

and the person refused tenancy took proceedings under the landlord and tenant regulations.

If the landlord, the defendant, went into the box, he would be cross-examined on behalf of the would-be tenant and by the judge, and an opinion would very soon be formed as to whether he was telling lies or not by his putting up some fictitious reason why he did not want to accept this tenant. If he did not go into the box, I do not think any jury would take long to discover the real reason for the refusal of occupation of the premises. I will concede this: That it is infinitely easier to prove an eviction if the onus of proof is on the accused, but it is very far from the case that, with the exclusion of this provision proposed to be deleted, the clause would be rendered of no value. I consider it would still be of value.

Mr. GRAHAM: No matter how necessary this Bill is, it only requires another place to apply the blue pencil, and immediately the Minister condemns his own Bill by pointing out and proving to his own satisfaction, at any rate, that there is no necessity for this provision.

Hon. F. J. S. Wise: That is the whole trouble.

Mr. GRAHAM: I think it is mere eye-wash to make some pretence that we are following the principle of the onus being on the defendant to prove his case, and not on the prosecution. We discussed the Child Welfare Bill last session, and I am certain the Minister will agree that in that instance the responsible Minister—the Minister for Education—made out a strong case which convinced me, and I said so at the time. The point was that where there was an illegitimate child and parentage had been proved, it rested with the father to prove that he could not maintain that child, and it was not the responsibility of the department to prove that he was in that position. The question we are dealing with now is completely parallel. If premises are refused, nobody knows what the reason is, and surely it is logical to expect that the person concerned will indicate to the court what his reasons are, and then the court will determine whether or not those reasons are valid. That is the important part. The Minister said something about peering into a person's mind, but if the alleged offender is not

required to be placed in the position of indicating the reason why he will not accept the tenant, then the whole proceedings would be farcical.

Question put and passed; the Council's amendment agreed to.

Resolutions reported, the report adopted and a message accordingly returned to the Council.

*House adjourned at 10.30 p.m.*

## Legislative Council.

Tuesday, 17th August, 1948.

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

### ASSENT TO BILLS.

Message from the Lieut.-Governor received and read notifying assent to the following Bills:—

1. Supply (No. 1), £3,800,000.
2. Increase of Rent (War Restrictions) Act Amendment.

### CHAIRMEN (TEMPORARY) OF COMMITTEES.

The PRESIDENT: I desire to announce that, in accordance with Standing Order No. 31a, I have appointed Hon. G. Fraser and Hon. W. J. Mann to be temporary Chairmen of Committees for the session.

### ADDRESS-IN-REPLY.

*Ninth Day.*

Debate resumed from the 12th August.

**HON. B. M. FORREST** (North) [4.42]: I desire to congratulate you, Mr. President, on again being appointed to the high position that you hold in this Chamber. I also wish to congratulate Sir Frank Gibson and Sir Charles Latham on the signal honour that has been conferred upon them. Both these gentlemen have played a very prominent part in the public life of Western Australia and the honour that has been bestowed upon them is richly deserved. I take the opportunity of joining with others in welcoming the new members to this Chamber. I am sure their presence will be much appreciated by hon. members.

The people of the North were extremely pleased that the Premier was able to make such an extensive tour throughout the North of the State. I am sure his visit will prove of benefit to that part of Western Australia and the residents there much appreciate that he was able to make it. With regard to the North-West, when we look at the map, we see the huge area that is unpopulated and undeveloped, and we wonder how long we can hold it. That area comprises more than half of Western Australia. Unless something is done by the Commonwealth and the State Government to encourage people to live there, I fear what might happen in the years to come. In 1927 the population was 8,000 people; ten years later, in 1937, it was reduced to about 6,000 which means only one person to every 80 square miles. The other night Mr. Miles said we could populate the North by cutting taxation by 40 per cent. or 50 per cent., but I claim there is only one way, and that is to eliminate taxation completely in those areas and treat them the same as the Northern Territory.

