

The trust accounts of land agents are supervised and audited by a committee of their own appointing; and if defaulting land agents get into difficulties, a measure such as this would go some distance in helping to protect the public. It is also necessary for land agents to provide a substantial bond. Nowadays, however, another group of people has grown up, namely, debt collecting firms. A number of these firms do quite a useful job.

Commercial usage these days requires the existence of such firms, but we must not overlook the fact that they handle immense amounts of money; and, as far as I know, there is no legislation whatever to regulate them. Anyone can set up as a debt collector. I do not think there are any restrictions on what these people can charge by way of commission.

The Hon. G. Bennetts: You can see what happened in the other States.

The Hon. E. M. HEENAN: I do not think these debt collecting firms have to enter into a bond or obtain any sort of license, yet, if they are at all successful, they must handle vast sums of public money; and we do not want a repetition here of what has happened in the Eastern States. I mention that aspect because I think it is somewhat *a propos* of this measure. I support the Bill.

On motion by the Hon. F. D. Willmott, debate adjourned.

House adjourned at 5.28 p.m.

Legislative Assembly

Tuesday, the 29th September, 1959

CONTENTS

	Page
ELECTION EXPENSES :	
Payment by Bookmakers' Association	1804
QUESTIONS ON NOTICE :	
Water Rates—	
Revaluations	1805
Fiat charge	1807
Metropolitan Transport Trust, takeover of Tramway Department and private services	1806
Fruit fly, position at Esperance	1806
Water shortage, help for householders sinking bores	1806
Diesel electric locomotives, contract and delivery	1806
Middle Swan hospitals, value of land, buildings, and plant	1807
Water mains, extensions in Caversham area	1807

CONTENTS—continued

	Page
QUESTIONS WITHOUT NOTICE :	
Narrows Bridge, parliamentary inspection	1807
Water restrictions, inspectors and penalties	1807
Rainmaking, consideration by Government	1808
BILLS :	
Industrial Development (Kwinana Area) Act Amendment, assent	1805
Judges' Salaries and Pensions Act Amendment, assent	1805
Traffic Act Amendment, assent	1805
Museum, assent	1805
Police Act Amendment, assent	1805
Transfer of Land Act Amendment, assent	1805
Companies Act Amendment, 1r.	1808
Builders' Registration Act Amendment, 1r.	1808
Country Areas Water Supply Act Amendment, 1r.	1808
Administration Act Amendment, 1r.	1808
State Hotels (Disposal), 3r.	1808
Land Tax Assessment Act Amendment, 3r.	1808
Motor Vehicle (Third Party Insurance) Act Amendment, 3r.	1809
Town Planning and Development Act Amendment (No. 2), 2r., ruled out	1809
Juries Act Amendment—	
2r.	1810
Com., report	1810
Western Australian Industries Authority—	
Message—Appropriation	1810
2r.	1810
Art Gallery Council's message	1815
ANNUAL ESTIMATES, 1959-60 :	
Committee of Supply, general debate—	
Speakers on financial policy—	
Mr. Hawke	1815
Mr. Hall	1823
Mr. Heal	1828
Mr. Brady	1832
Mr. Rowberry	1838

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

ELECTION EXPENSES

Payments by Bookmakers' Association

MR. FLETCHER (Fremantle) [4.35]: With your indulgence, Mr. Speaker, I would like to make a personal explanation in contradiction of a report in today's *Daily News* in which my name is mentioned. The relevant portion of the report reads as follows:—

East Perth bookmaker John Victor Godwin today named three ALP election candidates to whom the Licensed Premises Bookmakers' Association made payments, he said.

Godwin told the Royal Commission on Betting that these men were former Labour MLA's S. E. Lapham (North Perth) and S. E. Johnson (Leederville), and Fremantle MLA H. A. Fletcher.

Godwin was being questioned by Royal Commissioner Sir George Ligertwood about payments made by a special committee of the off-course bookmakers' body.

I am not interested to whom that amount was paid. The article continues—

That was the only direct payment Godwin could recall, but later he referred to a payment to S. E. Johnson and another to a man named Chapman for the candidate Fletcher.

I wish to state that I do not know who John Victor Godwin is; nor do I know who Chapman is. It is possible that Mr. Chapman may have received the money, but Mr. H. A. Fletcher certainly did not receive it, or any part of it.

I state most emphatically that I did not receive any assistance other than that which I obtained from my own union to the extent of £25. It is not necessary for me to state that fact, but it is the only money I received in regard to election expenses. Unless the *Daily News* prints this contradiction, I intend to seek redress in some manner. But I wish members on both sides of the House to know that I did not receive any assistance whatever. Why would it be necessary for me to receive assistance in a seat so safe as Fremantle? The argument will not stand up.

BILLS (6)—ASSENT

Messages from the Governor received and read notifying assent to the following Bills:—

1. Industrial Development (Kwinana Area) Act Amendment.
2. Judges' Salaries and Pensions Act Amendment.
3. Traffic Act Amendment.
4. Museum.
5. Police Act Amendment.
6. Transfer of Land Act Amendment.

QUESTIONS ON NOTICE

WATER RATES

Revaluations.

1. Mr. ANDREW asked the Minister for Water Supplies:
 - (1) Which metropolitan districts were revalued for water-rating purposes for the year ended June, 1959?
 - (2) What was the rise in valuation in each of these districts?
 - (3) When was the previous valuation made in each of these districts?
 - (4) On the increased valuations made, what would be the extra total gallons of water allowed?
 - (5) Can he guarantee this extra water to the consumers?

(6) If not, will he bring in a system of payment for what a consumer uses, for the purpose of saving water?

(7) Which districts are to be revalued during the year ending June, 1960?

Mr. WILD replied:

The replies to the honourable member's questions are as follows:—

Question 1	Question 2	Question 3	Question 4
District	Rise in Annual Values	Previous Re-valuation	Allowance of Water on Increase in Valuation
Fremantle City Council—	£	As from 1st July	1,000 Gallons
Central Ward	9,760	1957	8,366
East Fremantle Council—	16,150	1956	13,843
Melville Road Board—	32,815	1954	28,128
Mt. Pleasant Ward	37,189	1954	31,877
Applecross	23,405	1955	20,113
Mosman Park Road Board	5,207	1955	4,464
Peppermint Grove Road Board	83,885	1955	29,045
Cottesloe Municipal Council	38,192	1954	32,736
Claremont Municipal Council	80,000	1957	68,572
Perth City Council—	11,903	1954	10,203
Central Ward	1,031	1954	884
Perth Road Board—	4,319	1953	3,702
North Beach	637	1955	646
Wanneroo Road Board—	36,718	1954	31,473
Marmion	107,750	1954	92,358
Darling Range Road Board—	14,216	1955	12,166
Greenmount	12,425	1955	10,660
Wattle Grove	6,335	1955	5,430
Bassendean Road Board	10,202	1952	8,822
South Perth Road Board	1,371	1952	1,176
Canaling Road Board—			
Queen's Park			
Bentley			
Cannington			
Armadale - Kelmscott Road Board—			
Armadale			
Wungong			
Total	£483,060	414,574,000

(5) Under section 46 of the Metropolitan Water Supply, Sewerage and Drainage Act, there is no compulsion on the Minister for Water Supplies to supply or continue to supply water to any person. However, the department has, over the years, endeavoured to satisfy the demands of the consumers in an equitable manner.

(6) This system could not be adopted at short notice, but its possibilities are being examined.

(7) The following districts are to be revalued during the year ending the 30th June, 1960:—

Melville Road Board:
Palmyra Ward,
Bicton Ward.

Subiaco Municipality.

Perth City Council:

Leederville-Wembley Ward.
North Perth Ward.

Perth Road Board:

Maylands Ward.
Lawley Ward.
Scarborough Ward (inclusive of
Double View).

Bayswater Road Board.

Midland Junction Municipality.

Canning Road Board:

Riverton Ward.

Gosnells Road Board.

METROPOLITAN TRANSPORT TRUST

Takeover of Tramway Department and Private Services

2. Mr. GRAHAM asked the Minister for Transport:

When is it anticipated that the Metropolitan Transport Trust will take over—

(a) the Tramway Department services;

(b) the remaining private services respectively?

Mr. PERKINS replied:

(a) The takeover of Tramway Department services is now being organised. No date has been fixed.

(b) This is still under consideration.

FRUIT FLY

Position at Esperance

3. Mr. NULSEN asked the Minister for Agriculture:

(1) Is he aware of the fruit-fly menace existing at Esperance?

(2) Is he aware that tourist coaches arrive direct from the Eastern States during the summer season once a fortnight, and possibly this coming year will arrive at more frequent intervals, without a check being made on the carrying of interstate fruit, and that these coaches go directly into the Esperance fruit-growing area?

(3) Is he aware there is no local authority to handle these matters?

(4) In view of the above facts, would he give serious consideration to gazetting the area as a fruit-fly area?

Mr. NALDER replied:

(1) It is known that fruit fly exists at Esperance.

(2) Tourist coaches travel from the Eastern States to Esperance via Norseman. Arrangements have

been made with the South Australian Department of Agriculture for its inspectors at Ceduna road block to advise all travellers of Western Australian restrictions on the entry of fruit. I am assured the drivers in charge of coaches insist on compliance with entry requirements relating to fruit and experience complete co-operation from passengers.

(3) It has been arranged that any instances of importation of horticultural material other than through the proper channels discovered by the district officer will be reported and investigated.

(4) Gazettal of Esperance as a fruit-fly area would make control measures by occupiers compulsory, irrespective of evidence of infestation, and would require enforcement. As Esperance is not a commercial fruitgrowing area, such drastic action does not seem necessary.

WATER SHORTAGE

Help for Householders Sinking Bores

4. Mr. HALL asked the Minister for Water Supplies:

(1) Is he aware of the article in *The West Australian* headed "Government May Turn to Bores" a paragraph of which stated that the Government was considering assisting householders to install individual water systems?

(2) If so, can he advise whether any decision has been reached on the matter?

Mr. WILD replied:

(1) Yes.

(2) This matter has been considered, but it has been found impracticable to assist householders in this connection. However, assistance will be given by way of practical advice free of cost by departmental officers to any person or group of persons intending to put down a bore for household use in the metropolitan area.

DIESEL ELECTRIC LOCOMOTIVES

Contract and Delivery

5. Mr. HALL asked the Minister for Railways:

(1) Has the contract been endorsed by the present Government for delivery of Clyde G.M. diesel electric locomotives as ordered by the Hawke Labor Government?

(2) If so, when is delivery of locomotives expected, and will they be available for transporting the coming harvest?

Mr. COURT replied:

- (1) Supply of two diesel electric main line locomotives was approved by the then Cabinet on the 17th February, 1959, and Clyde Engineering Co. was advised accordingly on the 20th February, 1959. The present Government has taken no action to vary this decision.
- (2) Delivery of the locomotives is expected in March and April, 1960, and they should be available for hauling part of the coming harvest.

MIDDLE SWAN HOSPITALS

Value of Land, Buildings, and Plant

6. Mr. BRADY asked the Minister for Health:

- (1) What area of land is held at Middle Swan for the purpose of building a general hospital?
- (2) What is the approximate value of the property?
- (3) What is the approximate value of buildings and plant in the current maternity hospital in the area that could be used for a general hospital?

Mr. ROSS HUTCHINSON replied:

- (1) 27 acres 34.9 perches.
- (2) £6,000.
- (3) £150,000.

WATER MAINS

Extensions in Caversham Area

7. Mr. BRADY asked the Minister for Water Supplies:

Is it expected that the Metropolitan Water Supply, Sewerage, and Drainage Department will make any extensions to water mains in the Caversham area in the current financial year?

Mr. WILD replied:

No major improvements or extensions are contemplated in the current financial year, but consideration will be given to extensions consequent upon progressive building development.

WATER RATES

Flat Charge

8. Mr. KELLY asked the Minister for Water Supplies:

Would he advise the House whether consideration is being given by the Government to the implementation of a flat rate for water to be charged to city and country consumers alike?

Mr. WILD replied:

Consideration is not at present being given to the implementation of a flat rate for water to be charged to city and country consumers alike, a committee having turned down the proposal some years ago as being impracticable. Further, on the 4th September, 1958, the then Premier and Treasurer (The Hon. A. R. G. Hawke), in reply to a question by the Hon. Sir Ross McLarty as to how the principle of a flat rate for water was being implemented throughout the State, answered as follows:—

By careful consideration of all the complicated factors involved, which is being carried on as opportunity permits, it should be clear to everyone that a flat rate system would not be to the advantage of everybody in the State.

A departmental committee is reviewing country water prices with the end in view of proceeding progressively towards greater uniformity of water charges for concerns outside the metropolitan area.

QUESTIONS WITHOUT NOTICE

NARROWS BRIDGE

Parliamentary Inspection

1. Mr. HEAL asked the Minister for Works:

A few weeks ago I asked the Minister a question without notice as to whether the department would be kind enough to organise for members of both Houses of Parliament an inspection of the Narrows Bridge, and he said he would look into the matter and report back to the House. Is he in a position to make a statement at the present time?

Mr. WILD replied:

I spoke to the commissioner, but I have not followed it through. However, I will speak to him again and will endeavour to inform the honourable member tomorrow.

WATER RESTRICTIONS

Inspectors and Penalties

2. Mr. CROMMELIN asked the Minister for Water Supplies:

- (1) With water restrictions commencing on Thursday, will he tell me how many water inspectors are available to police the Act thoroughly?

- (2) Is he confident that this number of men will be able to cover the whole of the metropolitan area? If not, will more men be put on to make sure that the policing of the restrictions is thoroughly carried out?
- (3) What are the minimum and maximum penalties for an offence against the regulations?

Mr. WILD replied:

I thank the honourable member for giving me prior notice of these questions. The answers are—

- (1) and (2) It is not proposed to announce particulars of patrols in connection with the policing of water restrictions, but an assurance is given that adequate patrols will be maintained.
- (3) A maximum penalty of £20 for each offence is provided under departmental by-laws.

RAINMAKING

Consideration by Government

3. Mr. TONKIN asked the Minister for Works:

It was suggested to me this morning by a representative of *The West Australian* that there were a number of opportunities in recent months when the seeding of clouds might have resulted in the creation of rain.

As conditions appear to be favourable today, has the Government given consideration to this matter? If it has not already done so, will it do so with the objective of taking any opportunity which could result in the seeding of clouds and therefore precipitating rain which could conceivably improve the situation materially in the metropolitan area?

Mr. WILD replied:

I have had several consultations with officers in the Water Supply Department. As the honourable member knows, Mr. Kenworthy, the Principal Engineer, was overseas some months ago, and certain investigations were made by him.

I shall be quite happy to take the matter up again with him tomorrow morning, as the position today is such that we should try anything.

BILLS (4)—FIRST READING

1. Companies Act Amendment.
Introduced by Mr. Watts (Attorney-General).
2. Builders' Registration Act Amendment.

Introduced by Mr. Wild (Minister for Works).

3. Country Areas Water Supply Act Amendment.

Introduced by Mr. Wild (Minister for Water Supplies).

4. Administration Act Amendment.

Introduced by Mr. Watts (Attorney-General).

STATE HOTELS (DISPOSAL) BILL

Third Reading

MR. ROSS HUTCHINSON (Cottesloe—Chief Secretary) [4.53]: I move—

That the Bill be now read a third time.

Question put.

The SPEAKER: I declare in favour of the Ayes.

Mr. HAWKE: Divide!

The SPEAKER: Only one member has called for a division.

Mr. HAWKE: Only one has to call.

The SPEAKER: I heard only one call. Very well; ring the bells.

Division taken with the following result:—

Ayes—21.

Mr. Bovell	Mr. Nalder
Mr. Cornell	Mr. Nimmo
Mr. Court	Mr. O'Connor
Mr. Craig	Mr. O'Neill
Mr. Crommellin	Mr. Owen
Mr. Grayden	Mr. Perkins
Dr. Henn	Mr. Roberts
Mr. Hutchinson	Mr. Watts
Mr. Mann	Mr. Wild
Mr. W. A. Manning	Mr. I. W. Manning
Sir Ross McLarty	(Teller.)

Noes—19.

Mr. Andrew	Mr. Jamieson
Mr. Bickerton	Mr. Kelly
Mr. Brady	Mr. Lawrence
Mr. Fletcher	Mr. Nulsen
Mr. Graham	Mr. Rowberry
Mr. Hall	Mr. Sewell
Mr. Hawke	Mr. Toms
Mr. Heal	Mr. Tonkin
Mr. J. Hegney	Mr. May
Mr. W. Hegney	(Teller.)

Ayes.

Mr. Brand
Mr. Burt
Mr. Lewis
Mr. Guthrie

Pairs.

Mr. Evans
Mr. McIv
Mr. Norton
Mr. Rhatigan

Noes.

Majority for—2.

Question thus passed.

Bill read a third time and transmitted to the Council.

LAND TAX ASSESSMENT ACT AMENDMENT BILL

Third Reading

MR. WATTS (Stirling—Deputy Premier) [4.57]: I move—

That the Bill be now read a third time.

MR. HALL (Albany) [4.58]: I commend the Government on this occasion. I have previously raised the subject matter of the Bill by way of question to the Premier; because on the 23rd July I asked him the following:—

- (1) Are blind persons in receipt of pensions exempt from paying land tax?
- (2) If not, will he endeavour to have provision made under the State Land Tax Assessment Act for blind persons in receipt of pensions to be exempt from land tax?

The replies were as follows:—

- (1) No.
- (2) When a review is made of this Act consideration will be given to the sections dealing with exemptions.

As, under the Commonwealth Social Services Act, 1947-58, an exemption applies, I gather that the people to whom I refer will be protected under this measure; and that is why I commend the Government for bringing down the Bill.

I would like to emphasise the point that many people in poor circumstances, or in the circumstances I have mentioned—such as blind people—are not acquainted with these measures and do not know when they are passed through the House; and little publicity is given to them. Unless these people have the means to engage a taxation expert, they are often deprived of the benefits conferred on them by legislation such as this.

