

relating to Royal Commissions; to repeal the Royal Commissioners Evidence Act, 1901, and certain other Acts; and for purposes connected therewith."

The hon. member, having obtained possession of this document could, I think, within reason have gone a little further and looked up the section of the Act which he had in his possession, and which I now wish to refer to. Subsection (3) of section 11 of the last-mentioned Act reads as follows:—

A witness summoned to attend or appearing before the commission shall have the same protection, and shall in addition to the penalties provided by this Act be subject to the same liabilities in any civil or criminal proceeding as a witness in any case tried in the Supreme Court.

It is quite obvious that the statute from which I have just read has replaced with similar provisions the statute which was repealed.

On motion by Mr. I. W. Manning, debate adjourned.

*House adjourned at 5.55 p.m.*

## Legislative Council

Tuesday, the 28th July, 1959

### CONTENTS

	Page
<b>QUESTIONS ON NOTICE :</b>	
Cattle, importation from south of pleuro-free line .....	463
State trading concerns, disposal of Wyndham Meatworks and Robbs Jetty works .....	463
Fremantle Railway bridge—	
Present use of properties to be resumed .....	464
Cost of resumptions .....	464
Need for resumptions .....	464
Railway wagons, tenders .....	464
Legislative Council, Minister's salary, allowances, cost, etc. ....	465
Homes for the aged, inmates and additional accommodation .....	465
<b>ADDRESS-IN-REPLY, NINTH DAY :</b>	
Speakers on Address—	
The Hon. H. K. Watson .....	465
The Hon. W. F. Willesee .....	470
The Hon. J. M. A. Cunningham .....	480

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

## QUESTIONS ON NOTICE CATTLE

### Importation from South of Pleuro-Free Line.

- The Hon. W. F. WILLESEE asked the Minister for Mines:
  - Is the Minister aware that a pleuro line was declared a few years ago in the Northern Territory to the south of which line a pleuro-free area for cattle was recognised?
  - Is the Minister aware that South Australia accepts cattle from areas south as being pleuro-free?
  - In the light of the declared freedom for at least two years of pleuro in this part of the Northern Territory, will imports of breeding stock from studs in the Northern Territory be permitted into Western Australia?
  - If the answer to No. (3) is "No," what are the reasons for such decision?

The Hon. A. F. GRIFFITH replied:

- Yes.
- Yes.
- No.
- The department is not satisfied that the portion of the Northern Territory south of the "pleuro line" is free of pleuro-pneumonia, and considers a much longer period of observation to be necessary before this area can be recognised as pleuro-free. The whole of Western Australia south of the Kimberley Division is free of pleuro-pneumonia and every possible precaution must be taken against the introduction of infection. The importation of breeding cattle from the Northern Territory would involve a risk of serious and costly outbreaks in the agricultural areas and of the establishment of new endemic areas from which the disease could not be eradicated in the pastoral country.

### STATE TRADING CONCERNS

#### Disposal of Wyndham Meatworks, and Robb's Jetty Works

- The Hon. F. J. S. WISE asked the Minister for Mines:

In the light of the expressed policy of the Government in regard to the disposal of State-controlled enterprises will he assure the House that the Government will not, during its term of office, agree to the disposal of Wyndham Meatworks, and/or the W.A. Meat Export Works at Robb's Jetty to private enterprise?

The Hon. A. F. GRIFFITH replied:

The Government's policy on this matter has been clearly stated on a number of occasions.

### FREMANTLE RAILWAY BRIDGE

#### *Present Use of Properties to be Resumed*

3. The Hon. E. M. DAVIES asked the Minister for Mines:

In view of the Government's intention to resume 27 private properties for railway works, and an additional 12 properties for harbour works, as a result of its decision to resite the Fremantle railway bridge, will the Minister describe the purposes for which the properties are now being used?

The Hon. A. F. GRIFFITH replied:

At present 14 are used for residential purposes, 15 for commercial purposes, and two for industrial purposes. Eight are vacant allotments.

#### *Cost of Resumptions*

4. The Hon. H. C. STRICKLAND asked the Minister for Mines:

Replying to a question on the 22nd instant, the Minister said no valuations had yet been made of properties to be resumed as a result of the Government's decision to resite the Fremantle railway bridge. This being so, from what knowledge and for what reason did the Premier tell the public in *The West Australian* of the 18th instant, that one quarter of one million pounds is required for the resumptions?

The Hon. A. F. GRIFFITH replied:

It was correctly stated that there have been no official valuations of properties to be resumed as a result of the resiting of the Fremantle railway bridge. However, there have been estimates of the cost of resumption, made by reliable departmental officers. It is on the basis of these estimates that the Premier referred to the cost of resumptions as being—

- (a) £100,000 for resumptions connected with the resiting of the bridge.
- (b) £150,000 for resumptions connected with (i) harbour extensions which the resiting of the bridge will make possible; and (ii) a new amenities and pickup centre which would be required irrespective of the bridge site.

### RAILWAY WAGONS

#### *Tenders*

5. The Hon. G. E. JEFFERY asked the the Minister for Mines:

- (1) In reference to the advertised tender No. 370A/1959 dated the 26th May, 1959—closing date the 25th June, 1959—and published in the *Government Gazette* No. 48/1959 for the supply of 200 only 4-wheel railway wagons, Class KA—

- (a) from whom were tenders received;
- (b) what were the details of each;
- (c) was any tender accepted;
- (d) if the reply to (c) is "Yes," who was the successful tenderer?