Take the position regarding the Kimberley area alone. There we have 85,000,000 acres. It is larger than Britain and Ireland combined, and is twice the size of the South-West Land Division of this State. It is larger than Victoria. Unless we encourage people to live in those parts, we are looking for trouble because the present population of the Kimberleys is about 1,000 souls. When the Premier returned from his recent visit to the North, he pointed out a rather peculiar anomaly existing at Wyndham. The Northern Territory cattle treated at the Wyndham Meat Works are tax free, whereas the cattle from East Kimberley that are

also treated there are subject to the usual taxation. Yet there is no difference in the country; the conditions are the same; the disabilities are the same, and Wyndham is only 50 miles from the Northern Territory border.

The number of cattle treated at the Wyndham Meat Works in 1947 was 28,300, out of which 12,600 came over the border from the Northern Territory, and 15,700 from Kimberley. I hope the Government will give serious consideration to that part of the State and construct the Ord River dam for the purpose of irrigating the Ord River valley, which is, I suppose, one of the richest parts of Western Australia. If a railway were built from Wyndham for a distance of, say, 100 miles along that valley, instead of cattle being rushed over some hundreds of miles to the meat works, they could be spelled on irrigation farms and topped up, and should then arrive at the meat works in decent condition instead of, at the present time, in only store condition.

**Hon. G. Bennetts:** Would there be any use for the railway other than for stock?

**Hon. R. M. FORREST:** Yes, there could be closer settlement. That country grows anything. The average weight of cattle going into the meat works at the present time is about 530 lbs. per head. I was glad that Mr. Miles mentioned the abattoirs being constructed at Mount House by the Blythe Bros. There is an ambitious enterprise and they deserve every encouragement. Their scheme means that cattle will be slaughtered at Mount House homestead, and then flown by Douglas airliner to Wyndham, a distance of about 250 miles, thus eliminating all wastage. If this venture is a success—and I do not see why it should not be—I hope other abattoirs will be established in Kimberley, and thus solve the problem of the wicked waste that is taking place today with respect to cattle. I was astounded when I heard that a member of another place insinuated that the Premier had dishonest intentions when he gave some relief to the cattlegrowers in West Kimberley by lowering the freight on cattle from Derby to Fremantle.

**The Honorary Minister:** That is nothing to what one of them said about me.

**Hon. A. L. Loton:** You deserved it, perhaps.

Hon. R. M. FORREST: The cattle-growers in Kimberley have not asked for many concessions, and the great pastoral industry of the North does not want to be spoon-fed. It is quite capable of carrying on with its own resources and working out its own salvation. All we ask the Government to do is to give us some facilities for shipping our stock, and to construct good roads. Beyond those two items I do not think there are too many complaints from the North-West pastoralists. Members may be interested to know that the State Government has spent £3,000,000 in the North-West since it was founded, and private enterprise £11,000,000, making a total of £14,000,000 to bring that country up to its present state of production. That has been a pretty good investment for the Government. I think remarks such as I heard from another place were quite uncalled for.

I would like to say a few words about the mineral wealth of the North. At the present time there is a great deal of mining being carried out in that part of the State. There is also the great iron ore deposit at Cockatoo Island in Yampi Sound, and a wonderful job is being carried out there by the Broken Hill Proprietary Coy. So far no ore has been shipped, but the necessary preparations are being made and I have been informed by the managing director of the concern that it hopes to ship 1,000,000 tons of iron ore per annum. As well as this we have the very rich blue asbestos mine in the Hamersley Ranges. This location is known as Wittenoom Gorge and is being worked by the Colonial Sugar Refining Coy., which is making a wonderful success of it.

Out from Port Hedland there is a tantalite mine which is the richest concern of its kind in the world. During the war the Commonwealth Government took it over and made a holy mess of the operations. The mine has now been returned to its rightful owners and I do not think it will be very long before it is back in full production. A subsidiary company of 200,000 shares is being floated in Perth with the object of treating the tantalite in Western Australia. At present it must be sent to America where the only existing treatment plant is operating. I am not quite certain of my figures, but I understand that when tantalite ore is

treated it is worth approximately £35,000 per ton.

