my motion at the present stage. To any member who has been a worker in Western Australia it will be obvious that there is no need whatever for speeches on the subject. Having personally worked as a miner in this State, I regard the position as perfectly plain. Especially I do not wish any remarks of

mine to be misconstrued, and therefore I state now that when I speak of time I mean sun time. I contend that to send a miner underground at seven o'clock in the morning sun time and bring him up again at two o'clock in the afternoon sun time, during the hottest part of the day, is an absurd proposal. In fact, it is too stupid to be debated.

As regards daylight saving a great mistake has been made in Western Australia. If applied to the mining industry, no saving will be effected. It does not matter what shifts or hours are worked in either the gold-mining industry or the coal-mining industry, gold and coal will still be extracted from the earth. What is the position under daylight saving of the workers at a place like Midland Junction? They must start an hour earlier. There are a great many workers at Midland Junction. I suppose the Western Australian Government is the greatest employer of labour in the State. Apart from goldmining and farming, it employs two-thirds of the people here. Consider the position of the men who work at Midland Junction but live at Fremantle. I understand that the travelling time of the train that carries the workers from the port to Midland Junction is nearly 80 minutes, though I will stand corrected on that point. However, it is something in the vicinity of 80 minutes. The men have to catch the train at 5.50 a.m., ordinary time, winter and summer, when there is no daylight saving. Some of the workers live at South Fremantle and Spearwood. They have been forced to live there. Land at Midland Junction has been locked up for many years and people have had to get homes elsewhere.

Imagine what time people would have to get out of bed in order to enable men living at South Fremantle and Spearwood to catch the train at 5.50 a.m. at Fremantle! In ordinary times electric light would have to be used, so there would be no economy in that respect under daylight saving. The same applies to men who have to catch a tram or some other conveyance from Victoria Park to enable them subsequently to catch a train from Perth to Midland Junction. Electricity must be used. I have an instance in my own home. One of my family catches the paper train. Consider the man from Victoria Park who has to start work at 6 o'clock in the morning at Midland Junction! The only train he can catch to get

to the workshops on time is one that leaves Perth at 4.20 a.m., or somewhere about that time. It passes through the Mt. Lawley station at 4.30 and it is called "the paper train." To enable the worker to catch that train, his wife must get up before 3.30 a.m. so that he will be able to have breakfast. With the application of daylight saving, it would be necessary to rise at 2.30 a.m. That is logical. I am speaking facts, for I happen to know what I am talking about. Of course I am dealing with sun time—not nitwit time! Despite all the Commonwealth laws and Federal politicians, and State politicians the sun does not rise or set any earlier than nature prescribes. It rises at the same time and it sets at the same time, but under daylight saving some people would have to get up at 2.30 a.m.!

Hon. L. Craig: The sun rises and sets at different times on different days.

Hon. C. B. WILLIAMS: There is a slight variation but it rises and sets more or less at the same time, despite the efforts of politicians and nitwits who take advantage of the opportunity afforded them by the war to issue stupid regulations. We had an example of that stupidity in this State when torches were blacked out. We had to tolerate for a while the official who imposed that restriction. I do not know how electricity is to be saved when people, under daylight saving, are forced to rise at 2.30 a.m. How is the man whose travelling time from South Fremantle to Midland Junction is 80 minutes under ordinary conditions, going to save anything in electricity under daylight saving conditions when he has to get up an hour earlier?

Again, consider the position of people who are getting old and who desire to go to bed early! They are unable to do so because of the noise made by children in the neighbourhood who do not wish to go to bed in the daylight. I move the resolution in all sincerity. It is absolute nonsense to ask the coalminer and the goldminer to go underground and work in the dark in the interests of economy when they already work in the dark for seven or eight hours a day. Of course, the position in Kalgoorlie is not so bad. They are half an hour ahead of us there. Western Australia is 1½ hours behind South Australia and two hours behind the other States in point of time.

Hon. J. Cornell: And an hour behind Japan.

Hon. C. B. WILLIAMS: Only regarding time; we are not an hour behind when it comes to chasing the Japanese up North. I think it appropriate that this House should express its views on this matter irrespective of party considerations. I leave the representatives of the farming community to speak for themselves. I realise their troubles. Their children have to go many miles to school, much further than do children in the metropolitan area. It would be necessary for parents in the country to rise an hour earlier under daylight saving. Country people have no electric light and earlier rising is much more costly for them. They have to pay dearly for kerosene and candles. People in the metropolitan area have the advantage of electric light at a reasonable rate, but the people in the country have to pay for their light in hard cash. I move the resolution to test the feeling of the House. As a matter of fact, the hours in Australia should be put back. Because we have so much daylight going to waste, we could start at 8 in the morning and continue till 8 at night.

It might be all right for daylight saving to be introduced in some European countries where they see daylight only during three months in a year, but it is nonsense to allow some nitwit to introduce the scheme in this country, where we have as much daylight as we want. Even the pubs have to close at six o'clock in broad daylight in the heat of summer under daylight saving! I hope the House will give favourable consideration to the motion and that the debate will be completed at this sitting.

HON. L. B. BOLTON (Metropolitan): In seconding the motion I desire to speak very briefly in support of it. I have little to add to the comments I voiced regarding daylight saving when speaking during the Address-in-reply debate. The opposition manifested among the public against the re-introduction of daylight saving is truly remarkable. Since the matter was first mentioned in the House last week probably other members have received, as I have, many telephoned messages and letters, and I propose to quote the remarks of a few who have written to me in opposition to the proposed move. The letters will convey all that I need say to combat the suggestion of the Premier that Western Australia is in favour of the re-introduction of daylight saving.