- (2) (a) Was a departmental estimate prepared regarding the supply of these wagons?
- (b) If so, what were the details?
- (3) What is the Government's intention in regard to this matter?

The Hon. A. F. GRIFFITH replied:

- (1) (a) Tomlinson Steel Ltd.  
Vickers Hoskins Pty. Ltd.  
Commonwealth Engineering Co. Ltd.
- (b) It is not the practice to make public details submitted by private tenderers.
- (c) Yes.
- (d) Tomlinson Steel Ltd.
- (2) (a) Yes. An estimate was submitted in March, 1959, for the supply of similar wagons.
- (b) For obvious reasons it is not desired to make the exact figure public but the tender accepted is less than this estimate.
- (3) Answered by No. (1) (c) and (d).

### FREMANTLE RAILWAY BRIDGE

#### *Need for Resumptions*

6. The Hon. H. C. STRICKLAND asked the Minister for Mines:

Is it correct to say that no private properties would need to have been resumed for railway purposes had the Fremantle railway bridge been constructed alongside the existing structure?

The Hon. A. F. GRIFFITH replied:

Yes.

## LEGISLATIVE COUNCIL

*Minister's Salary, Allowances, Cost, Etc.*

7. The Hon. R. F. HUTCHISON asked the Minister for Mines:

- (1) As the Minister quoted my salary as a Member of Parliament in his reply last week to my question regarding the total cost of the Legislative Council to the taxpayers of Western Australia, will he now quote the average weekly amount he has received to date as a Minister and a member of Parliament, including expenses and allowance and the value of the use of a Government car and telephone, etc?
- (2) Why cannot the total cost of running the Legislative Council per year be made available?

The Hon. A. F. GRIFFITH replied:

- (1) The amount of salary, allowance and expenses paid to all members of Parliament, including Ministers, are set out in the Parliamentary Allowances Act, 1911-1955, and the Members of Parliament Reimbursement of Expenses Act, 1953-1955. Ministers of the Crown are provided with the use of a Government car and telephone during their term of office.
- (2) Because it is almost impossible to separately allocate accurately between the two Houses certain expenditure, such as the cost of printing and *Hansard* reporting.

## HOMES FOR THE AGED

*Inmates and Additional Accommodation*

8. The Hon. G. E. JEFFERY asked the Minister for Mines:

- (1) What is the total number of inmates (exclusive of married couples) at—
  - (a) Mt. Henry Home, Canning Bridge;
  - (b) Woodbridge, Guildford?
- (2) How many female pensioners are awaiting admission to the institutions referred to in No. (1)?
- (3) What is the average waiting period for admission to each of these institutions?
- (4) Is it the intention of the Government to provide additional accommodation for female pensioners?
- (5) If the reply to No. (4) is "Yes," where is the additional accommodation to be located?

The Hon. A. F. GRIFFITH replied:

- (1) (a) 369.
- (b) 65.

- (2) There are 47 urgent cases being cared for at home or in hospitals. In addition, a considerable number have lodged applications anticipating need for institutional care.
- (3) This depends on the urgency of the case and the availability of beds.
- (4) Yes.
- (5) Consideration is being given to further accommodation at Woorooloo, where wards are being converted for this purpose.

## ADDRESS-IN-REPLY

*Ninth Day*

Debate resumed from the 23rd July.

**THE HON. H. K. WATSON** (Metropolitan) [4.45]: Before commencing my remarks I would like to congratulate Mr. Griffith on attaining the offices of Leader of the House, Minister for Mines and Minister for Housing. I trust the hon. gentleman will not attempt to distinguish himself during his term of office by creating a record number of rental homes. The direction in which I suggest he might make a name for himself is in his capacity as Minister for Mines. I think he could look at easing the royalties which are being charged on some of the minerals produced in this State and which, if my information is correct, in not a few cases represent the difference between the making of a profit and the making of no profit. If, during his term of office, the Minister for Mines can produce a really payable oil strike, then for my part I am quite prepared for him to stand in the house and say, "Alone I did it."

To Mr. Logan I also offer my congratulations on his appointment as Minister for Town Planning. I would make a plea to him that he sees we are not townplanned out of house and home.

The Hon. F. R. H. Lavery: Hear, hear!

The Hon. H. K. WATSON: I would suggest that the Minister might give earnest consideration to the question of completely reconstituting the Town Planning Board. The board is—from what I can see—largely a part-time one; and, in the interests of efficiency and prompt despatch of business, there should be a complete overhaul of its character, and, possibly, personnel.

To Mr. Thompson, I also offer my congratulations on his election, and on his contribution to the Address-in-reply debate. When we recall that our late friend and colleague, the Hon. Gilbert Fraser, held the seat in the West Province for some 30 years and that Mr. Thompson has succeeded him with a very handsome majority, I think Mr. Thompson and all the rest of us will agree that, after all, there is not very much wrong with the franchise of the Legislative Council.