On this occasion, I might ask that *The West Australian* give a little publicity to the Bill because it is one that will have a psychological effect on pensioners. The passing of the measure, will cause them to feel they have achieved something. I do not think it would be detrimental to the Government for the position to be revealed, because the Government has thought fit to amend the previous legislation in order that these people might be covered.

I think the day is coming when amendments of this type will not be necessary, because a contributory scheme will operate—no doubt the Western Australian Federal members have raised this subject—which will overcome the present position; and encourage thrift. With the prolonged life that people now enjoy as a result of the services rendered to the community by the medical profession, there is no doubt that pensioners want all the assistance they can possibly receive. I say that the utmost publicity should be given to the measure.

Question put and passed.

Bill read a third time and transmitted to the Council.

MOTOR VEHICLE (THIRD PARTY INSURANCE) ACT AMENDMENT BILL

Third Reading

Bill read a third time and passed.

TOWN PLANNING AND DEVELOPMENT ACT AMENDMENT BILL (No. 2)

Second Reading

Debate resumed from the 22nd September on a point of order raised by Mr. W. Hegney as to whether the Bill was in order.

Speaker's Ruling

The **SPEAKER:** The member for Mt. Hawthorn has raised what are, in fact, two separate points of order in connection with this Bill. Both points, in effect, questioned whether this Bill is properly before the House; and both were raised under Standing Order No. 181, which reads—

—That no question shall be proposed which is the same in substance as any question which during the same session has been resolved in the affirmative or negative.

The first point the member for Mt. Hawthorn raised is the question whether this Bill is substantially the same as one previously dealt with during this session. It might be as well if I were to point out that too rigid an application of Standing Order No. 181 could seriously delay or at times even prevent the House from functioning in an efficient and sensible manner. In this particular case, however, I think the significant words are "the same in substance."

After listening to the Minister's second reading speech last Tuesday, when he stated that this Bill was almost identical with the original town planning Bill that he had introduced earlier, and bearing in mind his remark on a previous occasion when the member for Mt. Hawthorn took another point of order on the 2nd September last, and having studied this Bill, I come to the conclusion that it is the same in substance as a Bill for an Act to amend the Town Planning and Development Act, 1928-1958, and agreed to by this House on the 2nd September last. Accordingly, I feel I must uphold the first point raised by the member for Mt. Hawthorn, and rule the Bill out of order.

With reference to the second point raised by the honourable member, I would say that it is raised on rather academic grounds. His point is that until I have received the message from the Legislative Council to the effect that it has disposed of the Bill in some way, I am not entitled to assume that the Legislative Council has come to any conclusion in connection with the Bill.

I might say at this point that there is no obligation on the Legislative Council to advise the Legislative Assembly in cases where it has either rejected or for some technical reason laid a Bill aside, although there was a precedent established last year by which the Legislative

Council did advise the Legislative Assembly, by way of a message, that a Bill had been laid aside on a technicality. I have received no such message in this session to date.

Sir T. Erskine May's *Parliamentary Practice*, 15th edition, on pages 565 and 566, does refer to a procedure in the British Parliament whereby committees of one House are set up to search the records of the other House and report back in cases where no official advice has been received of the fate of a Bill. This clearly implies that I am not at liberty to take notice of any information that I might receive through channels other than by formal message.

In view of the fact that I have received no message in connection with the Bill to amend the Town Planning and Development Act, 1928-1958, as passed by this House on the 2nd September last, and in view of the fact that no search of the records of the Legislative Council has been instituted, I must also uphold the second part of the point of order raised by the member for Mt. Hawthorn. Accordingly, I rule the Bill out of order.

Bill ruled out.

JURIES ACT AMENDMENT BILL

Second Reading.

Debate resumed from the 22nd September.

MR. NULSEN (Eyre) [5.5]: I have had a good look at the Bill and I find that the Attorney-General gave a fair outline of its provisions in his second reading speech. It does not affect the principle of the Act, but is merely a machinery measure for the purpose of facilitating administration and simplifying the working of the Act when it finally comes into operation. The Juries Act, which was passed in 1957, has been proclaimed and will come into operation on the 1st July, 1960; and that is one of the reasons why this Bill has been introduced.

Conferences took place between the Chief Electoral Officer and the Master of the Supreme Court, and the Master of the Supreme Court is also the Sheriff. They have come to certain decisions which will be helpful in the administration of the Act. The metropolitan or the Supreme Court jury district comprises 21 metropolitan electorates with about 220,000 electors. In order to facilitate the selection of people to serve on the jury, the Bill provides for selection on a ratio basis—that is, proportional representation from each electorate. That should ensure fair representation—much fairer than if the selection were made over the whole 21 electorates; because it will ensure that each electorate will get some representation; whereas, under a balloting system, it would be possible for some electorates to be without representation.

As the Bill provides for easier administration, and does not affect policy, I see no reason why there should be any opposition to it, and I support the second reading.

Question put and passed.

Bill read a second time.

In Committee

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

WESTERN AUSTRALIAN INDUSTRIES AUTHORITY BILL

Message—Appropriation

Message from the Governor received and read recommending appropriation for the purposes of the Bill.

Second Reading

MR. COURT (Nedlands—Minister for Industrial Development) [5.11] in moving the second reading said: The objective of the Bill is to constitute an authority which is properly organised to assist in attracting industry to this State; to encourage existing industry to expand; and to guide and supervise industries which are in need of and qualify for, guidance and supervision under the terms of the Bill.

It is an attempt to give more meaning and direction to industrial development in this State. The authority constituted under the Bill will take over the existing Department of Industrial Development. It will have defined powers and responsibilities; it will have corporate status; its functions will be advisory in certain aspects; and, in addition to those advisory functions, it will have definite responsibilities to carry out.

Over the years a lot has been done to achieve industrial development in this State; but it is considered that the subject now demands a higher priority in the State's affairs. It is also considered that in these complex times full advantage of the State's industrial potential will not be achieved unless a highly organised body is developed to approach the subject in a systematic, continuous, and skilful manner. Business promotion in 1959 is a science and *ad hoc* arrangements cannot achieve the desired momentum and result.

The State's problems in industrial promotion are many, but for too long we have been inclined to highlight the problems rather than our natural assets. The traditional approach has certain advantages, but it can be restrictive if we slavishly follow what has come to be assumed as the traditional approach to industrial development.

It is the Government's view that the State must set about the task of identifying itself as an industrial and commercial

entity within the framework of the Commonwealth of Australia. If we do not identify ourselves, we will get lost in the race for capital, and for industrial and commercial know-how. Expressed in another way, if the emphasis is on Australia in our promotion technique, rather than on Western Australia, we will always be at a disadvantage with the other States, using the normal industrial and commercial yardsticks of measurement. I refer particularly to concentrations of markets and the like. Whilst we are seeking industries at any opportunity that presents itself, the Government is mindful that certain long-term planning and organisation must be undertaken immediately if the full and proper result is to be achieved.

These long-term plans are not always obvious to the public. Nor are they obvious to industry; and therefore, not being so obvious, they are not as glamorous as the attraction and the announcement of successful negotiations with a series of individual industries. It is long-term planning that, in our opinion, is the true work of government; and that is where our great responsibility rests, even though the results might not be apparent for two or more years.

I want to emphasise that there is no easy or royal road to attracting industry. Whatever techniques are employed, there will still be organisation, hard slogging, and a certain amount of frustration and disappointment if we are going to be successful in our industrial promotion; and we can only be successful if we are prepared to indulge in that hard slogging, skilful promotion, and negotiation.

Much greater understanding and co-operation between Government and all branches of industry and commerce will be necessary—and particularly with the transport agencies, which are so important when measured as part of the total cost. It is very apparent that new techniques of manufacture and export merchandising will be necessary if we are to succeed in our ultimate objective. We will have to show greater imagination and be prepared to change our ideas if we are to succeed in the Indian Ocean area which, so obviously, should be our main centre of development.

In this regard it needs no emphasis on my part to state that, geographically, we are well placed in relation to the Indian Ocean countries. The name of Australia stands high in these countries, and there are all the ingredients for successful trading and cultural relationships if we are prepared to show the necessary flexibility and imagination in the task. Other nations have demonstrated their ability to import raw materials, process them, export them, and build up a strong economy. Whilst we might not have the large home-consumption market, we certainly have other advantages in indigenous raw

materials which can partly offset the disadvantages we suffer with low home-consumption markets.

It is no good arguing whether we must get population before we can get industry. The fact remains that we have to be prepared to press on with population increases, confident in the knowledge that our industrial promotion will be vigorous and successful. This is no time for pessimism or defeatism. The importance of proper industrial and commercial surveys is appreciated by the Government. These are a highly skilled process; and, unfortunately, the trained people available for these surveys to form the basis of our industrial approach are very limited. Also, the cost of the surveys is not understood by most members of the public. It is much higher than the average person is prepared to admit.

Likewise, those who have experience in trying to attract industry and who indulge in promotion campaigns, will appreciate that the costs and the intricacies of promotion campaigns are a very expensive item today. We have to face up to the realities of the situation and acknowledge that the modern trends and techniques are such that we must be prepared to spend money in fields that are probably treated as being far removed from normal Government fields of promotional activity in the past. Gone are the days when an odd approach here and an odd approach there will achieve results. The State must face up to the highly scientific problems of the 1959 era of trade promotion in the same way as a firm, in trying to sell its wares, must acknowledge the highly intricate science of trade promotion.

The State is no different; and we must be prepared to use means that, normally, are considered to be outside the field of Government promotional activity. I mention this because, once we examine these fields of promotional activity appropriate to our times, the cost is extremely high, and very large sums of money will have to be set aside if we are to pursue these schemes. However, that should not deter us, and it will certainly not deter the Government in its approach to this problem.

There has been much speculation as to whether the Government will sponsor a series of trade missions based on the normal conception of trade missions. I can say that we will not be undertaking them. On the contrary, it is felt that the best results will be achieved if pre-determined and pre-arranged contacts are made with specific industries, prior examination of which leads us to believe that they would be practical within our economy and would be successful within our economy; and, of course, a third ingredient is that they must be industries that we have a reasonable chance of attracting to our State.

It is my definite opinion that we would achieve a more positive result by going direct to people whom we have assessed as being likely candidates to come to Western Australia rather than if we send a general trade mission or trade ship abroad. It could be that, ultimately, we will have to adopt a mixture of both to gain the general prestige and publicity necessary for Western Australia through a trade mission, but our immediate planning would be on the more positive and direct approaches to pre-determined industries.

It is basic to our approach that the Monopolies and Restrictive Trade Practices Control Act be repealed and replaced by legislation that will not cause the same fears in the minds of industrialists, but will make them feel welcome in this State.

Mr. Graham: A great line of bull that is!

Mr. COURT: If the honourable member had this portfolio he would realise that these people have a very definite objection to coming to Western Australia with its present legislation.

Mr. Graham: Artificial and political!

Mr. Bovell: Are you speaking for yourself?

Mr. Graham: No; I am giving a description of you.

The SPEAKER: Order!

Mr. COURT: I have endeavoured to trace the history of the Department of Industrial Development. It has not been easy to get a clear picture of its activities, but so far as I can determine, its history is reflected along these lines—

The Department of Industrial Development assumed Ministerial responsibility in 1917 and was responsible, among other things, for promoting the sale of local products, staging exhibitions and establishing secondary industry.

The department was under the control of a secretary, but in 1941 was reorganised under the control of a Director of Industrial Development, with the major emphasis being placed on the establishment of major industries, based on the State's natural resources.

After the second World War, the department took over the control of the Welshpool Small Arms Factory under lease from the Commonwealth Government and developed the area into one accommodating several industrial undertakings, one of which is Chamberlain Industries.

A bureau of research and development was established in 1950, having as one of its main objects research into various aspects connected with the coking of Collie coal.

In framing this legislation, the Government has had to break new ground to a large extent. We have not sought to copy

the legislation of other States. Rather, we have endeavoured to produce something which we feel will be tailor-made for Western Australian conditions as we see them at the present time. Experience and changed conditions could easily dictate a need to change the form of the legislation and the powers and responsibilities of the authority. That can be examined in the light of experience and the conditions in later years. The authority is consistent with the Premier's policy speech when he announced his intention, if successful, to constitute an authority of the nature envisaged by this Bill.

Pending the introduction of this Bill, the Government has constituted an advisory committee which has functioned with two members—Sir Russell Dumas and Mr. H. L. Brisbane—who have worked extremely hard and very effectively in an honorary capacity to assist the Government in the task of reorganising the approach to industrial development. These gentlemen have been occupied almost full time, and the State is very much indebted to them for what they have done. Much of the work they have undertaken to date is vital in the framework we are endeavouring to establish; and much time has been saved through constituting the advisory committee, pending the appointment of a statutory authority.

It is apparent, from my experience since becoming the Minister for Industrial Development, that what is overdue is a very definite tightening up and tidying up of the method of handling applications for financial assistance and the system of supervising those cases where assistance is granted. Under the existing system it is difficult for a clear-cut policy to be followed and a degree of consistency maintained. Under the organisation proposed by the Bill, we feel that this will be remedied to a great extent with much more satisfaction to industry, and certainly with better use of funds allocated from normal State sources for industrial development and assistance to industry.

Dealing more specifically with the Bill, it contains provision for the setting up of an authority of three members, who shall be appointed by the Governor for a term not exceeding five years. Reappointment is provided for. An age limit of 65 years is fixed, except where the Governor otherwise directs. The members of the authority will not be subject to the provisions of the Public Service Act of 1904, and their remuneration shall be fixed by the Governor.

The authority will be known as "The Western Australian Industries Authority" and will be "subject to the Minister and so give effect to his directions." Originally, it was thought to make it an industrial development authority; but, on reflection, members will appreciate that the wider term "industries authority" is more applicable because of the functions of this

body, which will be additional to the normal function of attracting industry to this State and assisting in the expansion of established industry.

Mr. Bickerton: This authority will replace entirely the present industrial development organisation.

Mr. COURT: It will replace the department altogether. The authority will take over the department's functions and responsibilities; and there is provision, of course, for the handling of the staff. The Industrial Development Advisory Committee that we have at the moment is established purely as an administrative act by the Government, and its functions will cease as soon as this statutory body is constituted.

The authority will be given corporate status and will be capable of suing and being sued in addition to the power "subject to and for purposes of the Act" to purchase, sell, hold, lease, etc., real and personal property. The functions of the authority are—

To assume and discharge functions hitherto discharged by the Department of Industrial Development.

To make inquiries and investigations with respect to the industrial development of the State.

To advise the Minister on problems associated therewith and on related matters.

To assemble statistics and general information concerning industries established or to be established within the State.

To seek out and negotiate with persons likely to establish or expand an industry.

To advise the Minister on the policy to be adopted with regard to State trading concerns and other industry controlled or carried on by the State; also to advise on the best methods of transfer of these industries to private enterprise and assist in such transfers.

To take directly or in a liaison capacity such action as is necessary or expedient to ensure the carrying out of a contract referred to the authority under the terms of the Bill.

With respect to any existing or proposed industry, to make recommendations to the Minister for the granting of financial or other assistance or for the sale, leasing or other disposal of land.

The Governor may refer to the authority any contract made by or on behalf of the Government, the authority, or a department, with respect to any industry. He may also vest in the authority any estate or interest of the Crown in any real or personal property except land classified under

the Land Act, 1933, as a Class A or Class B reserve or otherwise dedicated to any purpose under any act.

An important provision is that at least 14 days before this power is exercised the authority shall—

(a) make a recommendation in writing to the Minister for the exercise of the power and shall therein identify the contract or property the subject of the recommendation; and

(b) deliver a copy of the recommendation to each other Minister of the Crown and shall draw the attention of each such Minister to any clause in a contract and to any other matter which in the opinion of the authority may be of particular concern or interest to that Minister in the discharge of the duties of his office.

Power of revocation has been provided for. The reasons for these last two provisions will be obvious. On the one hand, it would be anomalous if a power given to an authority could not be revoked; on the other hand, it would be anomalous if the authority and Minister for Industrial Development could take action on any important contracts, without all of the Ministers concerned knowing. To overcome any possibility of that being done, provision has been made for this period of 14 days during which all Ministers will be advised in writing, and their attention will be invited to any matters of concern to their departments.

There are on record cases where, no doubt through inadvertence, oversight, or pressure of business, something has been completed by one department which has a bearing on another and without the knowledge of the latter. Under this procedure there will be no danger of that happening without the Ministers concerned having full and proper knowledge of what is sought to be referred to, or undertaken by the authority. There is also provision that, on the recommendation of the authority made with the approval of the Minister, any other Minister may by notice in writing refer a contract with respect to any industry to the authority. Such reference may be revoked.

The powers vested in the authority are consistent with its functions. However, it is important that I should highlight the following points:—

No contract made by the authority the consideration of which or the financial assistance or expenditure to be made under which exceeds £5,000 or the performance of which may extend over a period exceeding 10 years, shall have any force or effect unless sanctioned in writing by the Governor.

The authority shall not make any contract except in writing drawn up or approved by its solicitors.

There is also provision for the Treasurer's approval to advance moneys and buy or sell land. Likewise approval of the Governor is necessary to borrow from the Treasurer. There are important powers to carry on, maintain, sell, lease, or otherwise dispose of the whole or part of an industry or property, the subject of a contract.

Mr. Jamieson: It has powers that Hitler never thought of.

Mr. COURT: I am sure the honourable member has not had an opportunity, unless he is a genius, to consider the full impact of this Bill. I suggest that if he sits down calmly and has a look at the full import of the Bill, and at the powers, responsibilities, and machinery that have been written into the Bill, he will not repeat the remark he made.

Mr. Jamieson: The powers are very wide.