I think it rather a pity that the Premier should have intimated to the Commonwealth that this State was favourable to that course. As one engaged in manufacturing activities, I claim that its re-introduction will in no way be of advantage but rather the reverse from the standpoint of industry. From my own experience I know that absenteeism in factories is more than double in the day shift when the workers commence operations at 7.30 a.m. than in the night shift. That is mainly attributable to the fact, as pointed out by Mr. Williams, that many workers have to travel long distances to reach their employment. Many are living in the outer suburbs and have to rise very early in order to be at their machines by 7.30 a.m. Never from the time when this innovation was first introduced in Western Australia some years ago have we been able to make up in the evening what was lost in the morning.

In many of the country districts the application of daylight saving is utterly ignored. As Mr. Craig interjected, the farmers work from sunrise to sunset, paying no regard to the clock. I know definitely that in some districts daylight saving is totally ignored, except for the closing of mails and the railway time table. The old times are adhered to. That is in itself a sufficient answer to the query as to whether the alteration is desired in the country districts. Of the letters I have received since last Thursday I shall quote from four only. The writers live in different districts and the first letter from which I shall quote came from a Fremantle resident who wrote—

You are voicing the opinion of thousands of men and women in preventing the re-introduction of the daylight saving being brought into vogue again. War workers who now have to rise at 5 a.m. will be robbed of that hour's rest which is so vital to their health. In no way does it compensate the early riser. Ten thousand thanks from ten thousand workers.

A writer from Bayswater says—

I was pleased to read in today's "West Australian" that both Mr. Parker and yourself oppose daylight saving. Being merely a woman with young children and a husband on essential work, I don't suppose that my voice counts for much, but I might add: Without any trouble I could get not a dozen but hundreds of signatures from this suburb alone from people who look on daylight saving as a curse. We don't mind rationing, etc., but that hour's sleep in the morning means far more to our health and happiness than Mr. Willecock may imagine. I don't suppose he knows what it is to rise at 5.45 for five or six days a week.

I suggest that probably the Premier, who was once an engine-driver, does know, and certainly he is one that should know. To continue quoting from the letter—

I won't make this letter lengthy saying how much that extra hour means to us but believe me if you can oppose daylight saving, I will be one of a great many more who will be forever grateful to you.

Another letter comes from a resident of Victoria Park who signed himself "Only a Trammie"—

I am taking the liberty of writing to you so that I may thank you for your endeavours to combat the re-introduction of daylight saving. I am sure there must be many hundreds like myself on early shifts—tramway men and railway men—who at present get out of bed at 4.30 a.m. With the introduction of daylight saving it would mean that they will rise from their beds at 3.30 a.m. just when the house and surroundings are beginning to cool down and the best part of the 24 hours for a good sleep, which is very important and beneficial to those working on nerve-racking trams and trains. I am sure it must be irksome for country folk who will have to attend to their stock before it is daylight, with the introduction of daylight saving. In this part of the world we need to minimise the heat and glare of the day. In the northern climes it is altogether a different matter with their long mellow twilight and grey skies. I hope your efforts will be successful.

The other letter comes from a resident of East Perth who writes—

Congratulations on your stand against so-called daylight saving. The points are many that can be raised against this unnecessary imposition. Why interfere with nature? I sincerely hope you are still further going to raise your voice and not have this measure imposed on Western Australians.

I have many more letters of a similar type and it is unnecessary for me to quote from them. I hope the House will agree to the motion and send it to the Legislative Assembly for its concurrence and, further, that the Premier will then advise the Commonwealth Government that the Western Australian Parliament and the people are not in favour of the re-introduction of daylight saving.

**HON. H. S. W. PARKER** (Metropolitan-Suburban): I support the motion. The only argument that I can see in favour of the introduction of daylight saving is that it will conserve some electricity. If it is the earnest desire of the Commonwealth Government to effect that saving, it should immediately promulgate an order the effect of

which will be to let daylight into our factories, workrooms, shops and business premises which are still boarded up as a safeguard against air raids. At present work has to be carried on in those places with the aid of electric light. If the Commonwealth Government were to adopt that course, an appreciable saving of electricity would be achieved immediately.

True, if we could effect a saving by the re-introduction of this provision, very well; but I do not see how it is possible. I again point out to the House that clocks in the metropolitan area here have been advanced, and are always advanced, 20 minutes, which is virtually half an hour, whereas the clocks in Sydney and Melbourne are retarded correspondingly. Thus daylight saving in the Eastern States will afford them only the same time that we have now. If from the point of view of the war effort a saving of daylight is required in the Eastern States, the clocks there could be advanced. The saving here would be very small. I should like to refer to two letters that I have received, and to point out that I have discussed this matter with many people in various walks of life. I have also taken a Gallup poll in my own way, and this shows that 100 per cent. of the people consulted are in favour of the motion.

Hon. J. Cornell: Is that as reliable as the Federal election Gallup poll?

Hon. H. S. W. PARKER: I would like particularly to quote a letter from a mother who resides in Bayswater. She says—

I saw by "The West Australian" that you were one of the members not in favour of daylight saving. Here is the opinion of a mother. Unless daylight saving is a very great advantage to the war effort, it should not be brought in, as it has the most depressing effect on mothers' nerves, which in turn affects the whole home life, as a nervy mother can upset the whole members of the family.—

We all agree with that.