In his address the other evening, Mr. Thompson said he could not understand at all why the "to and from" provision of workers' compensation was not included in the Workers' Compensation Act of Western Australia. I suggest to him that, if he glances at the reports of debates in this House, in *Hansard* for any of the past 10 years, he will get one or two ideas as to why that provision is not included in the Workers' Compensation Act of Western Australia. The short answer, of course, is that workers' compensation is not a general social service. It is a particular charge and obligation on industry; and there is nothing to prevent any man from taking out an accident policy for himself.

This afternoon I desire to make a plea for the removal of a vexing irritant. It has nothing to do with the removal of argentine ants; and, to judge from the look of expectation on the hon. Mr. MacKinnon's face, I should also hasten to add that it has nothing to do with the removal of the hon. Mrs. Hutchison. The subject to which I desire to invite the consideration of members is the question of stamp duties.

Two or three hundred years ago, in the days of serfdom and when transportation was the accepted penalty for the slightest misdeed—in the days before income tax was ever conceived—England had to raise revenue in some direction and, for want of a better method, devised stamp duties. If my recollection of history is as good as it ought to be, I believe it was stamp duties which had something to do with the American Declaration of Independence in 1776. Then we come to 1882, when the population of Western Australia was 29,000, and its total consolidated revenue for the year was under £200,000. Then Western Australia copied England. In those days, of course, income tax had not been thought of here, so we copied England and adopted the Stamp Act of 1882; but since then heavy income tax has become the basic method of producing revenue for the Government.

Whereas, when stamp duties were initiated in this State, there was no income tax here and none throughout Australia, today we find that the collections from income tax in the Commonwealth are of the order of £600,000,000 per year. Although serfdom has long since disappeared and transportation is a thing of the past, we find that the archaic stamp duties still remain, both in England and in Western Australia.

The Hon. R. F. Hutchison: And also the Upper House.

The Hon. H. K. WATSON: It is not surprising that stamp duties remained in England; as so many things are done there today because they were done there 300 or 400 years ago; but even in England, in this year of grace, a person may buy a home of a value of up to £3,500 without

having to pay any stamp duty on the transaction, and that is more than he can do in Western Australia. The indirect cost of stamp duty in this State is probably more than the direct cost; because the shoe leather that is worn out and the man hours exhausted by the commercial community in the pilgrimage to the Stamp Office is simply nobody's business.

The theme of my remarks this afternoon may be put in this way: There is no stamp duty in Canberra and, in my submission, it is high time there was none in Western Australia. If, by any chance, anything that may be said here this afternoon should percolate through to the Eastern States, I express the hope that the Press and Parliament of the other States will take up the same cry. There is no stamp duty in Canberra and there should be none in Brisbane, Sydney, Melbourne, Hobart or Adelaide—

The Hon. L. A. Logan: Or in Perth.

The Hon. H. K. WATSON: In Canberra, but not in Western Australia, a person may do any of the following things without worrying about having to pay stamp duty: He may buy a home, a farm or a business; he may grant a lease of property or raise a mortgage on his property. He may discharge a mortgage on his property or buy shares on the Canberra register, or draw a cheque, give a receipt, obtain a guarantee, issue a fire insurance or accident insurance policy, execute a settlement or deed of gift or a declaration of trust. In fact, he can do almost anything without the payment of stamp duty in Canberra.

Consider now the position in Western Australia. If a person buys a property in this State stamp duty is £1 in the £100. If he buys shares he has to pay stamp duty of 5s. per £100. If he borrows money on mortgage and executes a mortgage he has to pay stamp duty of 2s. 6d. per £100 and then, on collateral, if he has to supply collateral security in the form of a guarantee or something such as that, he has to pay an extra 6d. in the £100.

To discharge a mortgage he has to pay 1s. in the £100. For a four-year lease of property a tenant has to pay 10s. 6d. stamp duty for every £50 of annual rent. On every fire insurance policy there has to be paid a stamp duty of 6d. per £100; and on every accident policy 3d. per £100. On a settlement, deed of gift or declaration of trust, the stamp duty is £1 per £100. Of course we know that on every cheque 3d. must be paid, while on every receipt issued a person has to pay stamp duty of 3d. for every £100. I suggest that stamp duties, as such, are illogical, unjust and unfair.

It does not enhance the reputation of Western Australia, as a favourable place in which to live or carry on business, when these stamp duties must be paid. A person who buys a home for £3,000 here has to pay £30 stamp duty and if, as is almost

invariably the case, he borrows perhaps £2,000 in connection with the purchase of that house for £3,000, he has to pay another stamp duty of £2 10s. for the privilege of borrowing the money.

I suggest that it is really silly and unfair to say that because a person buys a home he must pay stamp duty of £30. Surely it is doubly silly and unfair that, because he has to borrow some of the money in order to pay that £3,000, he must pay another £2 10s. stamp duty. Then take the larger properties—a city property or a farm. If a person buys a property for about £50,000 he has to pay £500 in stamp duty. If he has a mortgage of £30,000 on it there is another £37 stamp duty, bringing the total to £537; and if he buys £1,000 worth of shares, the stamp duty is £2 10s. So it goes on. That is the position, even although today the revenue from stamp duty produces a mere £1,500,000 each year out of a total State revenue of £60,000,000 a year.