Mr. COURT: I was referring to the powers to carry on, maintain, sell, lease, or dispose of the whole or part of an industry or property. These powers are essential for the authority if it is effectively to carry out its functions. Part of its function will be to supervise contracts entered into by the Government and referred to the authority under the terms contained in this Bill. Therefore, it must have the power to give that supervisory assistance and to carry out what is obviously necessary under the contracts placed under its care, realising at all times that the authority is subject to the Minister.

Mr. W. Hegney: Political control.

Mr. COURT: The honourable member talks about political control; but he realises that practically every Act is subject to the Minister, so it is not a question of political control.

Mr. W. Hegney: The Government has to find the money.

Mr. COURT: The Government has to accept the responsibility, and there are very few instances where an authority is not subject to the Minister.

Mr. W. Hegney: You are always saying that these authorities should be free from political control.

Mr. COURT: To the maximum extent, yes. I think the honourable member will agree that Parliament insists that the Government of the day, except in the most extraordinary circumstances, shall be charged with the responsibility of overriding supervision of these authorities.

The funds necessary for the exercise by the authority of the powers conferred by the Bill are—

- (a) such moneys as are from time to time appropriated by Parliament for that purpose;

- (b) income derived by the authority from any business carried on by it under this Act; and

- (c) such moneys as the authority may borrow under and subject to the provisions of this Act.

The authority shall prepare an annual report on its proceedings and operations during the preceding year. Each report shall be laid before both Houses of Parliament.

A further provision in the Bill refers to the amendment of section 6 of the Industrial Development (Kwinana Area) Act, 1952. This section in the Industrial Development (Kwinana Area) Act provides that unless the committee approves the proposed exercise of the power, the Minister shall not exercise it. As amended by this Bill that provision will read—

Unless the Committee or the Authority constituted by the Western Australian Industries Authority Act, 1959, approves the proposed exercise of the power, the Minister shall not exercise it.

It will be recalled that the existing power under section 6(c) was criticised during a recent debate on the Industrial Development (Kwinana Area) Act. It was pointed out that a rejection by the committee under the present section 6(c) could leave a Government in a position where it could not proceed with a worth-while project if Kwinana Act land was involved. It is considered that the circumstances and conditions which apparently prompted the original provision no longer exist.

However, the addition of the words, "Authority constituted by the Western Australian Industries Authority Act, 1959" still provides for the Minister to refer a proposal to a body of opinion other than his own and is considered to be an adequate safeguard, bearing in mind that the Government of the day has the responsibility of attracting industry and justifying its actions in connection therewith.

The Bill is a fairly long one, and no doubt during the Committee stage explanations will be called for by members of this Chamber in respect of the clauses of the Bill. I have, however, endeavoured to refer to the points that I consider to be the main ones. I do not submit that I have been exhaustive in referring to important clauses; because what might appear unimportant to me might be comparatively important in the opinion of another member. I think I have given a fair summary of the aims and objects of the Bill. I move—

That the Bill be now read a second time.

On motion by Mr. Hawke, debate adjourned.

ART GALLERY BILL

Council's Message

Message from the Council received and read notifying that it insisted on its amendments Nos. 1, 10, and 11.

ANNUAL ESTIMATES, 1959-60

In Committee of Supply

Debate resumed from the 22nd September on the Treasurer's Financial Statement and on the Annual Estimates; the Chairman of Committees (Mr. Roberts) in the Chair.

Vote—Legislative Council, £10,256:

MR. HAWKE (Northam) [5.43]: Presumably there is a good reason why the Treasurer is not present in the Chamber when the Budget is under discussion, and particularly when the Leader of the Opposition is about to make a contribution in connection with the Budget.

Mr Watts: He is at Kalgoorlie with the Commonwealth Parliamentary people.

MR. HAWKE: In addition, and somewhat along the same lines, I would point out that during my own term as Treasurer—and prior to that, too, I think—the Leader of the Opposition was always provided with a copy of the speech which the Treasurer was to use on the day when he introduced the Budget Estimates to the House. I am sure the member for Murray, who was a Treasurer and also a Leader of the Opposition, would remember the existence of that practice and how it was honoured year by year by the Treasurer, and by each successive Treasurer. If I remember rightly, in my own days as Treasurer, a copy of the speech was also made available to the Leader of the Country Party.

Mr. Watts: Quite right.

MR. HAWKE: On this occasion, no copy of the Treasurer's speech was made available to me. Whether that was due to oversight, or whether there has been a change in the practice which operated so satisfactorily for many years, I am not in a position to say.

Mr. Watts: I am quite certain it was an oversight.

MR. HAWKE: I know it has been rather fashionable in years gone by for various Leaders of the Opposition to describe the Budget, when introduced, as colourless. I well remember the present Premier, when he was Leader of the Opposition, trenchantly criticising the Budgets which I introduced; and I think on every occasion on which he spoke as Leader of the Opposition, he described those Budgets as colourless, unimaginative, and unconstructive; and used words of similar character to indicate that the Budgets were not to his liking.

As a result of having clearly in mind his approach when he was Leader of the Opposition, I was looking forward on this occasion with considerable anticipation to the Budget which he himself, in his new position as Treasurer of the State, would introduce to Parliament. To describe this present Budget as colourless would be mild indeed; in fact, it would be a very generous description of the Budget. Therefore, instead of describing the Budget in my own words, I propose to quote from the official organ of the Government, and particularly the official organ of the Liberal Party section of the Government. These quotations, Mr. Speaker, will come from the leading article of *The West Australian* of Thursday, the 24th September. The leader is headed, "Mr. Brand Has Not Put His Cards On The Table."

Breaking in there, I am not sure whether the suggestion is that he has the cards up his sleeve, or under the table, or whether they have not been sorted out properly by his left-hand lieutenant. However, that is the heading of the leader: "Mr. Brand Has Not Put His Cards On The Table." The leading article goes on to say—

Mr. Brand's first budget must be one of the strangest the State has seen. It is not a budget at all. It is merely a repetition of last year's figures with mechanical adjustments, mainly for increased salaries.

The result is that the estimated deficit of £1,515,500 for the year is fictitious.

From a newspaper which is the official journal of the Liberal Party section of the Government, that criticism is strong indeed.

Mr. Court: It is only you who are saying it is the official journal, of course.

MR. HAWKE: The leading article goes on to state—

Mr. Brand has made no allowance for increased revenue from the proposed sliding-scale tax on S.P. book-makers or for entertainment-tax raisings from off-course punters. Nor has he deducted an amount to cover proposed reductions in land tax and probate duties.

And so on. As far as I can understand the budgeting which has been indulged in by the Government, there has been some estimate made which could fairly be described as reckless. In the circumstances which face the State, particularly in relation to seasonal conditions, the estimate of an increase in railway revenue during the current financial year over last financial year is reckless in the extreme, because an estimated increase of almost £1,000,000 on income is provided for. I would not expect the Minister for Railways to know the situation which does exist in the country—

Mr. Court: I have a fairly good idea!

Mr. HAWKE: —and which is becoming more serious, I think, each day. I have no knowledge of what rain might have fallen in some of the country areas to-day, but I think it would not have been very much. This period is the critical period, particularly in regard to crops. If we are reasonably cautious—and only reasonably cautious—and if we are realistic, we can think that the season, to the degree which it has progressed already, might easily have set the pattern for the balance of the season. In other words, practically every month from May onwards in this year has been dryish with rainfall below average. This present month is no exception.

The amount of surplus moisture in the soil in most districts must be very small indeed. In October, the sun begins to gather more heat; and consequently, any excess moisture in the soil is soon drawn out, and the strain to which crops are put during October and early November is a very great one, with the result that in a season such as the one we are now experiencing the production of grain could be down very considerably. I think that any member here today who represents a grain-growing district would feel that this estimate of an increase of £1,000,000 in railway revenue over the actual income of last year would be an estimate which there would be no hope of achieving.

Therefore, it is clear that this particular estimate in the total of estimates which comprise the Budget is reckless in the extreme. It takes no cognisance whatever of the realities of the situation, and is an estimate which there will be no chance whatever of achieving. When a Government presents a Budget of this kind to the House containing an estimate of that nature, it is demonstrating that it has either been very careless in this matter or is not sufficiently aware of the situation which now exists, and of the likely fact that the present situation, serious as it is, could become much worse during October and November.

Mr. Court: That figure is based on the best expert advice that can be obtained, including the carry-over, which, as you know, was at the 30th June, very substantial.

Mr. HAWKE: I would not know whether any experts outside those in the Railway Department were consulted.

Mr. Court: Yes. The agricultural authorities and all other known authorities were consulted, and you saw the revised Estimates announced the other day by the Wheat Board.

Mr. HAWKE: They may have been consulted in August. I cannot imagine that they were consulted before the Budget was presented to the House, because the situation had worsened considerably from the end of August, say, till the middle of September. Therefore it would appear that

if what the Minister says is correct, the consultation with the experts in the Department of Agriculture took place some considerable time before the Budget was actually introduced. Clearly, if this super-optimistic estimate in connection with the railway revenue is not reached, then the Budget, as we have it before us, will be very much out of gear, and the estimated deficit of £1,515,500 will be substantially increased.

Some weeks ago the present Treasurer gave an interview to a representative of the *Sunday Times* newspaper. On that occasion he was preaching a policy of financial security. Among other things he declared that the habit in Western Australia of having heavy revenue deficits would have to cease. If his contribution in that direction is to be measured by this Budget, then the contribution is a very poor one indeed—almost nil.

However, I think the Treasurer realises that it is quite easy to talk airily in terms of financial purity, but ever so much more difficult, if not impossible, to put such ideas into operation. After all is said and done, every one of us would be happy indeed if the State could balance its revenue and expenditure accounts each year. There would be certain advantages in that, probably the most important being that loan funds would not have to be drawn upon to any extent to finance part of the deficit—the part not met by the decisions of the Grants Commission. Therefore, more loan money would be available for the purpose of building schools, putting in additional water supplies, and carrying out other essential State developmental activities.

I notice that quite substantial increases in expenditure are budgeted for in relation to the Department of Education and also the Department of Public Health. Everyone would admit the very great importance of the work which these two departments separately carry out. However, they are very big spending departments; they are departments in which the officers concerned naturally feel that only the best is good enough; and they are departments which, in addition to the Railway Department, play a tremendously important part in the finances of the State. Unlike the Railway Department, the Education Department particularly, and the Health Department to a lesser extent, do not make heavy contributions to revenue.

The Railway Department is certainly a big spender; but it is also a big earner of revenue. The Education Department, on a purely pounds, shillings, and pence basis, spends much and earns little; but I quite agree that we cannot measure the value of the work carried out by the Education Department in making available facilities for the education of the children who attend our schools from year to year. Nevertheless, I think that reasonable care

should always be exercised in every spending department; and particularly in the larger spending ones.

We all know that once a department becomes large and its expenditure becomes great, there can always be a tendency for some of the expenditure to be made not as wisely as might be desired, or not in ways which would be productive of the best possible results. The interest burden upon the Consolidated Revenue Fund grows from year to year. I have spoken at length on this question on several occasions in this Parliament; and, therefore, today I do not intend to speak for more than a few moments in connection with it.

The interest burden is a great burden on the Budgets of most Governments in the world today, because most of them are debtor Governments and have to service the debts which have been built up over the years. I have an idea that trade and economic depressions are caused by this very situation; not only in respect of the interest burden on Governments, but also owing to the interest burden upon individuals in the community; and, particularly, the burden on those individuals who are engaged in production enterprises, including the primary producers and—perhaps most importantly—the primary producers.

The debt burden can be serviced adequately in periods when those concerned have big incomes. But once those incomes fall, the persons and groups in question find themselves immediately in difficulty; and, before anybody knows what is really happening, there is economic difficulty and a shortening of the total volume of purchasing power circulating through the community. The demand for goods lessens and employment ceases for a great number of people.

With the lesser demand for goods which are available for sale and which have been produced, prices begin to fall, and economic slump and depression begin to spread in all directions. That is a very brief statement in connection with the terrific problem of the interest burden on Governments and on individuals. We might continue our consideration of that problem in a somewhat different way, when the Bill to amend the Money Lenders Act is being debated later in the week.

In his speech, the Treasurer referred to the real possibility of water restrictions having to be applied through the summer months of this year and the coming calendar year. I think the Treasurer—or anybody else for that matter—who stood up in Western Australia on the 22nd September and said that in view of the season and the water supply situation, there was a possibility—and a real possibility—of water restrictions in the metropolitan area through the summer months, must be a person who has not his feet on the ground and who is not really awake to the serious realities of the situation.

I am sure that every member of the House—or at least I hope so—knew a week ago that water restrictions in the metropolitan area were, unfortunately, very much more than a real possibility. They were an absolute certainty. I do not know whether the Minister for Water Supplies wrote this particular section of the Treasurer's Budget speech. I cannot believe that he did; because only two or three days afterwards he came out with a declaration that restrictions would be imposed as from Thursday of this week.

What sort of a set-up is it where we have the Treasurer of the State, in his Budget speech of the 22nd September, telling us that there is a real possibility of water restrictions having to be applied through long periods of the summer months ahead, when we know—practically beyond any shadow of doubt today, and we all knew it on that day—that water restrictions are certain beyond almost any possibility of change? And so I say to the Treasurer, as I would say if he were here, that he should smarten up his ideas a bit on these vitally important matters—matters which are tremendously important to the people concerned.

I do not remember the present Treasurer, or any member of the present Government, talking during the last election campaign about taxation increases. I pause here to give each of the Ministers present an opportunity to correct me on that point if I am wrong. I am not sure, Mr. Chairman, under our Standing Orders, how long you will allow me to pause in order that each Minister might have an adequate chance to correct me or contradict me.

There is nothing from the Deputy Premier; there is certainly nothing from the Minister for Railways, or the Minister for Lands, and nothing from the Minister for Health. So we can take it for granted, without any shadow of doubt, that no Minister of the present Government, during the last election campaign, made the slightest reference to or suggestion about any increase in taxation during the forthcoming financial year, which is now the present financial year.

In this Budget we have some straightforward declarations on the matter; and one of them is that motor-vehicle license fees are almost certain to be increased. This proposal, when put into operation—if put into operation—will affect a great many citizens, because the ownership of motor vehicles these days is widespread. There was a time when owners of motor vehicles might have been fair game for the tax-gatherer to attack. However, those days have gone, and we now live in a period when other than wealthy people own motor vehicles. A great many people today who are far from wealthy own motor vehicles, or are in the process of purchasing them.

Mr. Watts: Can you suggest any other way whereby the additional £5,000,000 can be got out of the Commonwealth for road construction?

Mr. HAWKE: I think I could. But it seems to me that when the proper time arrives we should give careful consideration to how much of that £5,000,000 we are going to chase. I think it will be agreed that Western Australia has spent tremendous sums of money on her roads, and is still doing so.

Mr. Watts: Quite.

Mr. HAWKE: Even if this special money, which the Commonwealth Government offers to make available to the States, and in respect to which an equal contribution has to be made by each State concerned, were not to come to Western Australia in any quantity, our total expenditure on roads would still be very great.

Mr. Watts: It would still be very great, but it would hardly be adequate to meet the demand.

Mr. HAWKE: I do not know how we could accurately measure the demand for road services and road improvement works.

Mr. Watts: Ask your colleague from Eyre; he has had some little experience of it.

Mr. HAWKE: I quite agree that if we had another £1,000,000, another £5,000,000, another £10,000,000, or another £20,000,000, we could spend it all. However, I think it is understood that the condition of the roads in Western Australia is far superior to the condition of the roads in any other State in Australia. Indeed, that is one of the great complaints which our Victorian fellow-Australians make against us.

Mr. Watts: And who imposed upon us the present obligation we are discussing.

Mr. HAWKE: They allege—with some degree of accuracy, too—that the motorists of Victoria are taxed to an extent which leads to the Commonwealth Government sending a lot of money, which the Victorian motorists have contributed under the petrol tax legislation, to Western Australia to improve the roads in our State. In point of fact that is true; but I know it is not the whole story. I know we could argue, and argue logically, that just as we benefit in that direction from what the motorists of Victoria contribute to the Commonwealth Government by way of petrol taxes, so the people of Victoria benefit from contributions which our people make in various directions, particularly under the tariff protection policy which has operated in Australia almost since Federation began. The people of Western Australia, particularly the farmers—

Mr. Rowberry: And the timber workers.

Mr. HAWKE: —were and are called upon under the tariff protection policy to pay a greater amount, particularly in years

gone by, for manufactured goods purchased from Victoria than the people in that State would have had to pay had the protection policy for Australian secondary industries not been in operation. So I say that we cannot isolate any single item of national policy in Australia and argue, on the basis of that alone, that the people of one State are being taxed to help the people of another State.

Mr. Watts: I could not agree with you more.

Mr. HAWKE: I think we have to look at every phase of national policy to work out on the broad general basis of the total policy just how the people of Australia, generally, are being taxed one way and another, and how they are being benefited in one way and another.

Sitting suspended from 6.15 to 7.30 p.m.

Mr. HAWKE: Before the tea suspension I was dealing with the probable increase in motor-vehicle license fees. We have had no clear-cut statement from the Government on whether it will bring down legislation for this purpose, although sufficient has been said by the Premier to indicate that a measure of this kind will almost certainly be introduced. I repeat that many motor-vehicle owners would not be able to afford an increase in license fees. A considerable number of such owners find it a tough battle to keep their motor vehicles as things are at present; and so members of the Government should give serious consideration to this proposal before making a final decision.

Should the Government bring a Bill before Parliament later in the year, the obligation will be upon members to decide whether, in all the circumstances, the proposal is one that should be put into operation.

It has also been suggested—if not made clearer than that—that there will be an increase in the stamp duty applicable to hire-purchase agreements. I understand the present stamp duty is 2s. 6d. in every £100. The suggestion is that it should be increased to £1 in every £100. The Premier—rather innocently I thought—was reported as having said that the sellers would meet this increase in stamp duty should the Government introduce the proposal to Parliament and should Parliament subsequently support it.