I was interested in Mr. Daffen's remarks regarding lead mining at Galena and also between Geraldton and Northampton. In the North, too, there are some very rich lead mines, one in particular being out from Derby. On the Ashburton River and throughout that district there is a great deal of lead mining being carried on. I understand one man from Northampton is interested in a mine known as the Silent Sisters. Some very enterprising young men have formed a company known as the Aerial Photographic Company. They have an Anson aeroplane and are locating these mines from the air and then working them. They are all returned Air Force personnel and the mines, some of which I have seen, are a credit to them.

Hon. E. H. Gray: They deserve success.

Hon. R. M. FORREST: These young men have built their own aerodromes and have never asked for assistance to the extent of even one penny from the Government. I do hope that when, and if, they seek help, the Minister for Mines will treat them leniently, for they certainly deserve it.

With regard to the shipping service along the North-West coast, at the present time there are four ships that are run by the State Shipping Service. One of these, the "Koolinda", is a passenger vessel, two are cargo ships—the "Dulverton" and the "Dorigo"—and there is another small vessel, the "Kybra." Mr. Bennetts hoped that the "Kybra" would be taken from the North-West run and used on the southern run, but I am sorry to inform him that I have an assurance from the Premier that the "Kybra" is to remain on the North-West coast.

Hon. G. Bennetts: It serves his own interests up that way.

Hon. L. Craig: Nice thought!

Hon. R. M. FORREST: When the State Shipping Service was first established, the idea was to bring cheap meat to the masses. State butchers shops were opened in Perth, but when it came to fair competition against private enterprise, the State concerns failed. I hope the Government will look ahead, as Mr. Miles has mentioned, and purchase two passenger vessels of a type similar to the "Koolinda," which has done a won-

derful job along the coast. The time has come, however, when the effective life of the ship is almost ended, and I do not know what the people in the North-West would do if she had a serious breakdown.

Hon. Sir Charles Latham: I think private steamship companies might take an interest in that service.

Hon. R. M. FORREST: We had a far better shipping service on the North-West coast long before the State ships took over the run.

Hon. E. H. Gray: They used to growl about them up North.

Hon. R. M. FORREST: I travelled on them for many years and I think it was a wonderful service. There were six ships and a regular fortnightly service. We were given to understand by the Government that no tourists would be carried on the State ships because the "Koolinda" is the only passenger ship on the run but what do we see? Tourists go by air to, perhaps, Carnarvon, Onslow or Port Hedland and board the ship there for the return trip to Perth. That is all very well if the ship is empty on the way up, but when it is coming down people on the coast very often cannot get a berth because the ship is loaded with tourists. I know the Government is in favour of private enterprise and I consider that the time is now ripe for all shipping embargoes to be lifted in that part of the State.

Hon. G. Fraser: And use black crews.

Hon. Sir Charles Latham: Anyhow, the Labour Party has adopted the Indonesians.

Hon. G. Fraser: No, it has not.

Hon. Sir Charles Latham: Yes, it has.

Hon. G. Fraser: Some of your friends, the Commos have.

The PRESIDENT: Order!

Hon. R. M. FORREST: Since I have been a member of this Chamber I have heard a great deal about water supplies costing millions of pounds. I was interested to hear the remarks of some members when they said that some towns have to pay as much as 3s. 6d. per thousand gallons.

Hon. Sir Charles Latham: They have to pay as much as 10s.

Hon. R. M. FORREST: In Port Hedland for a number of years the residents have paid 3s. 6d. per 100 gallons for drinking water and when there is a drought at Onslow or in the Ashburton district, residents have to pay as much as 20s. to 30s. per 100 gallons for drinking water. We in that area are very pleased that the Government has decided to provide a water scheme at Port Hedland at a cost of £50,000 and I trust it will not be long before we have a scheme of the same dimensions at Onslow.