—I have never met one mother in favour of it. There may be a few indifferent ones, but they only have one baby. It affects mostly mothers of school children as it is impossible to get children to go to sleep in broad daylight. Result is they miss an hour's sleep every night and have to be wakened out of a deep sleep to get to school on time. If daylight saving helped the war a great deal it would not be so bad, but I have never read anywhere yet what advantage it really is. In my opinion it is worse for the mother's nerves than the fear of a Jap invasion. I suppose this year everyone will object after it has been brought in like they did last year. In my opinion, at the bottom of every voting

paper we should have been told to put yes or no (in favour or not). Thus everyone's opinion would have been received without costing the Government a half-penny but, of course, they didn't have time to think of that; it takes a woman.

The duty of the Government is to endeavour to make people as happy as they should be. If daylight saving is going to upset the nerves of the mother of a family, everybody concerned suffers, including the future generation. The Canning Road Board has also written to me and asked me to support the motion, and this I now do.

**THE CHIEF SECRETARY:** Any action to be taken in connection with daylight saving is a matter for the Commonwealth Government. It is only natural that that Government, when desiring to reimpose something that had been introduced previously but which had expired by effluxion of time according to the regulation under which it was introduced, should inquire of the Governments of the respective States as to the position in those States. That is what has happened on this occasion. Daylight saving was introduced under National Security Regulations. The regulation in question provided that this method should apply for a certain period only during the year. A few months ago that period expired, and now we are approaching the summer season.

Hon. A. Thomson: The motion, if carried, will show that we disapprove of the regulation.

The CHIEF SECRETARY: That is so, but that may not necessarily affect the decision of the Commonwealth Government. One can readily assume that the Commonwealth Government would be somewhat averse to introducing daylight saving in some States and not in others. As pointed out by Mr. Parker, there is a difference between Eastern States time and that in Western Australia. We are so used to it that we make our arrangements accordingly in the event of our having any communications with the Eastern States. Daylight saving is not a new thing. It has been applied in other countries for many years. It has obtained in New Zealand since the last war and applies regularly in Great Britain and, I believe, also in America. It has been applied in Australia on previous occasions, once during the last war for one year only, and during this war, mainly, I understand, with a view to assisting the war effort.

The suggestions put forward in support of daylight saving include not only assistance to the war effort in providing daylight, particularly for munition workers, who are supposed to do better work than under artificial light, but it was also suggested that the health of the people would be improved. Other arguments were also advanced, particularly in regard to the saving of light and power which would make a valuable contribution to the war effort. As to whether these reasons are valid or not, I cannot be particularly definite. I gather from information we have received in this State that there is only one way in particular in which daylight saving would be of real value to us, namely, in regard to the saving of coal, the position in connection with which in this State is very bad. For security reasons I cannot indicate the exact position but I hope members will accept my word when I say that, if we can only avoid the necessity for utilising a small quantity of coal, that will be a very valuable addition to the war effort in this State. Unfortunately, our native coal cannot be stored for a lengthy period. We are having difficulty in obtaining adequate supplies of coal from the Eastern States which can be stored.

Hon. J. A. Dimmitt: I think that is not a correct statement. Collie coal has been stored for months and, in some cases, for years, and still has the same calorific value. I know of some which has been held for 12 months and it is still good.

The CHIEF SECRETARY: I am quoting the views of those people who understand the situation.

Hon. J. A. Dimmitt: I have used a few thousand tons of it.

The CHIEF SECRETARY: But not in locomotives.

Hon. J. A. Dimmitt: No.

The CHIEF SECRETARY: The hon. member is entitled to his own opinion, but I am sure most members will agree that the experts have always advised us that there is a difficulty in regard to our native coal, if we desire to store it for any length of time.

Hon. H. Tuckey: That has always been the opinion.

The CHIEF SECRETARY: If coal is of such great value to the war effort—and it is—and any advantage is to be gained from daylight saving, it is our duty to agree to that method being adopted.

Hon. J. Cornell: It is a pity we cannot get enough coal to store.

The CHIEF SECRETARY: If daylight saving will have that effect, the inconveniences that have been referred to by supporters of the motion will have to be put up with. The State Government has taken no definite stand in favour of the re-introduction of daylight saving. When we were asked by the Commonwealth Government for an opinion, we made the necessary inquiries from those who are considered to be in a position to advise in such a matter. We found from official channels that there had been very few complaints. I was rather surprised to hear Mr. Bolton's remarks. We were advised through the Factories Department to the effect that full inquiry had been made, and that the inspectors of the department did not know of any instance of the daylight saving scheme having detrimentally affected the operations of any factory or workshop.

Hon. L. B. Bolton: They did not say there was any advantage in it; therefore why alter the present hours?

The CHIEF SECRETARY: As regards agriculture, the Under Secretary for Agriculture advised me that whilst there were a few complaints in the nature of letters to the newspapers last year as to difficulties due to the daylight saving provisions, he did not think they were based upon sound grounds. He said that no complaints of an official nature had been received from growers' organisations by his department during the last 12 months. Since then the Government has received complaints from local governing authorities on the goldfields, and I believe there have been one or two other letters, not necessarily from official bodies, objecting to the re-introduction of daylight saving.

Hon. H. Tuckey: There are plenty of complaints in the South-West.