The pattern is much the same in the Eastern States, but generally it is not as severe as it is in Western Australia. A year or two ago, on a visit to Melbourne, I happened to be in the office of a business friend of mine, and one of his companies was executing a bank guarantee in respect of one of its subsidiaries. It was an internal banking arrangement. He asked me to witness his signature to the document. The bank guarantee was for a substantial amount. It was for £3,000,000. I witnessed his signature and I noticed that the document had on it a 3d. duty stamp and I inquired of him whether that was all the stamp duty required on a bank guarantee in Victoria and he replied, "Yes."

As a matter of fact he looked at me rather queerly, apparently wondering why I was asking about the amount of stamp duty he had put on the guarantee. I pointed out to him that had that guarantee been executed in Western Australia he would have been obliged to pay £3,750 stamp duty on it.

Just before coming to the House this afternoon I was reading the prospectus of one of the hire-purchase companies, in which it was mentioned that the parent company had guaranteed the subsidiary company for all of its outstanding indebtedness in respect of money borrowed. The amount was £27,000,000. I made a rough calculation of the duty that would have been payable had that guarantee been executed in Perth. It was, in fact, executed in Melbourne where no stamp duty was payable on it. Had it been executed in Perth, the stamp duty would have been £33,750.

To have on the statute book such vexatious impositions is not the way to attract business to this State. My submission is that we should give serious consideration to the question of abolishing stamp duty. I realise that Western Australia is short

of finance and, even although stamp duty represents only £1,500,000 of a total revenue of £60,000,000, our State Treasurer would hesitate to abolish stamp duty without his being certain of reimbursement by the Commonwealth Treasurer.

However, I am not without hope that, if this matter were properly presented to him, the Commonwealth Treasurer would acknowledge the sense and the justice of the claim and would grant it. My proposition is that, just as the Income Tax Reimbursement Act provides that as long as the State Parliament does not levy income tax the Commonwealth shall pay to the States a certain amount each year, so similar Commonwealth legislation should be introduced to provide that a grant, under section 96 of the Commonwealth Constitution, should be payable to the States.

It should be payable on the basis that, conditionally upon the States not imposing stamp duty—and indeed death duties could also be included—the Commonwealth Treasurer would make a grant to the States of an amount equivalent to those duties. I would now advance my reasons as to why and how stamp duties—and with them I also include death duties—

The Hon. F. J. S. Wise: Have you the figures for South Australia?

The Hon. H. K. WATSON :—should be abolished without loss to the State Treasury of Western Australia and the Treasuries of the other States. Unfortunately, I have not the figures for South Australia at hand.

The Hon. F. J. S. Wise: There are a terrific number of financial transactions made in that State, and I was wondering what the effect of stamp duty would be there.

The Hon. H. K. WATSON: I am sorry I cannot supply the information out of hand. I maintain there is a case for the abolition of stamp duty without loss to the Treasury of Western Australia, or the Treasuries of other States, and my reasoning for that is this: Before World War II the public works of the Commonwealth and of the States were financed from loans raised by the Loan Council through the Commonwealth Government. All members will know the routine. The Loan Council would meet and decide to borrow, say, £200,000,000, and that amount would be carved up between the States in such manner as the council agreed upon.

The Commonwealth would pay the interest on the loan to the lenders and, in turn, would reimburse itself by money received from each of the States according to the amount of money that was passed on to each State. Since World War II, the bulk of the money for expenditure on public works by the Commonwealth and the States has been raised not by a loan, but by taxation imposed by the Commonwealth Parliament.

Thus the schools and the hospitals—not forgetting the £250,000-swimming pool at Canberra—were paid for out of taxation of various amounts levied by the Commonwealth Parliament on the people of Australia. That is also the case with respect to the schools, the hospitals and other public works in Western Australia, but with this big difference: The people of Canberra—the 40,000 residents of the Australian Capital Territory—get their public works carried out without any further cost to them, but the people of Western Australia and those of the other States have to pay a second time because on this tax money, which is collected by the Commonwealth from us and then channelled through to the States for public works, the Commonwealth Government charges each State Government the interest on such money just as though the Commonwealth Government had borrowed the money at interest and was reimbursing itself.

However, the Commonwealth did not borrow such money and it does not pay interest on it. The Commonwealth extracted that money from the people of Australia by taxation and, in my submission, it should give it to the people of Western Australia free of interest—

The Hon. F. J. S. Wise: Hear, hear!

The Hon. H. K. WATSON: —just as it is expended for the benefit of the people of Canberra free of interest. About £100,000,000 of Western Australia's indebtedness is represented by that loan debt, and about £3,000,000 per annum of Western Australia's annual interest bill represents interest on the so-called loan.

The Hon. F. J. S. Wise: On money received as revenue.

The Hon. H. K. WATSON: Yes, on money received as revenue. On moneys which were, in fact—as Mr. Wise has said—not borrowed from anyone, but extracted from the people of Australia by taxation and received as revenue.

So, in other words, the people of Western Australia are being taxed £3,000,000 a year by the State Government so that it may pay the Commonwealth Government £3,000,000 a year as interest on moneys which ought to be free of interest because they represent not moneys borrowed by the Commonwealth, but taxation raised by the Commonwealth for public works. If this extraordinary imposition by the Commonwealth on the States were abolished, or if it were counter-balanced by a grant made available by the Commonwealth Government, under section 96 of the Constitution, the State Government could, in its turn, and without detriment to the State budget, abolish both stamp duty and death duties which together take about £3,000,000 a year out of the pockets of the people of Western Australia.