That is a smooth sort of assurance for the Premier to give to the people, Mr. Chairman. Looking at you more closely at this moment, I think you know something about this selling business because of your experience prior to your coming to Parliament; and I think you might agree—I am not pressing you one way or the other—with the thought that, when this sort of taxation is placed on the seller of goods, he, in most instances and quite legitimately, passes the extra taxation on to the people

who buy the goods from him. I understand that sometimes—although I know that this would not apply to you in years gone by—something else is added to the price in addition to the increase in taxation.

So although the Premier might, to some extent, mislead himself when he makes a statement of this kind for public consumption, I do not think he would succeed in misleading many members of the public. They would assume, I imagine, that an increase in the stamp duty on hire-purchase agreements, although paid in the first instance by the sellers of the goods sold on hire purchase, would ultimately be paid—and in full—by the hire purchaser.

Mr. Watts: The Premier of New South Wales did not deceive either himself or the public when he imposed it.

Mr. HAWKE: If the Government, when it introduces legislation to give effect to this proposal, is able, in the same legislation, to ensure that the full increase in stamp duty will be paid by the seller and, in no circumstances will it be passed on by him to the hire purchaser, there could be less complaint about the proposal as a whole. However, I am in some doubt as to how that objective could be achieved in a practical way. After all is said and done, there are more ways than one of killing a sheep—if that is the right expression—than by cutting its throat. We might, by law, provide that the whole of the increase in stamp duty on these hire-purchase agreements shall be borne by the seller, but in my opinion that would not prevent the seller charging more for the article.

I think even the Attorney-General would find it difficult to frame legislation which would prevent the seller from recovering, in some way or other, the increased stamp duty from the hire purchaser. However, we shall wait, with considerable interest, this proposed legislation should the Government finally decide to introduce it to Parliament.

Before the suspension I invited Ministers of the Government, one by one, to mention to me, if they could, one promise of increased taxation which any of them made during the election campaign. Had they been really on the ball they would have bowled me over on that one in one instance because, during the election campaign a promise was made to increase taxation upon off-course bookmakers. However, at the time not one Minister thought of this, so I was able to make a clean sweep, as it were, in the invitation that I extended to them. I am not sure whether the Minister for Railways will have his way in Cabinet in regard to this proposed taxation on off-course bookmakers. In the last session of Parliament I think he advocated a 13 per cent. rate of tax on turnover.

Mr. Court: I cannot recall that.

Mr. HAWKE: No; I am sure the Minister cannot recall it.

Mr. Court: I am sure it is not in *Hansard*, either.

Mr. HAWKE: It may not be in *Hansard*—

Mr. Court: I think that is a reasonably faithful record of the proceedings.

Mr. HAWKE: Something will be in *Hansard*, because I have a clear recollection of the Minister for Railways, when on this side of the House, talking about the amount which was deducted from the totalisator; namely, 13 per cent.

Mr. Court: That is correct.

Mr. HAWKE: Thirteen per cent. I think the argument was that if the totalisator could bear this amount of taxation, and if it were fair to deduct this amount from totalisator investments, it was surely equally fair to put a similar rate of tax on the turnover of off-course bookmakers.

Mr. Court: I did not say that.

Mr. HAWKE: The Minister for Railways at the time was in the company of *The West Australian* newspaper, because editorially that newspaper was advocating the same sort of thing. I do not care whether or not the Government introduces a proposal to increase taxation on off-course bookmakers from the present rate to 13 per cent.; that is the business of the Government. I point out, however, that the totalisator is a specially privileged machine. It can never lose—it does not matter how hot the favourite is—because 13 per cent. is deducted from the total investments in the totalisator and the balance is paid back to the investors as dividends. So it does not matter whether the winner of a race is a rank outsider at 200 to 1 or a hot favourite at 5 to 1 on, the totalisator still proceeds on its impartial way and never loses. It shows a profit of 13 per cent., part of which goes to the racing club concerned and the balance to the Government.

According to a statement made by a spokesman for the Government, there will probably be a tax of some kind imposed on persons who go into off-course betting shops and have a wager. It has been suggested that this could be in the form of an entertainments tax. I cannot imagine anybody who is a punter regarding any tax of that kind as being entertainments tax. I am not sure how much practical experience you have had, Mr. Chairman, in your lifetime in this field. I know you are tremendously interested in football; I know your team won the premiership at Bunbury last Sunday. I am not sure whether you would have had a small financial interest on the result of that match; but were the Government to tax you, Sir, on that investment—if that were possible—I cannot imagine you going into peals of laughter about it.

Nor can I imagine people who go into an off-course betting shop to back their fancy getting much fun out of being told

there was a tax of 3d. or 6d. on each bet they made. They might feel it was the opposite of entertainment and fun. The previous non-Labour Government of Western Australia did impose a winning bets tax on the course, and that dealt the racing game a fairly severe blow, because many people who used to go regularly to the races prior to the introduction of that tax ceased doing so; not because they could not afford to pay the tax, but because they regarded it as a savage sort of imposition.

Their viewpoint was conditioned by the fact that they might have a losing day at the races or trots, as a whole, and yet at the end of the day they might have to pay £2 or £3 in winning bets taxes while finishing the day losing. The imposition of that tax caused a great deal of resentment. We shall certainly await with considerable interest the proposal to place an entertainment, or an investment, tax on people who make a wager in off-course betting shops.

The fact that the Government talks about imposing a tax of this kind rather provides proof of the Government's intention to keep off-course betting shops legalised and in operation. We have had no declaration of policy on that matter except in this indirect fashion. Somebody might think that the Government is waiting for a report from the Royal Commissioner before it makes a decision on that rather delicate subject. As the Royal Commission is still sitting, and as the Commissioner has still to make his recommendations, I do not propose to discuss the pros and cons of the matter.

It might be appropriate to say that there is still such a thing as the law of diminishing returns. The Minister for Railways would know a lot about this, because I have heard him preach it when he was in opposition. It is remarkable how easy it is, when one is in opposition, to preach these sorts of things—

Mr. Watts: We have noticed that.

Mr. HAWKE: —to preach financial purism, and so on; and when one gets into the Government for the first time and comes up against the realities of Government, one finds one must discard most of the theories one expressed and preached before one had any practical experience in Government.

There is, however, undoubtedly, a law of diminishing returns. No-one in this Committee would say that taxation today—taking it as a whole—is not high; particularly when we consider the aspect of Commonwealth Government taxation, State Government taxation, and local government taxation, and the manner in which this taxation increases and is passed on through the various stages of industry, trade, and commerce. To the extent to which this Government imposes additional taxation upon the people, then to the same degree, at any rate, will many people seek

to avoid as much as possible the burden of increased taxation. I would not know, but I would think that under the proposed sliding scale of taxation for off-course bookmakers, where the taxation on turnover might range from two per cent. to seven per cent., those who will legally come under the seven per cent. will reorganise their business in such a way as to avoid coming under this seven per cent. They might reorganise it in such a way as to come under 3½ per cent.

Nobody derives any great joy from paying the highest rates of taxation. It is true some people do pay the highest rates, but they are few in number. Take us, as members of Parliament: We feel that we are over-taxed even in respect of income tax, and we seek to obtain as much in the way of concessions in the taxation field as we reasonably can.

I suppose we still think we are over-taxed in respect of income; yet when we look closely into income tax and compare it with the indirect taxes imposed upon us, we find that our income tax is minor, compared with the indirect taxes—such as sales tax and the rest of it—that we pay, and which are, of course, associated directly with the things we buy. The person who initially pays these taxes recovers most of them in the prices he charges for the goods in the business he carries on.

The maximum limit of taxation upon the people has almost been reached. To the extent that taxes are imposed, so will some people, not all, seek to ease the burden by reorganising wherever they can. That is another matter which the Government will have to consider—perhaps not now but at some later stage.

The Government might think that by increasing motor-vehicle license fees by a certain percentage; by increasing the percentage tax on the off-course bookmaker's turnover on a sliding scale; by imposing an entertainments tax on those who wager in betting shops; and by imposing other forms of taxation, the total increase in revenue will be a certain number of pounds during the balance of this financial year. It is so easy to work out on paper how wonderful these returns will be; it is so easy to derive some feeling of satisfaction that one is doing something to reduce the deficit of the State for the year to an amount of £1,515,500; but these happy estimates of what this, that, or some other increased tax will bring in are often jolted when the final returns are received and calculated.

The Budget now before us—like those which have come and gone in the past—will finally prove to be what the present Minister for Railways has described my Estimates as being. He did not describe them as Estimates at all, but very

deprecatingly at the time as "guesstimates." To some extent they are "guesstimates." To the extent they have been in the previous years, so they appear to be on this occasion—only more so.

There is one other subject I want to say a few words on before I conclude; and it relates to the possible export of iron ore from Western Australia to some overseas country. This might not appear to have much to do with the Consolidated Revenue Fund. However, should this proposal come to pass, it could benefit the Consolidated Revenue Fund. For instance, it could benefit the revenue of the Railway Department, of the Fremantle Harbour Trust, and of the Harbour and Light Department in Geraldton in regard to wharfrage, although I do not think there is any wharfrage on exports.

As we understand the position, the present Government has been looking into the possibility of exporting iron ore from Western Australia, with a view, presumably, to using the surplus money derived from such a transaction for the building of more schools, additions to hospitals, more water supplies, and works of that kind. In that regard the proposal of the present Government differs very materially from the one developed by the previous Government.

The basis upon which we sought a license from the Commonwealth Government to export iron ore from Western Australia to some overseas country was that the profit or surplus from the transaction would be used to assist in establishing a large-scale charcoal iron and steel industry in the South-West of the State.

In view of the national policy in connection with the non-export of iron ore from Australia, I think that any license given by the Commonwealth Government could only be justified on the basis that the surplus from such export was to be used, and should only be used for the purpose of establishing some appropriate industry within the State from which the iron ore was exported.

Should the Commonwealth Government decide to issue a license to the Government of this State to export iron ore to Japan, or some other country, with a view to using the possible surplus only for the building of schoolrooms, hospital additions, or water supplies, then clearly every other State of Australia in which iron ore deposits exist, would have the same claim upon the Commonwealth Government; and the latter would be bound to grant to every other State Government a license to export, similar to that granted to Western Australia. In other words, the Commonwealth Government could not, on the basis which I have just been discussing, grant a license to one State Government to export, and refuse it to another.

Mr. Court: Would not the same apply to the establishment of an industry?

Mr. HAWKE: Yes, it would. I point out to the honourable member that very few other States would want to export iron ore for the purpose of using any profit or surplus to establish a charcoal iron and steel industry within their State boundaries. For instance, New South Wales already has an iron and steel industry; South Australia is in the process of getting one; and it is very doubtful whether Queensland or Tasmania are in a position to establish an iron and steel industry which would be economically sound.

So they would not be able to meet the requirements of a proposition to get a license to export iron ore with a binding agreement on their part to use the surplus or profit to establish an iron and steel industry within the boundaries of their own respective States. I have been reading between the lines of reports in the newspapers in recent weeks regarding this matter. The most significant report in the newspapers in recent days was a statement from Senator Spooner, the Commonwealth Government's Minister for National Development, in which he said that he had instructed his Bureau of Mineral Resources to carry out a survey of the known iron ore deposits in Australia; and this survey was to be put in hand in relation to an application which the Commonwealth Government expected to receive from the Government of Western Australia for a license to export a substantial tonnage of iron ore to some overseas country or countries.

The probable considerable significance of the senator's statement is to be found in the fact that it is not much more than a year ago when this Bureau of Mineral Resources carried out this kind of survey. It was on the basis of that survey that the Commonwealth Government rejected the application from the then Government of Western Australia for a license to export iron ore from this State to some overseas country or countries. The stand the Commonwealth Government took then was that the known easily accessible large-scale deposits of good quality iron ore were only sufficient in tonnage to meet Australia's needs until the year X; and it was a year not so very far ahead.

We did not accept that decision by the Commonwealth. We requested the Commonwealth to reconsider the situation from the point of view of looking at the question of issuing a license for export in relation to less well-known deposits which could be shown to be not large in total quantity, yet fairly good in quality. The Commonwealth Government fiddled and fooled, and backed and filled, and did the hesitation waltz a hundred times over on that one; and at the time our State elections took place, no decision had been made by the Commonwealth Government on the question.

In more recent days the ex-Commonwealth Treasurer (Sir Arthur Fadden) seems to have come into the picture. He flew into Perth the other day and his mission was sort of secret. I think it was completely secret when he flew in. He pushed the newspaper boys aside and had in fact, nothing to say. Since then it has become fairly clear, if not very clear, that Sir Arthur Fadden is interested in the possible export of iron ore from Australia to some overseas country or countries. So, from the political point of view, the plot thickens somewhat.

Some of us have been led to believe that at the time Sir Arthur Fadden resigned, or made his decision to resign from the Federal Parliament—which, of course, meant his resignation from the position of Federal Treasurer—he had received some sort of assurance from the Federal Government that he would be looked after. I say that with no disrespect. I think he was entitled to be looked after, because he gave many years of tremendous service to the nation.

I think he was one of the few Federal Ministers who stuck to his job almost year in and year out without any breaks; and he did stick to his job assiduously because the Prime Minister used to dash off to this country, that country, and the other country; and Sir Arthur Fadden, for long periods, was Acting Prime Minister of Australia, as well as Federal Treasurer. So he gave tremendous service to the Commonwealth Government and, through the Government, to Australia. Therefore, when I say he received assurances that he would be looked after, I did not use the words in any disrespectful sense at all.

However, the big job which it has been suggested he was assured he would get—whether the assurance was complete or partial I do not know—he did not get. It was the big job in connection with the reorganisation of the Commonwealth Bank, or the reorganised Commonwealth Bank. It was thought by many people here, and people supposed to be well in the know in Canberra and Melbourne, that Sir Arthur would be chairman of the new organisation. However, he was not chosen—he was not appointed. I have not met him since. If what I am suggesting were the possibilities and probabilities, it would appear he was double crossed, as it were. I would most certainly enjoy a five minutes' talk with him.

Mr. Mann: You had better phone him up.

Mr. J. Hegney: He did not get his "sling".

Mr. HAWKE: We remember what Sir Arthur Fadden said in 1939, 1940, or 1941, about the present Prime Minister. What he would say about him now would be anybody's business; however, that is by the way. It appears that Sir Arthur Fadden

now has some vested interest, as it were—and I do not say that with any disrespect—in the possible, probable, or certain export of iron ore from Australia; and presumably his ex-colleagues in the Commonwealth Government would sort of like to help him along the track.

Therefore, it could appear that the application by the Government of Western Australia for a license to export a quantity of iron ore from Western Australia to Japan could succeed because of the special political and other circumstances which are now involved. We shall watch the unfolding of the situation with very special interest.

So far as I have been able to understand the new situation in this matter, the Government could apply to the Commonwealth Government for a license to export as much as 10,000,000 tons of iron ore. The fact that the same Commonwealth Government stuck its toes in with us when we applied for a license to export only 1,000,000 tons could make this question of a license for 10,000,000 tons appear to be outrageous in its impudence. However, as I say, I have no doubt that there are wheels within wheels, and we shall await the final results and then be able to assess with some accuracy whether there has been a basis for the statements which I have been making in this matter over the last quarter hour or so.

Judging by the very knowing look on the face of the Minister for Railways, and the expression on the face of the Attorney-General, which ranges between a knowing look and a shrewd one, I would think that some of my statements have not been hopelessly off the target area.

Mr. Court: It is just amazement on our part; because if you keep going at this rate I am sure you will mesmerise yourself.

Mr. HAWKE: We have had enough experience of the Minister for Railways to know that when we are on the ball with him he goes out of his way to assure us that we are not even within one million miles of the ball. For that reason, I am all the more encouraged by the Minister's interjection to think that some of the things I have prophesied as possibly taking place, might, in fact, take place.

I have enough sense of responsibility to know that the business of government is difficult—extremely difficult. I think in these modern days the business of government becomes increasingly difficult from year to year, particularly on the financial side. That is because we have developed, particularly, the welfare of the State. I am not criticising or condemning that development. I think it is inevitable in the scheme of things. However, the fact that it has developed to its present state in Western Australia means that the Government sets out to do more things for more people all the time.

Governments by the very nature of things do what they do in a fairly expensive way. That is particularly so because Governments are supposed to set standards and examples; they are supposed not to do things in a shoddy way. Of course more and more people come to Governments from year to year seeking assistance. The fact that there are political parties and we have fairly frequent elections means that each political party at an election time undertakes to do this, undertakes to do that, and undertakes to do something else in addition to what has been done in the past. These undertakings, by and large, are honoured by Governments and so the cost of government consistently increases.

When a Government is elected to office, its members and supporters become comfortably established on the Treasury benches, as they are called, and they develop a liking for those Treasury benches. They become keen to stay there, as the member for Avon Valley knows only too well as the result of a long experience in Parliament. So the members of the Government set out to do more than the previous Government did or even dreamed of doing; and this, of course, means greater expenditure by the Government.

I should imagine that already during the existence of the present Ministry, one Minister at least—perhaps more—has said at a Cabinet meeting, "Oh, but this will cost us so much a year and there was a heavy deficit last year. We ought to try to keep a tight hold on the finances and put up a better financial record than did the Hawke Government;" and that would be an occasion when a far-sighted Minister, like the Minister for Railways, would say, "Oh, leave it to me, fellows. It will be all right. We can handle this."

However, to become serious again, I do say that the Ministers of the Government in their respective fields of administration have my sympathy and understanding. Their jobs are not easy; they are tough. They will have demands made upon them to do ever so much more than they can possibly manage, because of financial limitations. Therefore, not only will they have to face up to the financial problems in their respective departments, but they will have to face up to a lot of other problems as well. They will tread upon many toes from month to month. They have trodden on many already.

Mr. Court: How did you guess?