The CHIEF SECRETARY: Mr. Parker said he had taken his own Gallup poll. I presume he took that in his own province. He said that 100 per cent. of the people he interrogated were opposed to the re-introduction of daylight saving. I probably have made as many inquiries as has the hon. member. Whilst I cannot claim to have had 100 per cent. of persons in favour of daylight saving, I would say that a big majority of those of my electors who were consulted were in favour of the scheme. This

sort of argument, however, will not get us anywhere. The real question is whether the re-introduction of daylight saving will contribute in any way towards the war effort.

As a Government we have advised the Commonwealth Government that we have no objection to the re-introduction of daylight saving, provided it applies to all States of the Commonwealth. I notice in the Press that South Australia has objected to its re-introduction, and that decision has been conveyed to the Commonwealth Government. Here we have another State which, as a result of its experience, I assume, considers that the scheme would not be advantageous to it. Once more we come back to the same point: Is there anticipated any advantage to the war effort? Mr. Williams referred to the miners. I did not think they would be greatly affected by daylight saving, but probably the hon. member thinks, and they think, that they will be inconvenienced. Then there are other workers who live a long distance from their employment who will also be inconvenienced.

Hon. C. B. Williams: I was also referring to people in your province who go to Midland Junction.

The CHIEF SECRETARY: If those men thought they were contributing to the war effort, they would be quite content to have daylight saving.

Hon. L. B. Bolton: Many of your electors working in the annexe are opposed to it.

The CHIEF SECRETARY: Then there is the question of schools in country areas. Mr. Bolton said that people there took no notice of the change, and pleased themselves in the matter. That does not affect anyone. The Education Department adopted the policy last year that in cases where parents of children attending a particular school in the country agreed that they should comply with the old hours and not with the new, those hours were to be complied with. Consequently there was no advance in the time so far as they were concerned. In the case of farmers, particularly those whose work begins with the rising of the sun and ceases when it sets, it would not matter what the hours were. So far as their work is concerned, they would do the same amount and so no inconvenience would arise there. If any inconvenience will arise through the introduction of daylight saving, it will be in connection with train times, which would

probably vary a little from the usual schedule.

I cannot see very much in some of the complaints which have been raised against daylight saving. We have been advised, however, that there will be a saving in the consumption of coal used for providing light and heat, but I am unable to state what the extent of that saving would be. Mr. Williams mentioned a few people who had to get up early in the morning and switch on the electric light, but that would be a mere bagatelle compared with the lighting of the whole metropolitan area for one hour. It does not require much imagination to know that the lighting of the metropolitan area for an additional hour means a big drain on our electricity supply and that must have some effect upon the quantity of coal required to generate the electricity.

Hon. A. Thomson: Would not the light consumed early in the morning equal that which would be consumed earlier in the evening?

The CHIEF SECRETARY: No, because the city must be lit at night but not all night. One factor which was important last year was that daylight saving would ease the position with regard to the black-out. Fortunately, we have got away from the black-out and therefore that argument has not the same force as it had then. On behalf of the Government, I say we are not bound either to the introduction of daylight saving or to its discontinuance. We have an open mind on the subject. The only qualification we make is that, if it is true that daylight saving would assist the war effort, then we are quite prepared to put up with it, provided it applies to the whole of the Commonwealth.

HON. L. CRAIG (South-West): One or two important points have been raised on this motion. I understand now that the Commonwealth can issue regulations which apply to one State and not to another. If it is possible to exempt one State from the provisions of a regulation, then it is possible to exempt another, although I previously understood that the Commonwealth could show no preference to any particular State. Apparently, there can be some discrimination as between States. If that be so, and in view of the fact that we are 25 minutes ahead of sun time and also of the fact that Sydney is nearly the same time behind, then, if Western Australia be exempted, we shall be

on exactly the same footing as is New South Wales. In such circumstances, it would not be unreasonable to ask that Western Australia should be exempted.

There is no question about the hostility to daylight saving throughout our country districts, particularly on account of the heat. I, in common with other members, have been frequently asked whether it would not be possible for Western Australia to be exempted from daylight saving. Unquestionably, there is antipathy to daylight saving, particularly on the part of women with children. Last year there were very numerous complaints from women who, tired by the heat, had to put their unwilling kiddies to bed in daylight. We all know the argument these women raise. Complaints were also made by farmers; they all do not work from daylight to dark—at least, I do not know of any who do. I have heard very many say that they do work from daylight to dark, but I have never yet met one who does. It may be done occasionally during harvesting and at shearing time, but it is the boss who does it at shearing time, not the workers. It is largely mythical.

Hon. J. Cornell: It is past history.

Hon. L. CRAIG: Yes. It may be done on one or two occasions, but if a farmer is a good manager it is unnecessary.

Hon. C. B. Williams: If you have good employees.

Hon. L. CRAIG: However, the Chief Secretary did raise an important question. It is, what would be the advantage to our war effort? I wonder, however, whether it would be as great as we are led to believe. The point I make is that by placing us on the same basis as Sydney, we would be saving just as much as New South Wales. We are already 25 minutes ahead in our time and Sydney is getting the benefit of 25 minutes. That is an argument.

The Chief Secretary: That is all it is!

Hon. L. CRAIG: I admit it is not a strong argument. Right throughout the country there is definite hostility to the re-introduction of daylight saving and I personally am entirely opposed to it. It would be better to concentrate on an increase in the output of our coal. Many people could be put on hewing coal who are at present engaged in other jobs not so important. We have ample supplies of coal and it only requires a little management to solve the whole question. The Commonwealth Government

should be told what Western Australia thinks about the proposal, not what the Government thinks. I support the motion.