Before concluding I wish to point out the serious position of the North in connection with supplies of fencing material, iron posts and wire, galvanised piping and galvanised iron. For many years the maintenance of improvements on the stations has been at a standstill, but the time has come when we simply must have materials to carry out this work. True, housing must be provided for people in the metropolitan area, but I cannot see why all the houses should be built in the metropolitan area. We in the North should certainly receive our fair share of the materials that are available. Houses in the North are just as important as, if not more important than, in the metropolitan area.

Hon. G. Bennetts: All the country districts are in the same position.

Hon. R. M. FORREST: When I mention that the pastoral industry in the North last year produced over £5,000,000 worth of wool, members will realise that it is a very important industry. I should like to thank the Government for the great improvement that has been made in the medical service in the North. Four doctors have been engaged from England and they are men of very fine type.

The Chief Secretary: I think the number is five.

Hon. R. M. FORREST: I understand it is four. At any rate, they are all highly-trained, practical men, and the only town on the coast that is now without a doctor is Roebourne. The doctor at Port Hedland is being asked to do a little too much when he is expected to look after the requirements of Marble Bar and Roebourne as well. Therefore I hope the Government will see

that, before many months have elapsed, a medical man will be stationed at Roebourne. I support the motion.

**HON. W. J. MANN** (South-West) [5.3]: I join with previous speakers in expressing pleasure, Mr. President, at your return at the recent election. We know what a strenuous campaign you experienced and how, at times in somewhat distressing circumstances, you stood up to the fight. Consequently it is the more pleasurable to us to find you returned by such a good majority and to see you back in the Chair as President.

I extend congratulations to the two members of this Chamber who recently were the recipients of signal honours from the Crown. I am not one of those people who take delight in decrying honours bestowed upon deserving citizens. I believe it is much more to the point to give a man some material evidence of appreciation of his services during his lifetime than to publish columns of eulogy after his death. I do not believe the man lives that honestly and truly in his heart could say that he has no time for such an expression of appreciation or evidence of gratitude from his country for the services he has rendered. We are agreed that the two members who have received knighthoods on this occasion fully deserved the honour and we trust that both will live many years to enjoy their exalted station.

I congratulate the members who were re-elected. Although we may differ upon matters of policy, there is always deep in our hearts the hope that the retiring members will be returned and, on this occasion, with one exception that we deplore, we have that pleasure. I extend a welcome to the three new members. We have already heard them speak on the floor of the House and had an opportunity to judge of their ability. I am satisfied that, as time passes, this Chamber will be the richer for their presence.

If we are honest we must admit that the Government of the day has undertaken a task that is more onerous than that which confronted any of its predecessors. The Government took office at a time when the aftermath not of one war but of two wars,

had had a devastating effect upon the economy of the country. I do not blame the preceding Government.

**Hon. G. Fraser**: Extraordinary if you do not!

**Hon. W. J. MANN**: If I felt inclined, I could do so, but I feel in a better frame of mind today and am not disposed to do it. Therefore I shall not say hard things about the previous Government, although it was in office for 14 years and during that time did precious little. I realise that there were some extenuating circumstances and shall leave it at that. However, we must admit that the position in which the present Government finds itself is extremely grave. I believe there is not a man living who could undertake the Premiership of any State of the Commonwealth at this juncture and show a surplus under existing conditions. The dice are loaded against all State Governments. The present financial set-up is such that all the worth-while revenue is flowing into the Federal coffers at the expense of the States, and no matter what party might be in power, whether Liberal, Country, or Labour, and no matter who the Premier might be, the problem is extremely difficult.