Mr. HAWKE: Fortunate indeed is the Government which can even hold the support it gained at the election which put it into office. Some of the Ministers of this Government might be self-satisfied enough to think they have held the situation and that they have improved their standing with the electors generally. If they are really dinkum in that feeling, and are a majority in the Cabinet, I invite them to hold a general election at the earliest practical date.

MR. HALL (Albany) [8.19]: I would like to touch on a few subjects included in the Estimates, the first being delinquency which seems to be one that is worrying people all over the world today. I asked the Chief Secretary questions in regard to television to which he supplied the answers. He said that the matter was mainly of a Commonwealth nature. The first question I asked him was—

What are the censor's various classifications for television films?

He replied—

The matter referred to by the honourable member is covered by Commonwealth law; namely, the Broadcasting and Television Act, 1942-1956. Therefore, the State has no jurisdiction.

I contradict the Chief Secretary in that case. I consider the welfare of our young people is definitely a State responsibility as much as it is a Commonwealth one—if not more so. The onus should not be thrown entirely on the Commonwealth Government.

Next he was asked whether he could give an explanation as to why television stations are not compelled to advertise film censorship classifications. The reply was that television films are classified in accordance with the television programme standards determined by the Broadcasting Control Board, in pursuance of the Act. The classifications given were: (A), suitable for unrestricted television; (B), not suitable for children; (C), not to be televised before 8.30 p.m.; and (D), not suitable for television.

Unlike picture exhibitors, television stations are not required to advertise the classifications of their programmes; but I think they should be forced to do so, because if we are to tackle juvenile delinquency we must do so by getting to the roots of the evil. Since it is compulsory for theatre owners to advertise and display the classification of all their film productions, would it not be possible to insist that television stations be compelled to show the censor's classifications before a film programme; and ensure that the classifications are included in all newspaper advertisements?

In regard to the censorship of television films, Chief Censor C. J. Campbell said that of 50 films rejected as unsuitable for television, 35 had as their theme, horror, excessive brutality, or unsavory crime; and the remainder were refused registration because of indecency, or reference to mental and physical afflictions likely to offend sufferers from similar ailments. No-one can dispute the fact that we should have some say in the control of these films.

Still on this subject, under the heading "Senator Wants Better TV Policy", we read in the Press—

Canberra, Wednesday: A request that Postmaster-General Davidson insist on better children's TV films was made by Senator Agnes Robertson.

She approached the acting Minister on that occasion. We can go on from there, and we come to the committee recently formed to investigate child delinquency. I wonder whether we have on that committee the right types of people, with the knowledge necessary to get down to fundamentals in regard to these delinquency problems.

If we do not tackle this question properly, we will undoubtedly run into trouble; and we have no reason to believe that the present machinery is adequate. Here I might mention the fact that a pamphlet was prepared by the committee that was appointed; and although it was not submitted to this Chamber, the legislation was passed and so, whatever decision the committee arrived at, this Chamber was not acquainted with it.

Now let us take an article such as we see here under the heading, "Crowd Sees Teenage Killing." I have here others in similar vein, and I maintain that the effects of such things on the mental outlook of children are incalculable. Some teenagers are apt to get bright ideas and imagine they are brutal types, and adopt that attitude when walking along the street.

On one occasion three or four teenagers endeavoured to force me off the street—in Hay Street—but I stood my ground. However, such things make obvious what can happen to any man in the street in Western Australia. If we are to face properly up to this challenge to our society, finance must be made available to assist the committee in its work. On the 17th August there appeared in the Press a paragraph relating to teenagers being out of work. We all know of the dispute in relation to the Public Works Department and what the Deputy Leader of the Opposition had to say in this Chamber about apprenticeships; but the Government has been creating the very evil that we are trying to overcome.

I agree with an opinionist, "Young Australian," in the Press of the 14th August, who said that the Budget paid no heed to young Australians, while paying heed to older citizens who were past their productive years. I do not agree with the last part of that statement, but I do agree with the first part. The *Daily News* of the 12th August made reference to the large number of teenagers unemployed in this State, and I agree that we are not paying sufficient attention to this question. We see the young people going back to their homes in droves when the schools break up, and none of us can dodge responsibility in trying to solve the problem

of teenage unemployment. I wonder whether the present machinery in this State is adequate.

Juvenile delinquency is a world-wide problem; and, although it has not yet attained here the degree of violence it has elsewhere, it will assuredly do so unless we take active steps to prevent that happening. Under the heading of, "Suggestions for Fighting Child Delinquency," we read in *The West Australian*—

Grace Wright, Perth: The Commissioner of Police and the Child Welfare Department have issued a circular asking organisations for their opinions on delinquency, its cause and suggested cures.

It is therefore surprising to learn that amendments to the Child Welfare Act have gone through the Upper House before the results of the circular could be handed to Parliament for debate. The seriousness of the question can be gauged by daily headlines of America's problem.

Further, in *The West Australian*, we see the heading on the 28th July "Army Lead on Delinquency"; and I congratulate the committee in this regard, because reference is made here to interesting young people in music. I believe music would be an ideal outlet for young people. In my own youth we had to battle to buy our instruments in order to become musicians; but today I think bands should be encouraged and assisted as much as possible in order to interest the youth of the community in music.

Another important avenue through which juvenile delinquency can be attacked is the National Fitness Council; and in the Press of Thursday, the 11th June, there appeared the following:—

Fitness Work has Setback

The National Fitness Council believes that the attitude of the Commonwealth Government is having a detrimental effect on its work.

A report from the council says that, from the annual Commonwealth grant of £72,000, first made in 1942, W.A. receives £5,742.

The provision of sports grounds and controlled sports would be one of the best means of relieving the pent-up energies of our youth; and, if we tackled the problem from that angle, we would be well on the way to solving it. European countries are far more advanced in music and the arts and I think we could learn something from them.

Although the Minister for Works is not here I hope someone will tell him what I am now about to discuss, or will ask him to read *Hansard*. I wish to refer to the gaol accommodation at Albany. I have lived at Albany for some 40 years, and I can remember that many years ago the old gaol there was thought to be of some

historical value; but since then nothing has been done to provide the town with new gaol facilities. Although all the prisoners from Albany are sent to Perth eventually, they are held at Albany temporarily. There are three little cells and a small exercise yard; and over recent months, some 50-odd cases, including those charged with drunkenness, female offenders, and juvenile offenders, have all been forced to occupy those small cells. The exercise yard is completely inadequate, as is the bath provided.

In 1933 there were 4,076 people in Albany, whereas today the population is 9,403, and on the loan figures the population is 12,000. Therefore, if the gaol facilities were inadequate in 1933, when the population was only 4,000, members can imagine the position at present when the population, taking the loan figures, is 12,000. Some consideration will have to be given to the position. If members were to see the conditions existing there, they would realise how totally inadequate the gaol facilities are. Admittedly the gaol is only a holding lock-up, but the prisoners have to be held there, sometimes for days on end, awaiting trial.

Mr. J. Hegney: It is a clearing place for the district.

Mr. HALL: It has to provide for a big district. The magistrate works from either Narrogin or Katanning, and the prisoners have to be held there to await transhipment to Perth after their trials. This involves the police in a lot of embarrassment, because frequently staff have to travel with the prisoners, thus leaving them short-handed. Sometimes there are 15 or 16 people in the gaol, and they require a lot of attention in feeding and looking after.

If the police have a woman prisoner, and she has to be searched, the work has to be done by the constable's wife because there are no women police attached to the station. The police staff is inadequate to meet the requirements of the district.

Mr. Ross Hutchinson: Do you think a new gaol should be built on the site of the present one, or that we should get a new site?

Mr. HALL: I think there should be a new site. I am of the opinion that the police quarters should be extended and a new gaol built. If the Government has not made an inspection of the position, I recommend it to do so. The general overall policy in regard to police staff, police quarters, and gaol facilities should be closely looked at. I think if the Chief Secretary were to have a look at the gaol facilities at Albany, he would be disgusted. I made an examination of them on one occasion; and how the women, men, and juveniles can all be accommodated in the three cells, I do not know. At the end of the building there is one storeroom

which is used for the storing of blankets and so on. However, as I said, the whole position needs a thorough investigation.

There is one other point I would like to mention, and this concerns volunteer firemen. Mr. Dennis, the secretary of the Firemen's Union, drew up a scheme for approval. I discussed this matter previously in the Chamber. The point is that the whole burden of the costs involved will eventually be thrown on to the public, whereas now it is carried by the insurance companies and the other organisations which contribute to the cost of our fire services.

The volunteer firemen in my electorate have lost a tremendous amount of revenue, as a brigade, because of the Government's action. I am not referring so much to the individual firemen because, as the Chief Secretary has attended to the position, those firemen now do less work; but the brigades themselves have lost money.

Mr. Ross Hutchinson: Don't you think that the majority of them have gained money?

Mr. HALL: I think they are on the losing side. In addition, the social atmosphere connected with volunteer fire work will eventually disappear. It is already disappearing in a lot of brigades. The volunteer firemen used to put so much of their pay into a fund, and they were able to have social nights and various other entertainments. The £200 or £250 allowed to the brigades will not get them anywhere.

Mr. Ross Hutchinson: The majority of country fire brigades will be financially advantaged.

Mr. HALL: I do not think so. Some of the country towns do not have any picture theatres at all. The particular brigade with which I am concerned used to earn £645, whereas now it will get only £200.

Mr. Ross Hutchinson: I admit that the bigger places will lose.

Mr. HALL: The volunteer firemen in the bigger places have more responsibilities.

Mr. Ross Hutchinson: The responsibility applies in other country towns.

Mr. HALL: Not so much. I will give members an idea of the number of fire calls. In 1954 we had a total of 81, and the brigade was on call day and night for the full 24 hours—and this is a volunteer brigade. There is no doubt that the service of these volunteer firemen reduces the rates; because, as we increase the number of permanent men, the rates must naturally be increased to meet the cost.

Mr. Ross Hutchinson: What did Mr. Dennis have to say?

Mr. HALL: He was not in favour of the volunteers. In 1955, there were 48 calls; in 1956, there were 71 fire calls; in 1957,

there were 113 calls; and in 1958 there were 91. As I said, the brigade is on call for 24 hours of the day, and its call service is one of the best in the State.

Also, in the event of hostilities, the volunteer fire service is one of the best-organised services at our disposal. When we see headlines like this in the paper, "Death in Theatre Horror," and we read of 50,000 people trying to escape, we realise how important it is to have an efficient fire-fighting organisation. Well-trained firemen, who are able to carry out fire-fighting duties, and who know how to use the appliances at their disposal, are an absolute necessity. We should do nothing which will in any way destroy the spirit prevailing in these brigades; and I hope that aspect will be considered when the position is looked at on an overall basis.

The brigade to which I am referring, and the brigades in other places such as Kalgoolie, are all rendering an admirable service, and we should do everything possible to assist them.

I should now like to refer to another matter which concerns the Chief Secretary and which I discussed on the Supply Bill when, unfortunately, the Chief Secretary was away through illness. I am referring to certain aspects of the fishing industry; and one I particularly stressed on that occasion was the possibility of extending the oyster-farming industry in Oyster Harbour at Albany. Oysters were placed in Oyster Harbour in 1947 and 1948.

However, as I explained before, there were many reasons why oyster farming failed then. When the oyster spawn was brought from Japan by ship in 1947, the spawn was out of water for 20 days and the mortality rate was tremendous. This was discovered after the spawn had left Japan. As members are aware, there was very little air travel in those days. Another detrimental factor was that the floodwaters came down at that time; and, if members are acquainted with the locality, they will appreciate that the water at the mouth of the King River builds up into a deluge. The temperature of the water at Albany is quite satisfactory, being better than that at Pittswater in Tasmania.

Therefore, it was not a question of the temperature being unsuitable, but the drastic change in the temperature, as a result of the floodwaters, could have been responsible for the heavy mortality rate in the oyster spawn. When the floodwaters receded, poisonous growth had settled over the oyster beds in the form of algae; and that, too, probably increased the mortality rate.

Oysters are still being taken out of Oyster Harbour today, and this industry could be exploited if proper methods were used. Also trout and bream are very susceptible to oysters when they are in spawn, because they are taken from the top of

the water. If proper fences were built and oysters were farmed in the right manner, oyster farming could be developed into a very good industry. Hunts Cannery could prove to be of great assistance in this respect if the scheme were approved. I am sure the difficulties could be overcome. The Chief Secretary is in a position to obtain all the advice needed. I think the Minister will find that even now Dr. Serventy has said that it would be wrong to say that an industry of this nature could not be established. In my opinion, we have not paid enough attention to detail.

Mr. Ross Hutchinson: Did you make any approach to the Commonwealth Minister about this matter?

Mr. HALL: Yes, through the Minister's predecessor, Mr. Kelly. Having lived at Albany, I am acquainted with the conditions of the place. I have also asked the Minister for Works to dredge a channel below the Lower King Bridge. Too great a volume of fresh water is detrimental to the growth of the oyster.

I also raised the question of the development of tuna fishing. At the moment, America is a very attractive market for tuna filets. I do not know what the Chief Secretary himself has in mind in regard to tuna fishing, but I think it offers definite possibilities not only in the Albany waters but also in those waters in the northern part of Western Australia. At the moment, Mr. Hunt is canning tuna which has been caught in the waters around Albany. He favours the bonita type of tuna, and I think he would can that type if he were assured of a continuous supply of fish. I have endeavoured to have facilities provided to ensure such a supply; but, to date, I have been unsuccessful.

If continuity of supply could be guaranteed, we could get down to a definite basis to form a tuna industry. I know that a lot of work has already been done by Mr. Bentley, as was mentioned by Dr. Serventy in his report; and I know that canned tuna can be bought today in the shops. The member for West Perth and I interviewed quite a few shopkeepers, and they were prepared to give it a trial in their stores. That is one point that is worthy of some consideration.

Another matter, which should be considered by the Minister for Works, is the increased tonnages at Albany. I believe that the transit shed which he has assured us will be provided will eventually be established. That shed is essential for the proper handling of cargoes. It will greatly reduce the railage and handling charges; I am certain of that. Another point I wish to mention is the reclamation of the north side of the harbour, running west, which would give us additional industrial and warehouse sites. At the west end of the Albany Harbour, adjacent to

the wool sheds, we have sites which are suitable for several industries, such as wool-scouring works, which I hope will be established one of these days.

Apart from shipping—although closely allied to it—is the question of roads. I wish to mention the one from Rocky Gully and Manjimup, via Walpole and Nornalup to Albany. That road will give Albany a direct link with Manjimup. As the Minister is aware, it is well known that the port of Albany is well favoured for the shipping of fruit. It is also found—although the Chairman of Committees will not agree with this—that the rail-freight figures from Manjimup for the financial year just ended show a marked increase in timber consignments to the Eastern States.

Without being too presumptuous, I hope that one day we will be able to take that timber from your port of Bunbury, Mr. Chairman, so that we can ship it through the port of Albany; but before realising my ambition, we will have to get decent roads built from Albany to the timber areas.

Without booming the port of Albany too much, and without running the port of Bunbury down to any great extent, another matter I wish to raise is the cost of exporting goods. This has been considered in all its entirety; and, in the final analysis, it has been found that this cost adds to the cost of the products that we send to the Eastern States. On this question, I quote the following:—

The Cost of Exporting.

It is platitudinous to say that Australia should not be penalised by high overseas shipping freights. But because overseas companies are involved, it is most unlikely that an Australian Royal Commission (the appointment of which will be suggested at the Graziers' Federal Council Conference in Adelaide this week) could do much to help Australian producers to find out whether a threatened increase in freights is justified.

Without casting any reflection on the port of Bunbury or on any of the other ports, I say that if we can reduce our shipping costs, the reduction will be reflected in the actual price of the commodity that is exported overseas.

In my opinion, the Government could also give serious consideration to the establishment of a power house at Albany. I realise that it is investigating the erection of a power house at Collie, because of that centre being the source of supply of the fuel required for its running. However, the erection of a power house in that area would not prove to be wise in hazardous times, and the presence of strong winds there are against the erection of long lines of power communications.

Having in view the rapid development of nuclear power and the possibility of harnessing the ocean for the development of power for commerce, I think the Government could give more thought to some other means of supplying power to give our industries at Albany greater stimulus.

I am sorry that I have again to refer to Bunbury, Mr. Chairman, but Bunbury and Albany run neck and neck in many ways. I know that ilmenite has been your pet subject for some time. I would say that without doubt we have the right type of sands in that area, with the lowest possible iron content.

I would like now to quote from an article in *The West Australian* of the 20th August, 1959. It is as follows:—

W.A. Sand is Best—Expert:

West Australian beaches have the most extensive chrome-free ilmenite deposits in Australia.

We have recently had an extensive survey carried out on the Albany sands at a cost of several thousands of pounds, and I feel the Government should do something to try to assist that industry to become established there.

I would now like to revert to my pet subject; namely, wool sales. Associated with wool sales is the fact that we are exporting from Albany many bales of wool by rail for treatment in the metropolitan area—wool that should be treated and handled in Albany. It is, however, sent to Fremantle, or wherever this type of scouring is carried out. This means of course, that the district of Albany is losing all the assets from that commodity. I would now like to refer to certain questions I asked on Thursday, the 30th July, 1959, and the answers I received from the Minister for Agriculture. The first question I asked was—

How many bales of wool considered as unexportable have been railed to the metropolitan area for treatment from the Albany wool sales, since their inception?

The answer I received was—

During the period 1st July, 1957, to the 30th June, 1959, 16,712 bales of wool were forwarded from the Albany wool stores to the metropolitan area for treatment.

That is a considerable amount of wool which left our district for treatment in the metropolitan area between 1957-1959. My second question was—

What amount of money has been paid by way of rail freight subsidy, on wool considered as unexportable from the Albany wool sales?

The answer I received was—

The Government subsidy paid to the Railway Department as reimbursement for concessional freightage was £6,653 for the wool mentioned.