There are no stamp duties in Canberra and there are no State or territorial death duties. I would venture to express the hope that the Treasurers of the various States will, on the grounds I have indicated, make a concerted effort to see that the people of their States shall enjoy the same privileges as the 40,000 residents of the Australian Capital Territory.

I was pleased to see that the Governor's Speech did not contain any reference to the bringing down of a Bill to continue the rents restriction legislation, and I trust that that is an indication that a measure to continue it will not be brought down.

The Hon. R. F. Hutchison: It does not mean anything now, anyway.

The Hon. H. K. WATSON: That is so. It does not mean a thing these days. For the year ended the 30th June, 1958, I think three cases came before the Fair Rents Court. I understand that for the year ended the 30th June, 1959, no cases were heard before the Fair Rents Court. I see no reason at all why that court should be perpetuated when its usefulness and the reason for its being constituted have entirely disappeared.

The only other provision in the old legislation which might have some merit is the provision that a tenant could not be evicted without 28 days' notice. To be a little more precise, I should say a tenant other than one in a State rental home, because tenants of those homes are still subject and liable to be evicted on seven days' notice. I could not, and still cannot, understand why that provision applied only in respect of the State Housing Commission—the right to evict its tenants on seven days' notice—while the same right was denied the private owner.

I submit this thought to the Minister: If it is felt that, for any reason good and sufficient, the 28 days' notice should continue to be given, the proper step to take would be to amend the Local Courts Act. Under sections 99 and 100 of that Act, provision is made for the procedure which has to be followed when a landlord seeks recovery of his premises. One has only to read section 99 to realise there is no such thing as a tenant having an eviction order issued against him within seven days. Notice has to be given and the landlord has to go before the court. This is the important point: The magistrate fixes the time, issues the order, and declares when the property shall revert to the landlord—whether forthwith or at such time as may be fixed by him.

During the six months or so in 1954 when that provision was operative—because the Rents and Tenancies Emergency Provisions Act was inoperative—and when landlords had to rely on sections 99 and 100 of the Local Courts Act it was found that magistrates, almost invariably, fixed a period ranging from three weeks to three months. If for any reason it is desired that the 28 days' provision be continued

and made statutory, then the proper place for its inclusion is in section 99 of the Local Courts Act.

On Sunday night last I listened to the feature "Guest of Honour" over the radio. I heard an address by one of the distinguished visitors to the recent law convention held in Perth. He emphasised the necessity for law reform, and pointed out that many features of the existing legal practice in the courts had their origin in events which occurred hundreds of years ago. In passing, I would suggest to our Crown Law officers and to the legal profession generally that there is one question to which they ought to give serious thought with a view to its modification; that is, the law of evidence relating to evidence which would have been given by a witness, had he not died before the trial took place.

In criminal cases I can well understand the plea that evidence, which has not been submitted to cross-examination, should not be held against the accused. He should not be deprived of his good fortune if the principal Crown witness died a week before the trial. Only the other day there was a case in this State in which, in proceedings under the Bankruptcy Act, a witness gave evidence and then died before he could be cross-examined. The judge ordered a new trial. Be that as it may, I consider that if in a civil case the principal witness died before the trial took place, a party should not be deprived of some consideration.

The rule today is that no evidence—whether by affidavit or otherwise—by a person who died before the trial took place, can be accepted, because such evidence is not subject to cross-examination. In many respects the injustice which that rule seeks to prevent is sometimes out-matched by the injustice of denying the party, which is dependent on the evidence of the deceased witness, any chance of winning its case.

Evidence—if available and in whatever way—from a person who dies before the trial, particularly if he was to be the principal witness, ought to be accepted. It ought to be accepted, although it may not be given the same weight and probity of force, as is given to evidence from the witness box which is subjected to cross-examination. I feel that a great injustice could be wrought, and a party could lose a case completely, for no other reason than that the chief witness died before the case was heard.

On the theory that the evidence should be rejected entirely, because it has not been subjected to cross-examination, I venture to say this: That is all right on the theory that cross-examination is intended to bring out the rest of the story. On many occasions—I myself have given quite a lot of evidence and been subjected to cross-examination—we find that cross-examination is directed not merely to bringing out the other half of the story, but

on not a few occasions to confusing and confounding the witness, and in trying to get an artless "Yes" or "No" reply to a question which is loaded, so that it can be turned to advantage later.

It is the old, old story. Only when one sees this sort of thing happening does one consider it should be given serious thought. In recent months I have known of a case of this nature which supports my view. I pass those thoughts on to the legal profession and to our Crown Law officers so that they may consider the point I have mentioned.

As members know, for many years I have interested myself in the building society movement which advocates thrift and home-ownership. The old established building societies which have a long record of service in this State are rather disturbed by the events of recent years with the formation of so-called building societies. They are called such in name only. They have been formed principally for the purpose of participating in the Commonwealth loan moneys which are made available to building societies. The old established societies are greatly concerned at the springing up of so many new organisations, which are without any substance at all and without any hope of raising even threepence except by getting a hand-out from the Commonwealth.

The Hon. H. L. Roche: Is there any standard set for these organisations?