This is a fact that must be forcibly impressed upon the Commonwealth Government. After all, the people comprising the Commonwealth are the same Australians as we are. Members have been elected to the Commonwealth Parliament and are expected to take a national view, but I gravely doubt whether their national outlook, judging by what we have seen, has much to commend it. This being so, we should feel it our duty to be helpful to the State Government and constructive in our criticism. In saying this, I do not mean to imply that we should fail to criticise the Government if it is considered to be deserving of criticism, but it should be the duty of State members, irrespective of party, to stand behind their Governments in the great fight that the States have, and will have in future, to put up to preserve their sovereignty. Mr. Watson quoted some illuminating figures. I do not propose to follow him along those lines, but anyone who spends even a little time in studying the

affairs of the country cannot help feeling that there is room for a complete change in the set-up between the States and the Commonwealth, particularly on the financial side.

One matter for which we can commend the Government is its endeavour to carry on urgent public works—works which, for varying reasons, have been neglected for years—and this in face of a shortage of manpower and materials. I consider that the Government is doing a very good job, but I sometimes think that it is not getting the fair deal to which it is entitled. I do not know whether members move around and see public works in operation, but I could take them to one or two such works now in progress in the city where alarming evidence may be seen of neglect on the part of some employees to do a fair thing. There is one public work where, at any time during working hours, quite a percentage of the men employed may be seen rolling cigarettes, indulging in conversation or doing anything but what they are paid to do. The hours of labour these men enjoy and the amount of money paid them for their labour entitle the State to expect at least a fair return for the outlay. This sort of thing has very wide ramifications; we see it in the railways and in other directions. Seemingly many of our public services are over-manned, not under-manned, and there is a great need for the exercise of stricter supervision and for efforts to eliminate much of the present waste.

When I speak of waste, my mind reverts to a department with which I did some business recently. For quite a trivial matter, no fewer than six sets of forms had to be filled in, lodged, and sent to Canberra, and now it is a matter of waiting to see what will happen. In private enterprise, business of that description would be finalised in a very short period and a great deal of time, material and money would be saved. There has been quite a lot of criticism about the Government's attempt to solve the traffic problem. I am not going to say the Government has, in the very short period it has been in office, even approximately overcome all the trouble, but I will claim that the position is definitely better now than

when the Government came into power. We have better trains and, in most cases, a better service; and while the people as yet have not become accustomed to all the changes, I think that most of them would rather have what is being provided now than go back to the old order.

Hon. G. Bennetts: Those new trains were under construction when the Labour Government was in power.

Hon. W. J. MANN: There are better trains running to the hon. member's province than ever; and there is a fast service.

Hon. G. Bennetts: Is there?

Hon. G. Fraser: Where?

Hon. W. J. MANN: Yes, there is.

Hon. G. Fraser: Where?

Hon. E. M. Heenan: You have not been on the Kalgoorlie express for some time.

Hon. W. J. MANN: I listen each morning to the train arrivals and except when there is a race carnival, or something of that kind, I find that the trains arrive on time fairly well. It may be that some members want to interview their constituents on the way down and so hold up trains for a while.

The Honorary Minister: That has been done often.

Hon. W. J. MANN: The Honorary Minister says it has been done often. There is a line of thought. I suggest that Mr. Bennetts might look into the matter and see that his colleagues do not start interviewing their constituents so that the trains are delayed.

Hon. G. Fraser: You have not told us where they arrive on time.

Hon. W. J. MANN: While these improved services are something that we can appreciate, they are not an unmixed blessing. I can speak for the province I represent. We have the "Australind."

Hon. W. R. Hall: And all the good locomotives.

Hon. W. J. MANN: I do not know about that. We have what we deserve.

Hon. W. R. Hall: Do you deserve more than the Goldfields people?

Hon. W. J. MANN: Road traffic is covered by buses.

The Honorary Minister: The railways have carried a record quantity of wheat this season since the present Minister has been stirring things up.

Hon. W. J. MANN: I am coming to that. In the South-West we find that the railway buses, the big tourist buses and the timber trucks are playing the devil with our roads.

Hon. W. R. Hall: You're telling me!