HON. H. TUCKEY (South-West): I do not agree with the Minister when he says that daylight saving will not affect the farmers. The farmers in my province are very much opposed to daylight saving and last year I received scores of complaints from them. The only recreation these people get is attendance at a local picture show; and, with daylight saving in force, dairy farmers and their workers, including women and children, are placed in this position, that, as open-air pictures cannot start till about 9 o'clock, they do not get home until about 1 o'clock in the morning. This point is important, because we have to consider our people in the outback areas. Daylight saving would work materially to the disadvantage of these people and of other workers in the country. I support the motion.

HON. J. A. DIMMITT (Metropolitan-Suburban): By way of interjection I made some comment on the Chief Secretary's statement as to the keeping quality of Collie coal. My reason for doing so was that there seems to be a great deal of misconception on the point. About a fortnight ago I saw a boiler being fired with Collie coal which was nine months old. The Chief Secretary, in his rejoinder, said that the keeping quality of the coal was important so far as railway engines were concerned. But what effect would firing with Collie coal have on daylight saving? That is completely beyond me. Another statement made by the Chief Secretary was that there was little or no official opposition to the proposal. I do not know whether the people I shall refer to can be styled official, but I have received no fewer than four communications from infant health centres, each asking me to protest against the re-introduction of daylight saving.

Hon. J. Cornell: We are getting down to the infants now.

Hon. J. A. DIMMITT: The parents of the infants are greatly concerned about daylight saving. I have a letter here from a district road board. It reads—

My board definitely disapproves of the daylight saving scheme and will feel indebted if you will use your best endeavours to prevent same from becoming law.



I mention these two or three points to indicate that some people, if not official, are at least sufficiently important to have their representations brought before this House. I support the motion.

Question put and passed, and a message accordingly transmitted to the Assembly.

### ADDRESS-IN-REPLY.

#### *Eighth Day.*

Debate resumed from the 26th August.

**HON. A. THOMSON** (South-East) [5.27]: Before proceeding with my remarks on the Speech, I desire to tender to you, Sir, my sincere sympathy in the sad loss which you have sustained. Words are but poor consolation to those who have suffered as you have, in common with others. You are one of many mourning the loss of sons who died that we might be free. In common with many others, I wonder why, with our boasted civilisation, so many of the youth of this generation have to pay so dearly for the folly of Nazism. Had the true spirit of the League of Nations been observed, how much suffering might our young men have been spared. I pray most humbly that out of this welter of human suffering some system will be evolved that will really bring peace on earth. I say, in all sincerity, God grant it may be so.

A great friend of mine, writing to me recently expressing his pleasure at my recovery in health, said he was glad I was well again and still ready to fight for the cause that needs assistance, to right the wrong that has been done, and to work for the future. All my life I have endeavoured to fight for the cause needing assistance; certainly I have had the courage to fight against any wrongs that I consider have been done to the people whom I represent in Parliament. I view the future that faces us almost immediately with a great deal of anxiety. The freedom our forefathers fought for and obtained is slowly but surely being filched from us. The freedom of speech and action, so dear to the British race, is in great danger of being lost owing to the dire necessities of this war. Rules and regulations have been promulgated in the interests of national security. In an honest endeavour to see into the future, I have wondered whether, when we have defeated the enemies who seek to overthrow our British Empire and we

proceed to reconstruct our national affairs under peace conditions, the freedom we enjoyed prior to the outbreak of this war will be restored, or whether it will mean a continuation of the Gestapo methods that today exist under National Security Regulations. Men and women, in the interests of the nation, and because of the necessities of the war, are torn from their homes and compelled to go hither and thither at the will of bureaucratic departments.

In my endeavour to look into the distant future I issue this warning: Our freedom of thought and freedom of action are in great danger unless our citizens are eternally vigilant to prevent continued regimentation by the bureaucratic departments that have arisen. These departments now control the people and, having control, they will be loath to relinquish their powers and will fight to retain them and the cushy jobs that many of the officials today enjoy. Many of them, in fact, have become miniature dictators. That is why I view the distant future with a great deal of anxiety. I want our children's children to have the freedom that we of the older generation have enjoyed, namely, the right to order their own lives and not be regimented by bureaucratic control, which seems to be the objective of so many. We entered this war to fight Nazism and Fascism and to preserve our freedom as a people. I trust that in the peace we will not hand over control, but will preserve the freedom that enabled us to build up the British Empire.

I would like to touch on the half-caste problem. I was surprised when a number of half-castes entered polling booths to record their votes on election day. Many of them could not read or write. This illiteracy is evidence of governmental neglect. No determined effort has been made to educate them to become useful citizens. They are multiplying faster than the whites, but few of them make any attempt to live up to our standard of living. A determined effort must be made to educate them and teach them to work. Along the Great Southern line they can be seen hanging round the towns. They camp here and there, with no fixed place of abode. Plenty of farm work is offering. Many farmers and their wives, well into their sixties, cannot get assistance of any kind to help with the farm work. Their sons and daughters are away on military service and these old people are

expected to do the important work of carrying on food production without help.