That is the unexportable wool which will have to be scoured before it leaves the State. My next question was—

How many bales of wool suitable for export have been railed to the metropolitan area?

The answer I received was—

13,219 bales ex-Albany wool stores.

There was no subsidy paid on that wool, and the 13,000-odd bales is the result of a sale that did not come to fruition. I hope the farmers in our district will support the sales, as they will prove a great acquisition to Albany in the future; there is no doubt about that.

I think we should endeavour to clean up our delinquent problem by extending our authority further. That is one of the major matters with which I have dealt tonight.

We should also look further at the industries which should be established and assisted. First of all there is the question of developing the oyster industry; and, secondly, the tuna-fishing industry—to mention only two. We should give every assistance to stimulate the factory that is at present working and provide a fillip to the fishermen in the district.

Mr. HEAL (West Perth) [8.54]: I am pleased the Minister for Lands is in his seat and looking as fit as a fiddle, because I desire to say something about one of the portfolios which he controls. In the area I represent there are many New Australians who are desirous of becoming naturalised. Unfortunately, however, when they reach the latter years of their lives they find it most difficult to learn the English language. When these people are nominated to come to Australia they are, in the main, nominated by their sons or daughters, or close relatives.

After they reach our shores and settle down, and have lived in Western Australia for five years they become eligible to nominate for naturalisation. Let me quote the case of an elderly person who is living with her married son, who is rearing a young family. These people may be desirous of procuring a home of their own. As time goes on, the son and his wife might find the responsibility of keeping the mother becoming rather a burden. They do not shirk this responsibility, but they are concerned with the fact that when they apply for naturalisation for the mother, or the mother-in-law, as the case may be, she is debarred from naturalisation, because it is impossible for her to pass a certain test in English.

I think I mentioned recently that at the last Liberal Party conference a section of the Liberal Party moved a motion to the effect that the English test for naturalisation be wiped out. During the debate, Mr. Chaney (the Federal Member for Perth) indicated that the Minister for Immigration

(Mr. Downer) had the power, if he so desired, to grant citizenship to a person in special circumstances.

Recently, an elderly lady who was desirous of obtaining a widow's pension found that it was necessary for her first to become naturalised. She completed an application and presented it to the Immigration Department. When these people apply they must hand in their applications personally. On this occasion the elderly lady concerned failed to pass the English test. On receipt of notification to that effect I approached Senator Willesee and asked him to take the matter up with the Minister for Immigration, which he did. We put the conditions of hardship under which this lady was living with her son and asked him to do all in his power to grant this person a naturalisation certificate. Unfortunately, however, the answer we received was in the negative.

I would like now to read portion of the letter that was received from the Minister for Immigration. It is as follows:—

The Nationality and Citizenship Act, 1948-58, provides that an applicant for naturalisation must satisfy the Minister that he has an adequate knowledge of—

- (a) the English language; and
- (b) the responsibilities and privileges of Australian citizenship.

I am sorry that the person concerned is unable to comply with these statutory requirements but I have no power to waive them in these circumstances. Exceptions to the rules can be made in these cases only where the applicant is in the aged class, i.e., a male over sixty-five years of age or a female over 60 years.

The person concerned is 50-odd years of age, and it is impossible for her to learn English at this stage. The main reason is that she happens to be a Greek; and, as members know, these elderly people in the main mix among themselves and talk only in their own language.

No matter how hard she might try to learn English, it would be impossible for her to learn enough to be naturalised. In what circumstances the Minister has power to waive the rule of learning the English language I do not know; but at the conference I have mentioned, Mr. Chaney said he had certain powers. I would appreciate it very much if the Minister for Lands—who, I understand, controls the State Immigration Department—would indicate to me exactly the circumstances under which the Federal Minister could act.

Mr. Bovell: I think you could do that yourself through the Federal member. It is entirely a Federal matter and I have no power to grant or refuse.

Mr. HEAL: I know the Minister has no power to grant naturalisation, but I thought he might have some knowledge of the circumstances under which the Federal Minister could grant citizenship.

Mr. Bovell: I suggest you approach the Federal member for the district; and if you cannot get any satisfaction from him, you can refer the matter to me.

Mr. HEAL: If it is possible to waive learning English in the case of a lady of 60 years and over, why not waive it in the case of somebody who is 40 years of age or over? It is a matter which the Minister for Lands could well take up with the Commonwealth Government. He should follow the motion which was moved at a conference and have the qualification of the English language abolished completely. If a person is desirous of living in Western Australia for the rest of his life, no obstacle should be placed in his way if he wishes to become an Australian Citizen. I hope that in the near future this qualification will be deleted.

The Leader of the Opposition, in his opening remarks, referred to some statements made in the leader of *The West Australian* of the 24th September, 1959, after the Estimates had been introduced by the Treasurer. We can rightly call this, the first Budget of the present Government, the S.P. Budget. It is conceded by anyone who has read the Budget or listened to the Premier's speech that he is having £1 each way. What the leader in *The West Australian* stated backs up in the main the remarks of the Leader of the Opposition. It was—

Mr. Brand has not put his cards on the table.

I take this opportunity of reading this leader in order that it may be inserted in *Hansard*.

Mr. Perkins: We have all read it.

Mr. HEAL: I do not care whether the honourable member has. If he has, I do not know whether he understood it. The leader is as follows:—

Mr. Brand's first budget must be one of the strangest the State has seen. It is not a budget at all. It is merely a repetition of last year's figures with mechanical adjustments, mainly for increased salaries.

The result is that the estimated deficit of £1,515,500 for the year is fictitious. Mr. Brand has made no allowance for increased revenue from the proposed sliding-scale tax on S.P. bookmakers or for entertainment-tax raisings from off-course punters. Nor has he deducted an amount to cover proposed reductions in land tax and probate duties. Fortunately, the omissions are on the right side of the ledger. With the extra money, Mr. Brand should be substantially better off at the end of this financial year than he was last year.

Because of this State's vast distances and scattered population there is a strong case for taxing West Australian motor vehicles as leniently as possible. It is most unsatisfactory that the new Commonwealth roads scheme forces us to increase motor revenue to obtain the full £1 for £1 grant from Canberra. Under the revised Commonwealth-State financial agreement Mr. Brand will get proportionately less money from the Commonwealth than Western Australia received under the old formula. But he will still have £2,678,000 more from Canberra than Mr. Hawke had last year, as well as other additional funds. The absorption of most of this extra money in increased salaries and departmental expansion should impress on the Government the need for stringent economy in all departments. It should not rely too much on increased railway earnings.

The Government is pledged to take more money from bookmakers, and punters should not be called upon to bear any burden that ought to be carried by S.P. operators. The Government has a moral obligation to tax S.P. bookies with the utmost severity. It should get the deficit down to a point where we will not have to use loan money to wipe out consolidated revenue debts. Mr. Brand should remember that he could, if necessary, increase rail freights to achieve that goal.

As the Leader of the Opposition stated, we can imagine the debate which would take place in Cabinet if the Minister for Railways brought down a proposition to increase rail freights. I am sure that the Country Party members who sit in Cabinet would oppose it to the utmost, for the sake of their constituents. It did not take long for Cabinet to decide to increase the fares on Government buses operating in the metropolitan area, when the Minister for Transport put up that proposition. It was hastily agreed to.

I do not remember hearing during the last election any comment by the present Premier and members of this Government, when they were referring to their policy and their promise to reduce land tax, probate duty, etc., that they proposed to increase the fares on Government buses. Once again, these increases affect the ordinary persons who have to use this form of public transport to and from their work every day. I hope that while he is in charge of this department, the Minister for Transport will look fully into the position before proposing any further increases.

Mr. Perkins: I suppose you are aware that metropolitan transport is not subject to the direction of the Minister?

Mr. HEAL: I am not talking about the Metropolitan Transport Trust. I referred to the Government buses, the fares on which were increased by the Government recently. The answer given by the Minister

for Transport this afternoon indicated that the Government buses have not yet been taken over by the Metropolitan Transport Trust.

Mr. Perkins: They will be in the very near future.

Mr. HEAL: It is no good passing the buck on to the M.T.T. The Minister and members of the Cabinet agreed to the increase of fares throughout the metropolitan area. That is the point I am making.

It is very pleasing to learn that the Minister for Railways has given notice of his intention to move for the introduction of a Bill in the very near future, for the purpose of allowing the Perth City Council to establish an aquatic centre in King's Park. Whether or not this measure will be passed by Parliament does not matter at present. It will be a relief to the authorities concerned to know whether or not permission will be given to proceed with that project. The Empire Games are to be held in this State in 1962. If Parliament continues to put off the matter of establishing an aquatic centre, the authorities will not be given a great deal of time to go ahead with that project if it is approved.

If Parliament rejects this proposition, then the Perth City Council will be given adequate time to look for another suitable site. I have been a supporter of the move to establish an aquatic centre in King's Park, so I hope that when the debate takes place this House will see its way clear to pass the Bill.

Recently, in a leader of *The West Australian* it was stated, "The public has a stake in the TV dispute." I do not intend to read it, but it is very disquieting to most people in this State who intend to purchase TV sets to hear an argument going on between the dealers and R.E.T.R.A.

I was a member of the Select Committee on Restrictive Trade Practices—which was subsequently turned into an Honorary Royal Commission—as were the Deputy Premier, the Minister for Railways and the Minister for Transport. Very interesting facts were brought to light in regard to the activities of many trade associations. I am beginning to wonder whether such organisations are of any advantage to the dealers, in view of what we know is going on today. The present Government has pledged itself to support and develop free enterprise. To my mind, free enterprise provides an open field for all dealers to buy and sell commodities at the prices they desire.

What do we find existing in these associations, whether they pertain to television or the glass industry? We find that in their rules and constitution they set up prices below which their members are forbidden to operate. If members sell below those fixed prices, they are called before the association. Whatever profit they have

made in certain dealings they are asked to pay over to the association. If that is free enterprise, then it does not appeal to me.

The fixing of a minimum price for television, radios, and other commodities is detrimental to the people who intend to buy those articles. It is also detrimental to firms like W. J. Lucas and Ron Shaw Pty. Ltd., which firms gave special discounts to people desiring to buy television sets. If the dealers concerned contend they can still make a fair profit and give a discount to any person desirous of buying one of these sets, why should they not be allowed to do so? Why should any association clamp down on any of its members and dictate at what price they must sell a certain commodity?

Mr. Bovell: That sounds good coming from you! You shut all the small shops and restricted everyone possible.

Mr. HEAL: I am not talking about small shops.

Mr. Bovell: You are talking about restrictions.

Mr. HEAL: I am talking about the restrictions which the association is placing on dealers. I do not suppose that the Minister for Lands at any stage would say that it would be a good idea to place restrictions or price controls on the supermarkets which are giving the people, particularly in the metropolitan area, products at prices much cheaper than in past years. The same goes for these big firms which are selling television sets. If they decide to give a customer a discount, I consider it is their own business, and they should not be interfered with. However, we find they are being interfered with; and under these circumstances we might all be better off under price control similar to that which operated during the war years.

Mr. Perkins: Have you had representations made to you by small tobacconists about supermarkets cutting the prices of tobacco and cigarettes and making it difficult for the small tobacconist to continue?

Mr. HEAL: No; but when the previous Minister for Labour sat on the Treasury bench I introduced a deputation because certain establishments were selling tobacco and cigarettes by means of machines in which one had to place a coin. I have not had any complaints about tobacco or cigarettes being sold cheaper by supermarkets. I think that is what we term free enterprise.

Mr. Perkins: I was not making any assertion; I was only asking a question.

Mr. J. Hegney: You will have to organise a deputation to the new Minister for Labour to see how you get on.

Mr. HEAL: I do not think I would get far.

Mr. Perkins: You could always try.

Mr. HEAL: On Wednesday, the 29th July, I asked the Minister for Transport a question in regard to the installation of traffic lights at the corner of Thomas and Wellington Streets. As most members know, there is a school on the corner, and the Modern School is approximately 100 yards west of that corner. We also know that at the present time the Modern School is being enlarged to take many more schoolchildren, if not at the end of this year, I am sure at the beginning of the next term. The answer given to the question in connection with the installation of these lights at the corner of Thomas and Wellington Streets was as follows:—

A design has been prepared for traffic lights at the intersection of Thomas Street and Wellington Street and correspondence is in train between the Subiaco City Council and the Main Roads Department relative to the cost of ancillary roadworks. Until a decision is reached on these matters a date for installation cannot be given.

I sincerely hope that the Minister for Transport will be able to make further inquiries in relation to this matter and have the lights installed as quickly as possible. The headmaster is quite concerned about the position that exists today in regard to the heavy traffic past that corner.

A policeman from the West Perth police station is stationed at that corner at the present time. This is most valuable; but with the added influx of students at the Modern School—probably at the beginning of the next school year—the lights need to be installed. This would be a great service to the people, and would relieve the worries of the headmasters and principals of those two schools.

As I said before, the road carries a heavy load of traffic from Nedlands to the northern suburbs, and from the northern suburbs down to Fremantle. I am sure that the Minister has an indication of the density of the traffic, as I believe a count has been made. I would be appreciative if the Minister would have another look at this matter. I know that it is on the boundary of the Subiaco electorate and my electorate; and I also know that the member for Subiaco has taken the matter up with the Minister. However, I would like the Minister to have another look at this matter with a view to installing the lights as quickly as possible.

Mr. Perkins: We are keeping a careful watch on the position.

Mr. HEAL: I realise that. As I said before, a policeman is stationed at this corner; but for some urgent reason, he may be taken away. I would like now to speak on a matter which I brought up during my Address-in-reply speech. It is in relation to the setting up of the present Royal Commission into S.P. betting. Previously, I said to the Premier that

I thought it was a waste of the taxpayers' money; and I am still of that opinion. It is a waste of money, no matter how large or how small the amount is.

On Thursday, the 3rd September, I asked the Premier, by way of question, what had been the cost to the Treasury of the Royal Commission into betting up to the 31st day of August, 1959. The reply I received was £2,069 16s. 6d. I think the Premier added a proviso that it was money well spent. It might have been so far as he is concerned; but I am sure that, as far as I am concerned, and as far as most members on the Opposition benches are concerned, this money will have been wasted.

What have we found out from this inquiry? There has been a lot of petty talk going on between individuals, accusing each other of accepting graft, together with other odds and ends. However, I think members will agree with me that nothing definite has been proved. As I mentioned to the Premier before, he could have obtained all the information he wanted from the different departments; and had he done so, I am sure he would have come to the same conclusions as he will in the near future. One of those is that which he has already intimated to the House—the introduction of increased turnover tax on S.P. bookmakers on a graduated scale. I think he indicated that in his policy speech.

I think the only people obtaining anything out of this inquiry are the lawyers. I do not begrudge them that. It is not their fault that the inquiry is taking place; it is the fault of the Government. The race clubs came to the previous Labour Government, and they have come to the present Government, crying poverty and saying that unless they can get financial assistance they cannot continue. It is amazing to find that since this inquiry has been going on over many weeks, they can afford to pay a Q.C. in the vicinity of 70 guineas per day. I know that the S.P. operators are paying Mr. Burt that particular sum of money. I am sure that Mr. Negus, with the work he has put into the inquiry over recent weeks, will be asking for a similar fee. I believe the minor lawyers who are appearing at the Commission—Mr. Hatfield and others—are being paid in the vicinity of 40 guineas per day.

Mr. J. Hegney: That is the union rate isn't it?

Mr. HEAL: I do not know. As I said before, I do not begrudge them receiving this money; but I do begrudge the petty things that are being brought up and the many people's names that are being kicked from pillar to post. I hope that when the Royal Commissioner does bring forward his final decision to the Government, he will overlook many of the things that have been brought up.

I will conclude by reading portion of the Premier's speech in relation to the Licensing Act, which I believe now comes under the Attorney-General. It reads as follows:—

Licensing Act amendments to provide more up-to-date liquor laws, with special attention to the powers and responsibilities of the Licensing Court so that it is better equipped to deal with conditions in the liquor trade.

I believe that the Cabinet has appointed a sub-committee comprising the Attorney-General and two other Ministers; and from reports, I understand their findings are almost completed. Many inquiries have been made of me by hotelkeepers in my electorate and by persons who hold gallon licenses. They are in a quandary at the present time as to what is going on. They do not know whether hours will be extended or whether liquor will be allowed to be served with meals after a certain hour. Therefore, I hope that the matter will not be dealt with in the dying hours of this session if it is the intention of the Government to bring down legislation to amend the Licensing Act. Members will require plenty of time to debate this measure.

No doubt all members, like myself, have been approached with circulars—if I may call them such—by members of different clubs in their areas. They ask us not to support amendments to the Act that are likely to take away any amenities they now enjoy. I do not think that the Minister concerned would be silly enough to introduce any amendments that would affect the present set-up. However, I believe that some amendments could be submitted in relation to making the work a lot easier.

In conclusion, I sincerely hope that should the Government intend to introduce legislation along these lines, it will do so in the near future to enable members to fully consider it.

MR. BRADY (Guildford-Midland) [9.21]: This debate gives us the chance of dealing with a number of subjects with which we were not able to deal—because of lack of time—during the Address-in-reply. As I come from a railway centre, I am particularly interested in the railway estimates. It has been said tonight that the Minister for Railways has been a little optimistic in expecting to derive approximately £1,000,000 of increased freight rates on the railways.

Mr. Court: That is not increased freight rates; that is increased tonnages.

Mr. BRADY: And rates that will be paid to the railways as a consequence. I hope, for the sake of the Government, that the revenue which is expected will be obtained, because it will ensure to some extent the permanent employment of some 3,000-odd railwaymen in my electorate. However, I am very mindful—as I travel

backwards and forwards to Perth about half a dozen times a week—of the fact that there are a lot of buses running into the city from outer suburban areas carrying passengers who could easily be catered for by the Railway Department.