Hon. W. J. MANN: Before long I am afraid that what is saved on the railways will be lost in destruction of roads. While we appreciate, and I think that the people who use the railways appreciate, the improved service being provided at present, I want to point out that there is another side to the question. I was astonished the other day when I came from my home town to find how much the main Perth-South-West road had been damaged. Quite a lot of money will have to be spent on it before long.

There is a paragraph in the Lieut.-Governor's Speech on which I would like the Minister to give me some enlightenment when he replies to the debate. It reads—

Ministers are of the opinion that increased production is essential to the restoration of economic equilibrium.

I would like a little amplification of that. We know that the future of the State, the progress of the State, is bound up with increased production, but there is anything but a reasonable equilibrium being experienced in some parts of the country. Farmers are loud in their complaints of being unable to secure many of the essentials for the maintenance and improvement of their farms; and I hope that rather delightful paragraph will mean that some very desirable improvement is to be effected. I must confess that for the moment I am unable to assimilate it.

I shall now refer to a matter that is probably outside the discussion in this House at the moment, and that is the redistribution of seats scheme, particulars of which have recently been made public. I am not going to question for a moment the work of the Commission in the allocation of boundaries; nor am I going to refer in any way to its

decision to take seats from certain districts and add seats to others. But I am concerned—and a number of people in the province I represent are concerned—at the change in the nomenclature with regard to one Assembly district.

It is proposed to drop the name of Sussex and substitute Vasse. I am informed that before the period expires for a revision of this scheme, there will be from Sussex some protest against the alteration. I think there is a good reason for that. I am not quite sure on what lines the Commission proceeded when it selected these new names. I have been told, and I have no reason to doubt it, that the Commission had the idea of using the names of rivers in the different localities. I do not know there is anything much to be said for that. If there is, it can apply to only a very small portion of the State, because many electorates have no rivers at all, and consequently could not have names selected on that account. If the idea is to perpetuate the names of persons, I think that the selection of Vasse is not at all a happy one, because Vasse was a Frenchman who was cast up on the shores of Geographe Bay, or somewhere adjacent, and was only here for a very short period. If names of people are to be selected, there are others that are pre-eminently entitled to consideration.

Hon. G. Fraser: Mann, for instance.

Hon. W. J. MANN: Not yet! There was Col. John Molloy, who went to Augusta with the early settlers and was a great influence in that country. Unfortunately he did not live very long, but his influence passed to a man who lived for very many years in the district and was manager for Col. Molloy. I refer to the late Richard Gale. He was known as the "Grand Old Man" in that part of the country, and his was a name that could very happily be selected.

The Honorary Minister: What about Bussell?

Hon. W. J. MANN: There is a Bussell Highway and I think that commemorates the Bussell family very well. The name of Mitchell has been suggested. But we will have to be careful about these things, or Sussex will find itself in a mess. At present

the district in which I live is in the Federal division of Forrest, the Legislative Assembly electorate of Sussex, and the magisterial district of Mitchell. Then it is also part of the South-West Province.

Practically all the locations in that part of the State are designated "Sussex location so-and-so." If we do away with the name Sussex in the years to come a great deal of difficulty will be created. I experienced some of that difficulty in another direction a couple of years ago. I was endeavouring to clean up the South-West Province roll. When I got into the area outside Bunbury, from Bunbury almost to Pinjarra in the north and Donnybrook in the south, and out towards Boyup Brook—quite an extensive area—I found that in the very early days there was an Assembly seat known as Wellington, and that most of the locations there are known as "Wellington location so-and-so." In the roll and on claim cards, I frequently found a person claiming to be the owner of a Wellington location, and there was nothing to indicate where that location was. I knew that the Electoral Department, as well as many other people, has had a lot of trouble in locating those particular locations. If the name Sussex is to be eliminated and Vasse substituted, the same trouble will occur in the future. There is no necessity for it. Sussex is a good old English name, and the people are anxious that it shall be retained.

Quite a lot has been said at different times regarding water supplies. We of the South-West, being blessed with good water supplies, are glad to know that some efforts are being made to share that blessing with the people of the Great Southern.