Child endowment has provided the half-caste with a fruitful source of income. I have been informed that some of them are drawing between £7 and £8 per month by way of child endowment, which, with the Government rations supplied, enables them to live in comfort according to their present standard. The half-caste problem presents a growing danger and must be tackled with determination. They are breeding like rabbits and, apparently, no effort is made to educate them or to compel them to become useful citizens. By this neglect we in Western Australia are permitting a serious danger to grow in our midst. The sooner we grapple with this problem and compel these unfortunate people to become useful citizens, the better it will be for them and for Australia. It surprises me that the manpower officers have not attacked this source of labour. Our farming districts have been denuded of the white boys and girls who used to be available, yet these half-castes are not compelled to work as our own people are. Surely the Civil Construction Corps could take control of the young half-castes and make them work so as to render useful service to the nation, in exactly the same way as it is now compelling our boys and girls to work.

I suggest that the Government should immediately approach the Commonwealth Government for a grant of at least £100,000 per year from the £30,000,000 that the Commonwealth Government has earmarked for social services. It can be truthfully said that if we take hold of the half-caste problem so that these people will become useful citizens, then this money, which the Commonwealth Government could, and should, make available from the social security fund it has inaugurated, will have been beneficially spent. I can anticipate what the Chief Secretary will say in reply, namely, that these things are very nice, but where is the money coming from? The Commonwealth Government has put aside £30,000,000 to provide for social amenities, and here is a way by which it could do a useful job. I hope the Government will take notice of my suggestion. The sooner this growing danger is grappled with the better it will be for the State. I now wish to deal with education. I was rather disappointed recently to read in the Press that our country districts are

not to be provided with technical education facilities except by correspondence. Surely the war has taught us a very severe lesson! Technical and practical education have, to a large degree, been neglected not only in this State but throughout the whole of Australia.

The Chief Secretary: Where did you see that?

Hon. A. THOMSON: It was a statement in the Press attributed to Mr. Phillips. I hope I am making a correct statement. Speaking from memory, the report was that there was to be one technical school at Collic, and the rest of the country was to be dealt with by correspondence. We know that it has cost Australia millions of pounds to educate young men to become proficient technicians so as to be able to service our aeroplanes, motor trucks and other military machines, and to manufacture munitions, etc. In our country towns part of the education should, and must, be of a technical and practical character. This type of education should be made available for our country youth under exactly the same conditions as are now provided for those fortunate enough to live in the metropolitan area. The curriculum of our Education Department requires overhauling, and more attention should be given to the trades and less to commercial training.

If I may be permitted to digress for a moment, I would like to extend my sincere congratulations to Mr. E. H. H. Hall who was successful in having a Select Committee, which ultimately became an honorary Royal Commission, appointed to inquire into the problem of delinquent youth. I would like to quote two extracts from the evidence, a copy of which has been placed on the Table of the House. The Commissioner of Police (Mr. Hunter) was asked by the Chairman—

A lot of the delinquent children have passed the compulsory school age?

He replied—

That is so. I consider that every boy on leaving a public school should be required to learn a trade. This should be made compulsory. When dealing with applications for positions I have been amazed to find that 95 per cent. of the applications have been labourers—men without a trade of any kind. That is not right.

That is an amazing statement. I am sure that Mr. Hunter was dealing with young men who had applied to become members of the Police Force. I am quite safe, I believe, in

making the statement that at least 75 per cent. of those applicants came from country districts. As a matter of fact, I understand that the Police Department prefers to get young men from the country.

Hon. L. B. BOLTON: If a young man had learned a good trade, he would not want to join the Police Force.

Hon. A. THOMSON: Of course not. We find that Mr. Doyle, Chief Inspector of Police, made this statement—

If it were possible every boy should receive technical training at school. It should be compulsory.

I quote these two extracts in support of what I have done over many years in trying to obtain better provision for the youth of our generation. We really are a peculiar people in Western Australia and in Australia as a whole. We compel our children to attend school so that they shall be educated. But how different it is when a young man has left school! We find that restrictions of all sorts are placed upon him that prevent him from learning a trade. On more than one occasion I have pointed out in this House that these restrictions are brought about by the trade unions themselves. I could never understand their attitude because it is the sons and daughters of their own members who suffer by the restrictions limiting the number of apprentices. By one law of the land we compel our children to be educated, and rightly so, and then by another law the Arbitration Court debar many boys from learning a trade. The evidence submitted by the Commissioner of Police was a most damning indictment not only of the people of this State but also of the education system.

When the new order, of which we hear so much, comes about, I hope that every boy will be given the right not only to receive education but also to be taught a trade. I speak feelingly on this matter. I want to see the country children given the same opportunities as are available to children in the metropolitan area. The Chief Secretary, who administers the Education Department, will probably say, "Yes, but what are we going to do for money?" The boys and girls in the country districts are just as important as those living in the metropolitan area, and even if more money has to be provided, we have no right to deny the children in the country the privileges that are accorded to those living in the metropolitan area. Com-

monwealth and State Governments have freely announced their intention to encourage the establishment of industries in the country districts. I do not know of any better way of assisting that movement than by extending technical education so that boys and girls in the country will be able to provide the requisite labour.

I regret that the Chief Secretary gave the reply he did to my question as to whether the department would consider removing the income tax limit of £250 on the parents of children entitled to receive the driving allowance of 6d. per day. The Commonwealth, in increasing the maternity bonus to £15, has abolished the means limitation, and I think it is grossly unfair that people who settle in country districts distant from schools, have to provide a vehicle for their children to drive to school and yet are deprived of the driving allowance if their net income exceeds £250. When those people have had the courage to go into the country and rear a family, they should not be penalised in this way simply because their income exceeds £250. The amount of the driving allowance would in most instances be more than absorbed by the expense entailed. I hope the Government will abolish the limitation and place all the people in the country on an equal footing.