The Hon. H. K. WATSON: No standard at all. Rightly or wrongly, there is a feeling of concern among the old established societies, which are not interested in any building construction company or in any land speculation company. The old societies carry out their ordinary functions, as clearly contemplated under the Act, by encouraging people to save money through their institutions and lending the money out to persons who want to build houses, on their own blocks of land, and by their own builders. That is the principle under which the old established societies work, and that principle has existed for 100 years in this State. We find that the new societies which are springing up are simply fronts—formed not to carry on under the accepted principles of building societies—for some land subdivisional company, or a building construction company, in order to obtain funds from the Commonwealth and exploit the more or less unsuspecting public.

I feel that this matter merits the closest investigation by the Minister. I realise that he has been in office for only a few months, and we cannot expect him to look after all these things within a short time—he has his other portfolio to administer as well—but during the ensuing year I consider that in the interests of commercial morality; and of seeing that building societies keep within their legitimate activi-

ties, he should have a good look at the 40 or 50 societies that have been formed during the past two years. Virtually all of them had no intention of starting as building societies or carrying on the business of building societies unless they could get some Commonwealth money.

The Hon. L. A. Logan: That is the only reason why they started.

The Hon. H. K. WATSON: Yes. I commend to the Minister the suggestion that he make a close investigation into the question.

Before I resume my seat I wish to deal with one other question, and this concerns the Industry (Advances) Act, in respect to which we had a discussion last year. I have given a lot of thought to this matter during the interval between last session and this one, and I understand that during the past six years, under that Act some 72 advances or guarantees have been made—they have been made to 72 persons or companies—involving a total amount of £1,069,000. Last year we had the extraordinary position of one company receiving, or attempting to receive, a guarantee of £250,000. Some 72 persons received advances totalling £1,000,000, yet in one gulp, it appeared that a single company was going to get an advance of £250,000!

I consider that the Act ought to be carefully reviewed, and amended. I remind members that the object of the Act is to render financial assistance by the making of advances, or guaranteeing advances to any person engaged in mining or other industry who applies for such assistance. The definition of "industry" in the Act is—

Includes every trade, or business, or form or branch of productive labour, or other activity having for its object the production or manufacture of marketable products or things.

It does not require a lawyer to tell us what that means; and it does not require much commonsense to know that the definition of "industry" or "mining" does not include betting shops, ballrooms, parking stations, hostels, or hotels. If it is desired to extend the definition to cover betting shops, ballrooms, parking stations, hostels or hotels, then let a Bill be brought down and let us debate it; let us thrash it out. If we are going to make advances, or guarantee advances to such activities, then let us make provision in the Act for doing that. But let us get away from any suggestion that while the statute stands as it is at the moment, activities of the class I have just indicated can be lawfully guaranteed under the Act. At the moment, the weakness in the Act is to be found in section 4 which provides—

A certificate in the prescribed form under the hand of the Treasurer stating that a person specified in the certificate is entitled to financial assistance under this Act and purporting

to contain a direction or delegation to the bank under this Act shall be conclusive evidence of the facts therein stated, and of the authority of the bank to make any advance or to give any guarantee as mentioned in the certificate.

Rightly or wrongly, we find that, whilst the Act contemplates that the certificate shall be given in good faith, some certificates have been given, which, to put it mildly, cause one seriously to doubt whether they were given in good faith. It is the old old story that the means to do ill deeds, makes ill deeds done. I suggest that section 4 should be deleted from the Act. No such provision as that appears in the Housing Loan Guarantee Act; and I consider that in order to keep the operations of this Act within the limits and confines to which they ought to be kept, section 4 should be deleted.

If it is intended that we should guarantee, not merely industry or mining, but city properties, well and good; and there may be a case for our doing so. But let us debate the question, and, if we are to give such a guarantee, then let a provision to that effect be written into the Act. Let not a guarantee of this nature be dependent on a phony certificate issued by the Treasurer, with the Crown Law officers bending over backwards to help him get something through, for which the Act does not provide.

There is just one more point on that angle. I mentioned the Housing Loan Guarantee Act. That legislation provides that anyone who gets a guarantee in respect to a loan for housing, or a loan for housing purposes, shall pay a premium of one-quarter of one per cent. That is much the same as what an individual does when he goes to a private businessman to get a guarantee; he generally pays a guarantee commission. The thought occurs to me that if it is good enough to charge a guarantee fee for homes, it ought to be good enough to charge a guarantee fee for industry. At the moment there is no provision for a guarantee fee. I support the motion.

**THE HON. W. F. WILLESEE (North)** [5.40]: I desire to offer to the Leader of the House my congratulations on his elevation to his position. I feel sure that he will conduct the affairs of the House with credit, and that our work will be done expeditiously and efficiently under his guidance. He has had a rapid rise to this position, and I sincerely congratulate him.

I also feel that Mr. Logan's party has appointed, in Mr. Logan, the right man to the right position. The hon. member is an arduous worker and a sincere man, and I consider that he will bring to the appointment he now holds, those qualities for which he received his promotion by his colleagues.

On to Mr. Thompson, I think, falls the difficult mantle of being what is known as the successor to the late Gilbert Fraser. I wish Mr. Thompson success in his parliamentary career, and I hope that he remains a member of this Chamber for many long years.