Hon. A. L. Loton: I am glad you said "some efforts."

Hon. W. J. MANN: I would remind the hon. member that, while we do not wish to appear selfish, the watersheds of the South-West do not provide an inexhaustible supply of water and that, as time goes on and the area of country under irrigation is increased, more water will be required than is at present available. The time may easily come when the South-West will be able to make

use of all the water that flows in its rivers today.

The Honorary Minister: Where does the water come from? It is not necessarily yours!

Hon. W. J. MANN: It does not come from the Great Southern side of the ranges and I think that we of the South-West have the right to claim what is on our side of the ranges. I congratulate the Government on the proposals for water schemes to be installed for the benefit of the people of the Great Southern, and I hope it will appreciate the position that is likely to exist in 50 years' time. In such matters we should try to look forward a long way. We are custodians of the gifts of God and would not wish it to be said of us later that we gave away our birthright. I come now to the question of coal production.

Hon. G. Bennetts: Tell us something about the Black Diamond leases.

Hon. W. J. MANN: They are very good.

Hon. G. Fraser: The company would not have taken them back had they not been good.

Hon. W. J. MANN: More will be said about those leases later, and then members may be glad that certain action has been taken. I know there is fine coal on those leases and I believe that, if it is mined properly, it will be of great benefit to the State. The time has arrived for coalmining to be kept separate from metalliferous mining, as the two industries are distinct from one another. I offer no grave criticism of the work of the Mines Department, but the people of the coalmining districts feel that they should be allowed to work out their own destiny on lines different from those obtaining today. There have been one or two minor disputes on the Collie coalfields and one in particular was very stupid. I do not think even the miners feel they could defend the reasons given for that dispute.

Hon. E. H. Gray: Neither the miners nor the management.



Hon. W. J. MANN: That is so. It was one of those foolish happenings that should never occur. By and large, we have received a very fair deal from our coalminers and, on the other hand, they have been well treated. I do not think they have any real grounds for complaint in that direction. However, there is a feeling among them that if the coalmining industry of Western Australia were placed under the control of a competent commissioner, he could deal with the various little troubles as they arose. If such a commissioner were given a fully qualified coalmining engineer as adviser, the future value of the industry would be greatly enhanced.

The coalminers generally complain that the coalfields have not been scientifically worked in the past and that there has been too great a desire to get the coal out with as little trouble as possible, while neglecting those essential principles of mining that should not be lost sight of where an industry is expected to live for many years. I understand that the Government has expressed itself as being in accord—if not wholly, then considerably—with the idea of placing the industry under a commissioner, and I trust that that course will be followed. It would make for smoother working in the industry. A man with high qualifications would be required and I believe there is such a man in this State at present.

I listened with pleasure to Dr. Hislop expressing his views about our hospitals. I do not agree with all he said, but there is a great deal in what he put forward. While his idea is that regional hospitals should be installed at some future date, it must be remembered that it is necessary to carry on all our hospital services in the meantime. The goal he has in mind is a worthy one but there remains the necessity to accelerate improvements in our present country hospitals. That also applies to our schools, but in both instances the position is governed by the difficulty experienced in securing the

necessary materials and labour. I support the motion.

On motion by Hon. E. M. Heenan, debate adjourned.

*House adjourned at 5.10 p.m.*

## Legislative Assembly.

Tuesday, 17th August, 1948.

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

### ASSENT TO BILLS.

Message from the Lieut.-Governor received and read notifying assent to the following Bills:—

- 1, Supply (No. 1), £3,800,000.
- 2, Increase of Rent (War Restrictions) Act Amendment.

### QUESTIONS.

#### SHIPPING, INTERSTATE.

*As to Freight Charges.*

Hon. E. NULSEN asked the Honorary Minister for Supply and Shipping:

- 1, What are the sea freights from Hobart, Newcastle, Sydney, Melbourne and Adelaide to Esperance, Albany, Bunbury and Fremantle?