I feel that in my own electorate the Minister could capture quite a lot of support for the railways if more railway sidings were established. I have advocated from time to time that there should be a new railway siding at Bassendean; and I am quite positive that if one were built in the vicinity of the football ground, it would pay for itself. I believe that another siding is required at Guildford, another at West Midland, and another in the vicinity of the Midland Junction railway marshalling yards. If the Government built such sidings, the people would be encouraged to support the railways, and obviate the necessity for road transport. Railway revenue would, as a consequence, be stepped up.

The passenger fares for 1945 were around the 18,000,000 mark. However, about 1952 or 1953 the passengers had dropped to about half, or 10,000,000 passenger fares a year. It would appear, therefore, that the railways lost considerably over the handling of passengers in recent years as compared with the situation in 1945. If the department could handle 18,000,000 in 1945, it ought to be able to handle 18,000,000 quite comfortably in 1959, in view of the greater number of people living in the suburban areas as a consequence of the intake of migrants, which has been stepped up in recent years.

I am aware, too, that the Metropolitan Transport Trust does not give the best type of service to the people in the suburbs; and I am quite sure that, with the now more regular passenger service from the outer metropolitan areas the Railway Department could get many millions more passenger fares per year.

I mentioned a few moments ago that I am quite certain extra sidings could be built at Bassendean, Guildford, and Midland Junction. There are also other places which are crying out—screaming out—for sidings and railway passenger services. I am thinking mainly of Koongamia—which is a new housing centre established by the Government in recent years—and Greenmount.

At Greenmount we have a railway line which was built about 30 or 40 years ago and is now lying idle. I understand it is used from time to time to transport road metal, and that the diesel cars stand at Bellevue for five to 15 minutes on occasions. In that time they could make two or three trips to Greenmount and Koongamia to run those people to Midland Junction. That system would be of great assistance to the people around those areas. Greenmount and Koongamia are continuing to grow as a

result of the real estate agents subdividing the land; and unless the Railway Department caters for them, the people will be forced to buy private motor vehicles or use the motor transport service, which is totally inadequate at present. So much for the transport side of the railways.

I am very concerned about the fact that the Railway Department buys a terrible lot of goods that I believe could be manufactured in the workshops themselves. If the Minister will peruse the annual report of the Government railways for 1958, he will find on page 20 that the Railway Department brought in from the Agent-General's Department in London £92,000 worth of goods; and from Australian suppliers, £4½ million. By the department itself, goods to the value of only £1,250,000 were manufactured. I feel that a lot of goods which are imported into the Railway Department could be manufactured in the workshops and create employment locally.

We know there is an adverse trade balance between the Eastern States and Western Australia of somewhere in the vicinity of £60,000,000; and if the railway officials could give some regard to the fact that they are importing all this equipment from the Eastern States which could be manufactured in the workshops, I believe they would be doing a service to the Railway Department. It would probably enable the Minister for Railways to achieve part of the £600,000 saving he expects to make in the railways this year.

Another matter about which I am concerned is that the department is carrying somewhere in the vicinity of £3,750,000 worth of stock. I am not unmindful of the fact that the Royal Commissioner, in his report to the previous Government, said that there was about £1,000,000 worth of surplus stock in the Railway Department at Midland Junction. As a consequence, the railways stores branch received a lot of criticism. However, I think it must be admitted that the stores branch is not totally to blame for these surplus stores.

One can imagine what could happen in the stores branch at the moment, when the Government has decided to hand out contracts to private firms such as Tomlinsons. I would expect that the stores branch would build up stocks, in anticipation of constructing its own wagons at Midland Junction; so there must be surplus stocks if the wagons are built by private enterprise. If that is to be the policy of the present Government, the Railway Department may well have in hand £1,500,000 or £2,000,000 worth of surplus stock for many years to come. The stores branch and the administration should not be criticised, when Government policy is such that, when they build up stocks in anticipation of doing their normal work in their own workshops, that work is subsequently given to outside concerns.

I wish now to bring to the notice of the Minister for Works the tremendous amount of equipment lying idle on Main Roads Department jobs in the metropolitan area. Last year, in the Midland Junction district, the Main Roads Department was doing a job which covered not more than a mile of road; yet there must have been £60,000 or £70,000 worth of Government machinery lying idle there for the best part of 18 hours a day, seven days per week.

On that job there were rollers, graders, and many other roadmaking machines lying idle for weeks at a time; and I believe some of that machinery was in the district for months on end. That sort of thing is happening on similar jobs throughout the State; and I cannot help feeling that the capital involved in all that machinery must run into millions of pounds. It is about time the Government or the Main Roads Department tried to come to an understanding with local authorities, so that they could use that machinery when it is lying idle in their districts. I believe that the Midland Junction Municipal Council could well have used much of the machinery that was idle in its area during last year; and a similar state of affairs would apply in many other districts throughout the State.

It is bad economics for the State, when roadmaking machinery worth hundreds of thousands of pounds—and probably millions of pounds in all—is left lying idle for 18 out of every 24 hours. Even when the machinery is engaged, it can be used only for approximately six hours out of the 24 under day-labour conditions. If the local authorities were allowed to use it, they could probably work afternoon or night shifts and utilise that machinery to their advantage. I would like the Minister for Works to give consideration to an endeavour to see that this equipment is given greater use than it gets at present.

For the first time I noticed in the Treasurer's Estimates that the Health Education Council had been provided with £13,000 with which to carry out its work. There is a great deal of public interest in health matters at the moment. I understand that this council will deal mainly with research into the cancer scourge; but there are many other health questions in which people are interesting themselves at the present day. I believe the time is coming when the Government will have to give consideration to all health questions in this State.

I recently received circulars from various bodies that are concerned with the Bill introduced by the Deputy Leader of the Opposition to deal with natural therapists, osteopaths and chiropractors; and they are saying some nasty things about the medical profession. I will quote two paragraphs of one of the circulars, which I received from an organisation called "The Australian Health Freedom Council", Post

Office Box T. 1692, Perth, W.A. It is addressed to all members of Parliament and says—

Overwhelming evidence forces one to conclude that there exists an octopus-like medical monopoly reaching into every sphere and affecting every individual, whether he realises it or not. Apparently the programme of this monopoly includes the complete destruction of the natural and harmless methods of healing, as well as the stifling of honest and progressive medical research in the fields of the so-called incurable diseases, and the complete subjugation of the people in all matters relating to health.

There follow two more pages of matter on similar lines. In addition to that there is another circular which makes reference to compulsory chest X-rays and which says—

The repeated scientific warnings against such a compulsory measure continue. In the Medical Journal of Australia, 18th October, 1958, under the heading "World Medical Association" Dr. Orr reported, "It is also a fact that modern man has received a great deal more radiation over his entire body from X-rays and fluoroscopic examinations than from nuclear fall-out."

In this respect the committee drew a sharp distinction between hazards undertaken voluntarily and hazards imposed on all peoples of the world without their consent.

Then the circular goes on to deal with leukemia said to be caused by the use of X-rays. Also in the mail today members of Parliament received another circular, and this one says—

Facts not seen in the Press about infantile paralysis inoculation:

Medical authorities do not like to admit that inoculations are potentially dangerous, and Ministers of Health having often no knowledge of medical statistics, merely repeat parrot-wise what their medical advisers tell them. As a result, it is very difficult to get at the truth.

That is the first paragraph of the circular, and the final paragraph summarises the position by saying—

Many cases have been reported, particularly in young children, of severe infantile paralysis following diphtheria immunisations, whooping cough vaccination, and the combined inoculations. Parents who are being pressed to allow their children to have these treatments should take this fact into account before coming to a decision. Note. All inoculation treatments involve painful experiments on living animals.

They are a few of the circulars dealing with the effects of certain treatments given by members of the B.M.A.; and the Government should consider whether some inquiry should be held into these matters so that the people can be assured that there is nothing wrong with our present system.

I am one of those who believe that some good results can be achieved with muscle and bone manipulation, and that this work done by skilled men can do a lot of good. But I have my doubts about other people who are treating patients with herbs and various kinds of foods, such as soup and the like. I believe that we should be better informed on the position either by the B.M.A. or by the Department of Health.

I do not want to see a lot of quacks and faith healers legally allowed to practise, doing harm which the B.M.A. cannot ultimately remedy; but, on the other hand, if there is some natural treatment, apart from what members of the B.M.A. can give, the public generally should know about it.

Last year some members in this Chamber pointed out the advantages of certain herbs used by the natives. Personally, I do not have a great deal of faith in such cures, but I do not doubt for one moment that, by a fluke, some of these people may have found something worth while. I understand that some of the medicines in common use today were discovered by flukes; and the same thing could happen in the cases we hear about in this State.

But what I am concerned about is the number of circulars we are receiving pointing out that X-ray treatment is dangerous; that it causes leukemia, and is doing a great deal of harm. We are also receiving circulars which state that inoculations are harmful and are making the people more susceptible to disease.

We must also realise that the cost of hospitalisation is increasing rapidly, not only in this State but also throughout the rest of the Commonwealth. It indicates that our system is not all that it should be. I have a copy of the chairman's report on the Hospital Benefits Fund. This report has been distributed to all members of Parliament, and portion of it reads—

Membership: The creation of "Special Accounts" gave impetus to our drive for acquainting persons not already contributors of the great advantages of membership. Since the last annual report 40,000 more persons have been added to those entitled to benefit, bringing the figure to 389,231 persons covered on 164,258 memberships. More than a quarter of our members pay their contributions annually and a further quarter contribute through pay-sheet deduction at their place of employment.

It goes on to say—

Medical Fund. The financial position of the medical fund is far from strong, due to the steadily increasing cost of claims. Early attention must be given to the provision of more adequate benefits for major surgery, which in turn will make an increase in contributions inevitable. Public announcement has already been made of the intention of the Commonwealth Government to seek Parliamentary approval of increases in Commonwealth benefit for major surgery, and for some other professional services. The Government's proposal envisages a pro rata increase in fund benefits for these items. To provide for this increased benefit to contributors, and to arrest the deteriorating trend in medical fund finances, it seems certain that contributions must rise by a few pence weekly in the near future.

So it would seem that the cost of medical attention is increasing. I am concerned about the position as, in recent months, I have been surprised at the number of pensioners who have written to me telling me that they are absolutely destitute because, in view of their disabilities, they have to go into homes and the whole of their pension is taken up in paying for the attention given; in fact, they are in debt because of it.

At a C-class hospital they are paying up to £14 a week. The full pension is only £4 7s. 6d. a week; and I would remind those members who might say, "Why don't they pay into a hospital benefit fund?" that if they were to pay into such a fund they would get 12s. a day, for seven days a week, which is only four guineas; and that, added to the pension of £4 7s. 6d., makes a total of only £8 11s. 6d. Thus, when they pay up to £14 a week for treatment at these C-class hospitals, they are in debt.

The position is impossible for them. It is going to catch up with us in two ways. Firstly, we, as a Parliament, are granting funds to assist in the training of medical students who attend the University to complete a six-year course. That is costing the Government hundreds of thousands of pounds. Yet, in this House, we have had a member pointing out that there are people who are virtually unskilled but who have been treating members of the public and curing them of what were said to be incurable diseases; that is what they have been told by the medical practitioners whom they previously attended.

This state of affairs indicates to me that we should have a full-scale inquiry into the cost of health and medical services. We should inquire into what can be achieved by permitting these unskilled people to practise, and what can

be saved by their patients not having to attend hospitals and have operations on the advice of members of the British Medical Association. At the moment, the whole position seems to be quite contradictory. Our hospital and medical costs are mounting at a tremendous rate, and there does not seem to be any answer to the problem.

Before proceeding to speak on other matters, I congratulate the member for Albany for being right up to date in his address to the Chamber on the Estimates tonight. Members will recall that he dealt with two problems which are much in evidence today: television and delinquent youth. I commend the honourable member for bringing these matters before the House. I am fully in agreement with him in regard to giving youths greater scope for the use of their energy and encouraging them to take up interests in which they would not otherwise be able to engage if it were not for such organisations as the National Fitness Council and bodies associated with the Education Department, churches, and the like, that are interested in the welfare of our youth.

My notice has been drawn to an article appearing on page 5 of *The Western Australian Parent & Citizen* of September, 1959. This article is written on the question of forming brass bands in State schools and it reads as follows:—

Re Brass Bands in State Schools.

This letter is addressed to all members of your Affiliated Associations, and it is hoped that through their active support and participation W.A. can lead Australia in emulating the English example of teaching and carrying on brass band music throughout State Schools.

Last March, the Adult Education Board sponsored the visit to Perth of Dr. Dennis Wright. Dr. Wright is an English musician of worldwide repute, specialising in brass band composing, arranging and conducting as well as symphony orchestras. Dr. Wright gave a number of lectures during his seven-day visit, at several of which he told of his work in organising brass bands in English High Schools. His scheme, which is sponsored by the English educational authorities, is so successful that High Schools without a band are the exception rather than the rule. During his talk on this subject, he pointed out the following basic facts:—

1. It is socially and educationally desirable that children have some knowledge of music.
2. Music instruction becomes much more interesting and worthwhile if practical experience is gained.

3. The quickest "musical result" is obtained from a group learning to play brass instruments. It has been found that a brass group can give a pleasing musical rendition after less than 12 months' instruction.
4. Boys who have been taught to play brass band instruments at school are willingly accepted into brass bands when they leave school. This means that boys will spend their leisure hours in an interesting and educational way.

The article goes on to eulogise the establishment of brass bands in schools. I have given a great deal of thought to the problem of delinquent youth, and I cannot think of any better form of interest than to introduce the playing of instruments and the teaching of music in the schools. In my opinion, not only the formation of brass bands should be encouraged, but also the establishment of groups for the playing of wind and string instruments. The member for Bunbury will be interested to learn that I was greatly impressed by the fact that music was taught in the Police Boys' Club at Bunbury. In my opinion it added lustre to the activities of the club.

I am also pleased to know that the schoolmaster at Bellevue School, in my own electorate, has organised 50 children into a band. Those children play wind instruments to the accompaniment of kettledrums and piano-accordions, and from all parts of the State they have received requests to give demonstrations of their talent. I believe that the member for Albany, in bringing this problem to the notice of the House—and to the notice of the Minister for Education in particular—has rendered a great service to the community. If his suggestion is adopted, the youth of Western Australia today—who will ultimately be the adults of the future—will derive great benefit from the formation of brass bands or from the teaching of music in schools.

In speaking of television, the member for Albany referred in particular to one aspect, and the member for West Perth dealt with another. I now propose to deal with a third aspect of this problem. During the past week I met a trader who is retailing television sets; and he told me that the firm that gave him the agency instructed him that he was to handle the sets, if sold on terms, on a four-year term. He had to arrive at the monthly rate of payment by adding to the cost of the television set the cost of the antenna and its installation. He then added four years' interest to that total, and I think he also said that he had to add a four-year flat rate on to that. The insurance premium on the instrument was an additional

charge, and the total then had to be divided by 48 to obtain the monthly payment over a four-year term.

It does not take much imagination to realise that if they were the terms prescribed—and I have no reason to doubt this trader's honesty—it would mean that the purchaser of that television set, under a hire-purchase agreement, would be paying about 20 per cent. interest by the time he paid for the set after four years had elapsed. If this is the position I cannot help but feel that the public is being exploited in the sale of television sets on terms.

This is something which the Education Department could take up with the school-children, and teach them, during their school days, the dangers inherent in buying things on the hire-purchase system, unless they know exactly what they are to be up for. It seems to me to be immoral, and I reiterate that it is immoral, for traders to induce young people into their premises, sell them goods under hire purchase, and make them pay an interest rate of 20 to 25 per cent. These young people do not understand the full implication of their actions. They do not understand that if they resell these goods, they will not get anywhere near their full value in return. Very often they are involved in a very high interest rate when purchasing the goods.

These young people should be warned during their training in economics, and the bookkeeping they study in their commercial courses, of the pitfalls of buying things on a hire-purchase basis. It is a great tragedy to see these young folk filling up their homes with goods they have bought under the hire-purchase scheme. When young people are permitted to do that sort of thing, and when traders are allowed to sell them goods on such exorbitant terms, there is surely something lacking in our educational system. We should put this matter right without delay.

I would now like to turn to the question of water supplies. I am concerned with the fact that the residents of Caversham and Beechboro—in the area I represent—have consistently approached me about getting water supplies extended to those districts. Within recent days I asked a question of the Minister as to whether there was a possibility of the water mains being extended to the areas I have mentioned. I was assured that there was no likelihood of this happening; there was no possibility that the water would be extended to those districts. I consider that to be a tragedy, because the primary producers in the district I represent are exporting their goods overseas, and there is nothing we want more than to get money from our exports.

If they are not given the water to help them produce their goods for sale overseas, the State will certainly be the poorer for it. Accordingly I hope the department will

give serious consideration to extending the water mains into the Caversham and Beechboro areas. I understand the people in the Toodyay electorate, which is adjacent to mine, are also anxious to see the water mains extended into their area. Some of these people have been there for a quarter of a century and are dependent on a very meagre natural supply. If it were possible for the water to be brought into the areas I have mentioned, it would help these people to step up their primary production; and, as a consequence, they would be able to export more produce and fruit overseas, and from these exports we would derive great benefit.

During a previous address to the Chamber on the Estimates it was mentioned that the Treasury expected to receive more money from license fees for motor vehicles; that the fees for these licenses were to be increased. I understand this is necessary, because otherwise we will not get the grants we should receive from the Grants Commission. If this is the case, I feel somebody is slipping badly in representing the State's case to the Loan Council in regard to these matters; because I want to say in all seriousness that the people in Victoria who have cried the longest and loudest about the previous system of petrol tax are receiving the greatest advantage from the money spent on petrol in their State.