Last year the Chief Secretary had a letter brought under his notice on the subject of weights and measures. Unfortunately I was unable to deal with it at the time. The Weights and Measures Act needs to be overhauled. I cannot do better than quote from a letter sent to me by the Katanning Chamber of Commerce. It shows how unfair are the present methods of checking scales and the hardship imposed upon traders, particularly in the country. When this legislation was introduced it was quite convenient for people in the city to take their scales to the department and have them tested. The letter says—

All scales, weights, measures, etc., have to be submitted for inspection every two years. The inspectors will not examine those on the premises but demand that they be removed to the local police station for inspection. This removal in itself is often sufficient to throw scales so much out of adjustment that they are condemned.

When the department is sending an inspector to test scales it should be quite reasonable for him to go to the premises of the trader and test the scales there. I see no reason

why this should not be done. The letter continues—

Measures (brass yard measures, etc.) which cannot change their length must be removed from counters every two years, inspection fee paid, and then re-fixed.

These measures have to be removed from the counters, taken to the police station, tested, and then put back. I commend the Chief Secretary for having dealt with the matter so far as the Act would permit him to do so, but I want to have the Act amended so that it will be administered under better conditions.

Weights and counterweights are placed in all sorts of positions in order, if possible, to throw the scales out. Also scales which weigh perfectly in the range for which they are used are tested to the limit of their capacity and, if any error is thus detected, are thrown out.

The fact that merchandise is regularly weighed by police inspectors and found correct, thus proving that scales used are accurate, counts for nothing with these men whose apparent aim is to cause all possible expense and inconvenience to both traders and the public.

As you are aware, scales and weighing machines of all kinds are now not only almost prohibitive in price but supplies are very difficult to obtain. If other districts have been treated like this one, goods will soon have to be sold by measure rather than by weight.

Scale adjusters are few in number and it is difficult to obtain their services in the country. Only certificated men may adjust scales, and if these are railed to Perth and adjusted there, they will certainly be far from accurate when they are returned.

I appeal to the Chief Secretary to give serious consideration to the question of amending the Act so that when a scales adjuster goes to the country, he will be able not only to inspect scales on the premises, but also to adjust them there. This may mean building up a bigger department, but I have no objection to that. It would be a simple way of protecting the public; the traders would be inconvenienced, and the scales would be more accurate than they are after being taken away to be tested elsewhere.

I appreciate the difficulties with which the Railway Department has had to contend on account of shortage of coal and manpower. The enginemen have a difficult task in trying to run trains to time and in the running of trains that are loaded up to full capacity of engine-hauling power. It is regrettable that so many intending passengers have to

be left behind. On the Diesel that ran to Perth yesterday, it was impossible for many people to get accommodation, and others had to stand throughout the journey. I hope that the department, when undertaking post-war reconstruction, will be able to provide more engines and better coach accommodation for the public. Another matter that ought to be considered is the provision of refrigerated cars. At a conference held at Denmark last year the following resolution was passed:—

That a recommendation be made that a refrigerated truck suitable for the carriage of beef and other perishable products from country districts to the metropolitan area be made available by the Railway Department.

The provision of such trucks is essential, and I hope these much needed facilities will soon be made available. Much criticism has been directed at the Commissioner of Railways and his officers. In the country areas great inconvenience and discomfort have been experienced by the travelling public. If one wants a sleeping-berth, one has to book a considerable time ahead. This, doubtless, is due to the increase of traffic, but I am hopeful that when conditions more nearly approximate normal, additional money will be made available to the department so that facilities may be improved.

The department should give special consideration to the matter of railway rates. It is proposed to encourage the establishment of industries in the country, and this can be done only if cheap rates are provided on the railways. No industry in the country can compete against a similar industry in the metropolitan area unless special rates are fixed. The people in the country areas suffer many disabilities. A deputation waited on the Minister in relation to freight rates to the Great Southern. Those districts were enjoying a concession under which goods were transported by the s.s. "Eucla" at reasonable rates, but now the full amount of railway freight has to be paid, which means a serious disability and increased cost of living to the people residing there. When conditions become normal, I hope that people in the Great Southern districts will be able to draw their supplies of petrol from the port of Albany. Then, instead of having to pay for long haulage rates from Perth, we shall have the benefit of lower rates brought about by decentralisation.

I should like to touch on third-party motor car insurance. I regret that the Government has not seen its way clear to adopt the full findings of the Select Committee which reported after having received important evidence from experts. The Government accepted some of the Select Committee's findings, but it is the fixed policy of the present Government to bring everything under State control. Therefore I do not expect that we shall have before Parliament this session an amending measure giving protection against third-party risk, or that the matter will be taken into consideration by the Government now. Whether I shall be here next May depends on the electors.

The attention of the Government should be drawn to the serious overloading of motor vehicles. If the officers of the Traffic Department would only get out along the roads, they would not travel very far before they would see motor trucks loaded at a highly dangerous angle, besides being greatly overloaded. People who may be injured by the collapse of such a truck, or be run into by one of them, or have the load fall on them, will under present conditions have no legal protection and no possibility of recovering damages. I propose to quote from a letter, sent to me at my request, dealing with a case that occurred in 1941. True, some time has elapsed since the accident; but only recently I passed quite a number of trucks overloaded with firewood. They were dangerous to pass, and they clung to the middle of the road. The letter I have states—

A truck loaded with limestone was travelling at a fast rate south-west down Charles-street hill between Newcastle and Aberdeen-streets. In order to avoid another vehicle, the driver applied the brakes of the truck, which were faulty and would not function. He then swerved to Aberdeen-street, mounted the foot-path on the south-east corner, smashed approximately four verandah posts, and one 5 by 5 jarrah post, travelled on into the factory, and knocked over about one ton of plaster-board, which our man was sitting up against, and thus caused fatal injuries to our man.