I support the suggestion made by Mr. Wise, that the House should rise for a time if the Ministers in this House feel that, in order to catch up with a quantum of work, it is in their interests and the interests of administration, the House should adjourn for a period. It seems to me that this suggestion, which has been put forward by a man with considerable experience, is well worthy of consideration. I certainly would support the suggestion and do what I could in connection with it, provided we had reasonable notice that the House would adjourn, and that we had a clear notice paper when the House arose.

The Hon. A. F. Griffith: It would give us time to visit country areas which, now, we cannot do during the session because we are tied all the time to the House.

The Hon. F. J. S. Wise: That applies very much to district members.

The Hon. A. F. Griffith: It would assist members, too.

The Hon. W. F. WILLESEE: There are obviously mutual benefits. Such a practice could serve to expedite the business of this House, and of Parliament; and it would assist in our work being conducted more efficiently.

In speaking to the Address-in-reply debate, I intend to keep myself strictly within the confines of my province. In preparing a speech in connection with North Province matters, I was impressed with the thought that it would be a simple and complete speech to stand up and say, through you, Mr. President, to the leaders of the Government that we simply require more of everything. We need more houses; more jetties; more landing-ground facilities; more roads; more vessels; more hostels; more schools; more water supplies; and more electricity supplies. And as these things become substantially available, we will require more people.

The Hon. A. F. Griffith: More than you have had before?

The Hon. W. F. WILLESEE: More than we will probably get within the next 30 years. But, in all fairness, there must be some point where commonsense prevails in administration. It would be quite possible, I should imagine, that if all the requirements of the North-West were to be given consideration in any one year, it would exhaust the complete income of the Government, and the rest of the State would have nothing.

With that obvious brake upon what is to be said in a speech on an occasion such as this, I have decided to confine myself

to what would appear to me to be the most important issues of the moment. Whether they are relatively high on the list of financial commitments, I do not know, but they are things which would alleviate the situation to the benefit of those who are living in the area. One of the most striking and progressive happenings in the North-West area over the recent period of 10 years has been the progress made in the road works programme, right throughout the area from the twenty-sixth parallel to Wyndham.

The department has a policy under which it does a certain amount of work each year on the North-West coastal highway, and some substantial gains are made in placing bitumen on the roadways. An endeavour is being made to extend the bitumen on the roads from the various coastal towns in the province, and I think that policy deserves support; I hope to see it continued. It seems to me that we must keep in mind the fact that the roads from the ports to the inland towns are also most important from the commercial angle, and they too must receive their share of money and their share of the improvements that are being made to foundations of various roads; and, in turn, their equal share in the bituminisation programme of the department.

Specifically I have in mind the roadways leading from Wyndham to Halls Creek, Derby to Fitzroy Crossing, Roebourne to Wittenoom Gorge, and Port Hedland to Marble Bar. All these roads are extremely important to the various ports concerned, and they are a constant source of expenditure so far as the road works programme is concerned, so much so that probably £1,500,000 was spent on road works in the North-West for the year ended June last. There are minor strips of bitumen and new roadwork being done throughout the area, but it is only when one looks at the overall picture of what is happening that one can realise the position.

I would suggest to the Minister that he give some consideration to the bituminisation of the 12-mile section of the main road into the town of Onslow. I understand that it is not proposed to bituminise that section this year, but I would be pleased if the Government would have another look at the question; much of the tourist traffic by-passes Onslow at present because there is no bituminous entrance into the town. I am of the opinion that if this strip were bituminised the business people of Onslow would get their share of the tourist traffic, and the people travelling through the North would see this town as well as other towns. It is only a matter of bituminising a 12-mile section of road which is already fairly well prepared and it would be just that much more attractive for travellers in that area.

The major bituminisation programme for the North Province involves the road between Northampton and Carnarvon so that eventually it will be completely bituminised. The sooner that work is done, the better it will be for all concerned; and I am pleased to be able to advise the House that within two years it is possible that the whole of this work will have been done. With an expenditure in the vicinity of £600,000, it would be possible to achieve this position.

The Hon. L. A. Logan: How much is left now; about 70 miles?

The Hon. W. F. WILLESEE: I think it is a little more than that, but a good deal of the road is in a high state of preparation and, from the economic point of view, it would be a good idea to force the bituminisation programme forward as quickly as possible rather than to let some of the sand-clay formation deteriorate and the road have to be re-topped. However, I do not want to get academic on the issue; I merely wish to advise members that we are within striking range of the completion of this work, and I understand that in two years the road will be completely bituminised.

This, of course, will be of direct benefit to tourists. It will mean that they will be able to leave Perth and travel the 610 miles to Carnarvon entirely on a bitumen roadway. It will also mean cheaper transport for the pastoral industry in shifting wool to Geraldton, and it will mean faster travel for perishables going to the market. When the bituminisation work has been completed, this road will be the best that can be provided for road traffic. It will be quite an achievement, especially when one considers the position as it used to be years ago. It will be a gigantic step forward. I can remember when £20,000 was made available for work on the road, and stones were pushed out of the way so that traffic could travel through without breaking down on one bad patch some 20 miles in length.

As I said, for an expenditure of £600,000 the road could be completely bituminised. However, we have to look in retrospect to realise what has been achieved, and whilst I do not wish to speak too much on the past I hope that the programme will be fulfilled by the end of June, 1961.