The other night it was pointed out to me that a commercial user in Victoria obtains from the use of a gallon of petrol, a return equal to about three times that received by a similar user in Western Australia, because of the short distances of haulage in Victoria as compared with this State. That does not take much imagination to appreciate. The commercial man in Victoria has a very short haulage for, say, his 5-ton truck. It is possible for him to visit 20 places over a distance of 10 miles and deliver his goods, thus making his load a payable one; whereas the man in Western Australia would have to take the same load 150 or 200 miles to obtain a similar return. That applies to all the activities in relation to motor vehicles in Victoria.

Even at this late stage the Treasurer should make a protest on the necessity to charge our people an increased fee for their motor-vehicle licenses. We all know that both the Labour Government and the Liberal Government found it necessary to close down about 1,600 miles of railway in Western Australia, because they could not find the money to sustain the losses incurred. This compelled people to buy motor vehicles which they would not otherwise have purchased. It is of course necessary for these same people to buy petrol to put into those motor vehicles; and, as a result, our costs are stepped up. I hope, therefore, that the Government will try even now, at this late hour, to put to

the Commonwealth authorities a case which will obviate the necessity to increase the license fees for motor vehicles in this State.

Mr. COURT: You know the agreement in connection with road moneys was negotiated by the previous Government.

Mr. BRADY: It may have been, but there is no reason why the wrong should be perpetuated. It is possible that in the hurly-burly of trying to govern the State, and with a vigorous Opposition, coming at the Government full blast on matters of unfair trading, and the cost of this, that, and the other, the Government may temporarily have been driven into the position where it overlooked the great impost being incurred in regard to our transport problems.

I feel, however, that even the Minister for Railways will know that what I have said about Victoria is true. The people in Victoria cried the longest and loudest about the previous system; but their costs, by comparison with ours, are only about one-third or one-quarter for the same amount of transportation, whether it be in regard to the handling of primary produce, or loads from the commercial houses; or whether it be in regard to public transport. Because of the scattered nature of our State as compared with the Eastern States, the people over there derive a far greater value from their motor vehicles and the petrol which they use in them.

Whilst on the matter of road transport and costs, I am mindful that in the "Miscellaneous" section of the Estimates there has been a great stepping up in the payment of subsidies to the various people who receive subsidies for transport. I notice this year the subsidy amounts to £381,000 as compared with £95,000 last year. In other words, there is an increase of over £285,000. Admittedly, £150,000 of that is to be used as a concession for the export of grain stored in the various depots. Even after allowing for that concession, there is still an increase of £57,000 for other concessions.

Most of these concessions are to benefit the people connected with the bulk installation of wheat in the Lakes District. Other concessions relate to rail freight rebate on flour, road transport for seasonal services, grains and fertilisers, road transport for regular services and general goods, road transport in place of rail services discontinued, and road transport in place of rail services discontinued for regular services and general goods.

In the suburban area, the Metropolitan Transport Trust provides poor transport facilities. The people in that district—I am referring to those living in Middle Swan, Swan View, Koongamia, and Greenmount—have to use taxis to take them back and forth to Midland Junction where they catch the train to come to Perth. It

is about time the Government subsidised the taxi service in Midland Junction to provide people living in the outlying districts with a means of transport.

If primary producers and country residents are to be subsidised to the extent of £57,000 for the cartage of grain and other produce to the metropolitan area, then the people who carry on essential services in the metropolitan area—particularly those employed on the railways and other services—should receive some form of subsidy to enable their families to be provided with an adequate means of transport.

Mr. BOVELL: Why did you not, as a member of the previous Government, do all these things?

Mr. BRADY: The previous Government provided a much better service.

Mr. BOVELL: That is rubbish.

Mr. BRADY: The Minister for Lands knows as well as I do that the Minister for Transport was franked to the Kalamunda and Herne Hill districts recently because the residents were not satisfied with their new transport services. They have some reason to be dissatisfied. The transport trust has reduced the frequency of the service, in order that it may become a payable proposition.

The result is that people are being compelled to use taxis, in place of the public transport provided formerly by companies such as Beam Bus Company. I would be failing lamentably in my duty as the member for Guildford-Midland if I did not bring these matters before the Minister for Transport. I hope that the Minister for Lands will never be faced with a situation in his electorate where the people of Busselton will have to pay 3s. to 4s. twice a week for taxis to take them to town to obtain their home essentials.

Mr. BOVELL: There are none in the metropolitan area. Go out into the country and you will know what the difficulties are.

Mr. BRADY: The conditions of people living in the country cannot be compared with those of people living in the outer metropolitan area. The Premier's Department is to spend some money this year on the Tourist Bureau. I hope that some regard will be paid to the outlying districts in the metropolitan area—in particular in my electorate—to encourage tourism. In Midland Junction, the taxi services—in which I have no financial or other interest—are able to provide a necessary service to the outlying centres on the one hand, and take the tourists through the hills on the other. They can assist in giving the State the publicity it requires.

An additional amount of £7,000 is to be spent this year on publicity. I can think of no better form of publicity than to subsidise the taxi services; that would enable the tourists to see what the

metropolitan area and the outer metropolitan area can provide in the way of residential sites and primary-producing land. The land values in our outer metropolitan area are much lower than any others in the whole of Australia. If tourists can be induced to visit the outlying districts and to take up land for primary production, much will be done for the State, and to bring money into Western Australia.

I want to compliment the department under the control of the Minister for Agriculture, particularly the Abattoirs Board, in allowing the general manager to visit overseas meat-processing establishments. Mr. Rowlands, the general manager, has done a good job in that capacity. He has been permitted to visit the European, English, and American abattoirs so as to obtain the latest ideas of meat treatment. He deserves such encouragement, and the Abattoirs Board will reap the benefit of his overseas experience.

I hope that the various departments to which I have made reference, particularly the Health, Education, Works, and Agricultural Departments, will have some regard to the remarks I have made.

MR. ROWBERRY (Warren) [10.18]: I wish to make a few remarks during this debate, although the subjects have already been dealt with somewhat by previous speakers. Much was said about roads and the cost of roads, and whether heavy freight should be sent by road or rail. The member for Albany advocated that timber from Manjimup be sent to Albany for shipment, instead of to Bunbury.

It must be borne in mind that we in Western Australia are getting by on a shoe-string, so far as road surface is concerned. I have discussed this aspect with the experts in the Main Roads Department. We appear to upkeep more roads for less money than any other State. I was told that we are getting by on a very thin surface, which cannot bear much more weight than it is now carrying.

I think we should issue a note of warning to those people who think our roads are constructed to take unlimited weights. Timber is a very heavy type of transport, and it is necessary to carry a big load in order to make it pay, but I am afraid that our roads will not stand up to the heavy pounding from this type of transport; and the more we can use our railways in this regard the better it will be for the economy of the State. Members should bear in mind that Governments are not a business and Governments cannot run a business in the same way as private enterprise, which has to take into account the economics of the State as a whole.

I would like to say in a friendly way to the member for Albany that I would rather the timber went from Manjimup to Bunbury. I had a considerable amount of experience in regard to the haulage of

timber on the roads. I watched what happened to our bitumen roads between Perth and Manjimup during the railway strike; and I am sure it would be a tragedy if we tried to tax our roads in the matter of heavy transport.

I am sorry the Minister for Transport is not in his seat as there is something which I have been meaning to bring before the House for quite a long time. I notice that in regard to the Kwinana Freeway it is intended to raise the speed limit to 50 miles per hour instead of the customary 35 miles per hour which obtains throughout the metropolitan area. We have built a speedway right down as far as Mandurah; and on that road, the metropolitan speed limit extends to within a few miles of Mandurah. No law can be made effective unless we can get the complete co-operation of the general public; and to get that co-operation we must appeal to commonsense.

I cannot see any sense in applying the speed limit to within a few miles of Mandurah. Every motorist with commonsense knows that the 35-miles-an-hour speed limit is imposed in the metropolitan area because of the great concentration of traffic, both pedestrian and vehicular. Vehicles draw out from the side of the road at all possible times, and there are intersections at frequent intervals; and these conditions do not compare with those from Fremantle to within six miles of Mandurah. I would like the Minister to have a look at this matter as there are more infringements of the law with regard to the breaking of the speed limit on that road than on any other road in the State. To my mind, the present speed limit is futile. It invites the general public to make an ass of our laws. As one old writer said, "The law is an ass." In this case, I am afraid it really is.

Another aspect which has been concerning me for some time is the matter of having gravel verges on bitumen strips. Quite a proportion of our accidents occur on bitumen roads with gravel verges. The Main Roads Department goes along with a grader, and the gravel is thrown from the side on to the bitumen surface. A completely gravel road is safer and there are fewer accidents.

Mr. Jamieson called attention to the state of the Committee.

Bells rung and a quorum formed.

Mr. ROWBERRY: I am pleased to see that the Minister for Transport is present in the House. Personally, I would rather have a few listening than a house full of half-asleep members. I was drawing attention to the fact that on some of our roads which have gravel verges there is a potential danger to the car driver. It should not be necessary to point out that in going around bends we should keep to the left-hand side of the road. That is

where the danger comes in; one set of wheels is on loose gravel and the other is on a perfectly solid surface. Unfortunately, the wheels which require the solid surface are on the loose gravel, and that is why accidents frequently occur. I direct the attention of the Minister to the fact that his officers should make an investigation or an analysis of the number of accidents which occur on this type of road. If this were done, probably the position could be improved. I suggest that on bitumen strips, the bitumen on curves be continued across the full width of the road.

Mr. Perkins: You should not drive fast around these curves.

Mr. ROWBERRY: Unfortunately, people do. It is no use saying they should not do this and should not do that in order to prevent accidents. The only way to eliminate accidents completely is not to drive at all.

Mr. Watts: That would not necessarily eliminate them either.

Mr. ROWBERRY: I suggest to the Minister that this is a commonsense and cheap way of saving valuable lives in the community, and preventing quite a lot of damage to vehicles. There is another way in which it could be overcome: Instead of grading gravel on to the bitumen we could consolidate the edge of the bitumen with bitumen chips. That would be more effective than grading gravel, which is thrown out by the next day—or even on the same day—by the wheels of the vehicles, and by the weather. The roads then go back to the state they were in before the grader went over them.

Mr. Nalder: An effort is being made to cut off the bends on country roads.

Mr. ROWBERRY: Yes. Quite a good job has been done on some roads. This is a condition which would not exist in the area represented by the Minister for Agriculture. I have found from my experience, which has been considerable over the whole of the State, that the roads in the agricultural areas are more consolidated and safer than they are northward of Moora and Geraldton, and southward in the district which I represent. This is something which could be investigated with advantage to all concerned.

Mr. Perkins: I would remind you that there are a lot of areas in the State which have no bitumen roads at all. We should do those before we tackle the problem you are presenting.

Mr. ROWBERRY: I have already pointed out that a gravel road is much safer than a bitumen one with gravel verges, particularly when it comes to bends. I suggested, before the Minister entered the House, that he should study

this situation and have his officers analyse the number of accidents taking place on these curves.

Mr. Perkins: I think we will be putting in bitumen roads in those areas where there are no such roads, before widening others along the lines you are suggesting.

Mr. ROWBERRY: On the question of driving licenses, we are going to have a very controversial debate when it comes to making people pay more for their licenses. I feel they should have a much better examination. At present, we allow people to drive on the roads, but they have never been tested under headlights. The examination for drivers does not extend after daylight; and I believe that this is also a potential cause of accidents. I suggest to the Minister that he include in the test for a driver's license an examination of driving after dark with headlights.

Mr. Nalder: What about after 10 o'clock, too?

Mr. ROWBERRY: I now wish to make a few suggestions to the Minister for Agriculture. In the Estimates quite an amount has been provided for the eradication of fruit fly.

Mr. Nalder: Fifty per cent. up on last year.

Mr. ROWBERRY: I would suggest that a disease which is just as important as is the fruit fly, is dieback. As a matter of fact, before we have fruit fly we must have fruit; and if we do not do something about dieback, we will eradicate the fruit fly all right, because there will be no fruit in which the fruit fly can breed. A few days ago I brought forward this subject at a certain place and was nick-named "Dieback Joe."

I consider that this is a very serious problem to quite a number of growers in my electorate. It has caused a loss of production as high as 10 per cent. in some of the orchards. In fact, I have gone through orchards which have been completely dead—five or six acres of trees ruined. I know some research and investigations have been conducted in regard to the cause of dieback but I was disappointed to see that in the Estimates provision was only made for research and examination in regard to the fruit fly. I know it is a very serious scourge so far as the fruit export and production in this State is concerned.

Mr. Nalder: What about San Jose scale? Is money put away for that?

Mr. ROWBERRY: I am giving the Government every commendation for what it has done in this direction, but I feel that not enough has been done in regard to dieback, and there is a feeling amongst the growers in my electorate that the problem is being neglected. I hope the Minister will investigate the situation and assure both my electorate and me that as much as possible will be done in that direction.

Mr. Nalder: Is dieback occurring in any other parts of the State to your knowledge?

Mr. ROWBERRY: It does not occur so much in other parts of the State as in Manjimup. It seems to be peculiar to Manjimup. However, that does not alter the fact that it is a serious problem.

Mr. Nalder: I was only asking a question.

Mr. Owen: It is in every district.

Mr. ROWBERRY: Its incidence appears to be greater in Manjimup than elsewhere.

Mr. Nalder: Did you say there were losses up to 10 per cent.?

Mr. ROWBERRY: I was told by reputable growers that they had losses of production of 10 per cent.

Mr. Jamieson: The Liberal Party is not susceptible to it, is it?

Mr. ROWBERRY: The Minister is not a member of the Liberal Party. He would not know!

Mr. Bovell: It certainly was not at the last election!

Mr. ROWBERRY: It could be susceptible to dry rot! I would now like to touch upon the subject of education. I notice in the Estimates that there is an increase in expenditure of something like £640,000 this year. However, when we consider that over £400,000 of that is for increased wages, we realise that there will not be very much more spent on education.

The point I wish to impress upon the Minister is that in Manjimup we are on the second stage of our five-year high school. I thank the Government for continuing with the good work which was inaugurated by the former Minister for Education; but I consider that unless something is done to house the students who will attend the high school from the outside districts, we will be wasting our money in extending this school.

There is no use extending and building a school unless the pupils can be brought to it and given an opportunity of living close to it to obtain their education. The people of Manjimup are at present concerned about financing a hostel so that intending and potential students can be housed in Manjimup and so receive the benefit of this high-school education to leaving standard.

It is a pity to spoil the ship for a haporth of tar; and so I commend the suggestion to the Minister. The provision of a few hundred pounds for the establishment of a hostel would do much to make this high school available for the rest of the district. My electorate extends 100 miles by 150 miles, and children come from all over that

area to the Manjimup High School. I bring this matter to the notice of the Minister, hoping that he will give it sympathetic consideration.

I now draw the attention of the Minister representing the Minister for Housing to the position at Manjimup. I am informed that this year only five houses are to be provided by the State Housing Commission in Manjimup, although there are 40 applications outstanding at the present time. This is a growing district, as many members will know, having recently had an opportunity to see it from the inside and gauge its potential. Manjimup is bound to grow agriculturally, commercially, and industrially in the foreseeable future—

Mr. W. Hegney: The capital of the South-West!

Mr. ROWBERRY: That could easily be visualised; and I think the allocation of five houses to a centre of such importance is just too miserable.

Mr. Nalder: The same applies to other big towns on the Great Southern.

Mr. ROWBERRY: I am not concerned about other big towns. I repeat that there are 40 applicants for houses in Manjimup, and only five houses have been allocated. That does not seem to be a fair ratio of allocation.

Mr. Bovell: The member for East Perth, as Minister for Housing, said the housing position was solved, before your Government went out of office.

Mr. ROWBERRY: I am not the Minister for Housing, nor the member for East Perth.

Mr. Bovell: That was what he said at election time.

Mr. Brady: It was probably right then. That shows how we have slipped in the last six months.

Mr. ROWBERRY: A great majority of those applications have been lodged within the last six months; and so the Minister will understand that the situation has changed materially since the member for East Perth was Minister for Housing.

Mr. Nalder: It looks as though the Government's decentralisation policy has taken effect.

Mr. ROWBERRY: It could be that the people who have put their names down for houses have great faith in the capabilities of the present Government; and I hope the Government will live up to that faith.

Progress reported.

House adjourned at 10.45 p.m.

Legislative Council

Wednesday, the 30th September, 1959

CONTENTS

	Page
QUESTIONS ON NOTICE :	
Swimming pools, estimates and cost of construction	1841
Superphosphate, cost in Esperance-Salmon Gums district	1842
Motor vehicle licenses, fees in New South Wales and Western Australia	1842
Pensioners, removal of travel restrictions	1843
MOTIONS :	
Workers Compensation Act—	
Amendment to section 8	1852
Withdrawn	1858
Closed railway lines—	
Reopening	1858
Order discharged	1858
BILLS :	
Interstate Maintenance Recovery, 3r.	1843
Tourist, 3r.	1843
Noxious Weeds Act Amendment, 3r.	1843
State Hotels (Disposal), 2r.	1843
Land Tax Assessment Act Amendment, 2r.	1845
Fire Brigades Act Amendment, Assembly's message	1845
Nurses Registration Act Amendment, Assembly's message	1848
Land Agents Act Amendment—	
2r.	1849
Com., report	1850
Juries Act Amendment, 1r.	1850
State Electricity Commission Act Amendment (No. 2)—	
2r.	1850
Com., report	1850
National Fitness Act Amendment 2r.	1851
ADJOURNMENT, SPECIAL	1859

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

QUESTIONS ON NOTICE

SWIMMING POOLS

Estimates and Cost of Construction

- The Hon. A. R. JONES asked the Minister for Local Government:
 - What were the estimates for the construction of the undermentioned swimming pools:—
 - Goomalling;
 - Perenjori;
 - Quairading;
 - Bruce Rock?
 - What did they actually cost?
 - Were the estimates prepared by the Public Works Department?

The Hon. L. A. LOGAN replied:

- (a) Goomalling £24,139
- (b) Perenjori £24,000
- (c) Quairading £26,600
- (d) Bruce Rock £23,000