The police impounded the truck in order to test the brakes. Any particulars regarding this could be obtained from the Roe-street police station.

The insurance company (Lloyds) requested that the truck be weighed, the result being that same was proved to be overloaded, and they therefore refused to take any responsibility as regards the third-party risk. Apparently there was a clause in the policy covering such action.

When the next-of-kin of the deceased made a claim on the driver of the truck for compensation under third-party risk, they were referred to Lloyds Insurance Co., who informed them that they had washed their hands of the whole affair because of the truck being overloaded. The insurance company then suggested that they claim on the owner of the truck; but, he being an undischarged bankrupt, nothing could be done.

That case occurred in 1941. But it is quite possible for a similar accident to happen tomorrow with similar results. I would be pleased if the Minister would look into the matter. I have here "The Wagin Argus" of the 19th August, which contains an article dealing with the appointment of a health inspector and referring to Dr. Atkinson, whom I always thought a highly reasonable man, as having adopted a rather dictatorial attitude. The article states—

The final stage in a long series of correspondence and argument between the Commissioner of Public Health and the Wagin Health Board on the question of the employment of a full-time health inspector for Wagin was touched on Monday, when a letter was received from the Commissioner advising that he intended to use his dictatorial powers under the Act and enforce the appointment of an inspector for Wagin.

Councillor Forsyth pointed out that the Commissioner had completely ignored the board's request that he or his representative visit Wagin to discuss the question on the spot. He moved that this request be again sent to the Commissioner.

The Mayor: I am not prepared to accept that motion.

Councillor Absalom: Well, I'm prepared to second it. The least the Commissioner can do is to observe the principles of democracy and hear our side of the question.

Councillor Butterick, in answer to the Mayor's claim that the need for an inspector had not decreased, pointed out the number of empty business premises, and stated that although there were some good points in favour, our finances were definitely not good enough to take the extra burden, and they must decrease even more.

Later the report states—

Councillor Absalom asked the Mayor if he would state his reason for not accepting Councillor Forsyth's original motion. The Mayor, in reply, stated that the request was obviously a waste of time, and it was inadvisable to repeat it. The Commissioner was apparently of the opinion that the council was merely playing for time, and was obviously getting fed up.

Councillor Butterick, whom I know well and who is a most reasonable man, then said—

So we are getting fed up. If we are to be governed from Perth, why are we wasting

our time? Surely a decision from ten men on the spot ought to have some weight!

I draw the Chief Secretary's attention to the fact that the position in Wagin is peculiar. Shops are shut, and the town is suffering severely from the results of the war. The position might be met, not by compelling the council to appoint another health inspector in place of the one who has enlisted, but by arranging for continuance of the inspection of meat. I ask the Chief Secretary to ascertain whether the Commissioner or one of his officers could not visit Wagin and discuss the position on the spot, thus enabling the council's difficulties to be realised. In conclusion let me say that at a recent conference the abolition of this Legislative Council was urged. That, we know, is the policy of the Government in power in Western Australia. I hold that the Legislative Council is really the bulwark of democracy here.

Hon. J. Cornell: Yes, and it is not in danger.

Hon. A. THOMSON: I do not say whether it is in danger or not. The cry for its abolition seems to be becoming quite popular. It is the hope or the intention of many that the State Parliament shall be abolished; in particular the Legislative Council is said to be unnecessary. This Chamber, however, safeguards the interests not only of the majority but also those of the minority. In my opinion the Legislative Council, as a whole, endeavours to hold the scales of justice evenly and equally poised on all subjects which arise for discussion here. Therefore I hope that those who may have an idea that the abolition of this Chamber will make our system of government more democratic will take further thought. Under our present party system it is always possible for the minority in another place not to have any hope of being heard. In the Legislative Council, on the other hand, it has a reasonable chance of being heard and of having its case considered.

There are other matters I would like to discuss, but I shall seek opportunities to raise them later. In my firm opinion, this Chamber is ready to fight

For the wrong that needs resistance,  
And the cause that needs assistance,  
And the future in the distance,  
And the good that we can do.

I am convinced that every member of this Legislative Council is actuated by a sincere desire to advance the welfare of Western Australia. I have pleasure in supporting the motion for the adoption of the Address-in-reply.

On motion by Hon. J. Cornell, debate adjourned.

*House adjourned at 6.12 p.m.*

## Legislative Assembly,

*Tuesday, 31st August, 1943.*

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

### ADDRESS-IN-REPLY.

#### *Presentation.*

MR. SPEAKER: I desire to inform the House that, accompanied by Mr. Needham, the member for Perth, and Mr. Stubbs, the member for Wagin, I attended upon His Excellency the Lieut.-Governor, and presented the Address-in-reply to His Excellency's speech. His Excellency replied in the following terms:—

I thank you for your expressions of loyalty to His Most Gracious Majesty the King, and for your Address-in-reply to the Speech with which I opened Parliament.—(Signed) James Mitchell, Lieut.-Govr.