One of the most important problems facing the North-West at the moment is that of water supplies and water conservation. Since 1954 there has been an increase in population in the various towns and, with rare exceptions, those increases in population have shown up the weaknesses in the water supplies. Carnarvon is fortunate in that it has been able to absorb its increased population, and the people there have been able to find adjacent supplies of water to which the existing service has been connected. Much the same applies at Port Hedland.

But it is a different story in Wyndham where, although much money has been spent in laying a new pipeline into the works, it was found last year that the source of supply was in danger of giving out. This means that during the coming year, with the Government intending to lay an additional length of piping to augment the present supply in the three-mile area in the new township, there is a necessity to find additional water which can be tapped. Within the town of Wyndham itself there is a need for an additional reticulation main and a bigger storage tank. I would emphasise the fact that money is being spent on the three-mile area in this town, but so rapid has been the growth of population that there has been a reaction in the service itself, and something will have to be done to cater for the additional population. Because of this, money in addition to that which the Government at present contemplates spending will have to be found.

As from the 1st July, the Government had to take over the town water supply at Broome; and the Government has certainly taken over a big problem. Over the years the water supply in this town has deteriorated. The water comes from bores at considerable depth, but it is so saline that there is heavy corrosion in the bore casing and in the reticulation system itself; and over the last 12 or 18 months the bores have started to flag or give out. Only by the juggling of the supplies available from the bores throughout the town has the responsible department been able to maintain the supply. Quite obviously a new supply will have to be located in the near future and boring will probably have to take place in the Pindan area.

There will have to be a new system of reticulation into the town proper, and maintenance work will have to be carried out on the present piping. Obviously the people in the district would never be able to meet the capital cost of such work, and the Government is faced with an expenditure which will run into many thousands of pounds. However the town has to be protected and the people there have to be looked after; and I see no alternative but to spend the money in an effort to create a new and efficient water supply for Broome.

At Wittenoom Gorge the new mill is about to hit production point, and there is a possibility that the town will require at least another 500 personnel. This will affect the housing situation in that town, and the extra 500 personnel will require as many more houses as are already there to accommodate them. When the new mill went into production last year it required only a small additional quantity of water, and the old supply gave signs of drying up. In fact, the water became dangerously contaminated and the local district officer gave orders that all water

would have to be boiled before it was consumed; and investigations were immediately started to see what could be done.

One or two town bores were coupled up to augment the present system, and the difficulty was overcome. But it is a mere palliative; it will never stand up to the increased population that will be there within two years. Because of this, the previous Government sent a boring plant to the town to search for a supply that would be better than the existing one. I understand that at the moment boring is being undertaken in the Mulga Downs area where, possibly, a series of bores might be the answer to the problem.

But it is inevitable, whatever scheme is adopted, whether we go up the gorge and couple an additional dam from that area to a dam through the gorge into Wittenoom, or come across from the Mulga Downs area and augment the existing supply, that approximately £50,000 or £60,000 will be the cost. I am sure the most economic of those two schemes would cost in the vicinity of that amount.

In a much smaller way we have the port of Point Samson which, over the last few years, has developed a population of about 50-odd people, and where there is no water whatever, with the exception of that with a very high salt content which is not fit for human consumption. So it will be seen that water must be saved in rain tanks, and when the time is reached that these tanks give out, then the people must travel overland all the way to Roebourne and either cart their water in 44-gallon drums or in 200-gallon tanks, as the case may be.

We did propose to see if we could connect up to the Roebourne supply, and pipe water to Point Samson. Although the proposal was put up frequently by North-West members to the previous Government, we never got an affirmative decision with regard to the expenditure, because we discovered to our surprise that the supply to Roebourne was anything but a certain supply; and there had been a forking of the Roebourne supply some four years ago. We had in mind that when the Wittenoom Gorge scheme was completed, we would move into the Roebourne area and conduct experiments on the old Weiriana mine area—where many older residents of Roebourne have told us there is a plentiful supply of good water—and so connect up to Roebourne and in turn install a pipeline to supply Point Samson by reticulation. It is obvious that a large expenditure of money would be necessary for a population of very few people. Here we have a typical North-West problem, and I take the view that we must supply such an amenity for the people who live there—they are earning their living there and are prepared to continue to do so. That being the case, we must provide them with the more common amenities, particularly water. If there is

no water available, it must be made available, no matter what the cost, which should be a secondary consideration.

There was a very difficult period last summer for the water board in the town of Marble Bar. It was necessary for the people to go on to restricted quantities of water pumped from the well; and that is an area which has carried on successfully for many years with the present supply. As many members in this House know, that section of the Pilbara area has suffered a falling off in its water table over the past eight years, and this has affected the town supply, just as it has affected the supply of water in the wells on the stations.

There is a proposition under which it would be possible to obtain water some few miles from Marble Bar, and I have no doubt that this would relieve the problem for many years to come. Again, however, the expenditure would be a very heavy one, and what is suggested would do no more than supply water to people already in the area.

The Hon. A. F. Griffith: I was amazed to find that the people in Marble Bar were allowed to go so long without attention being given to the problem.

The Hon. W. F. WILLESEE: I did not know the problem was a particularly old one, nor did I realise that the position in regard to the wells was as acute as it is until I saw it this year.

The Hon. A. F. Griffith: At the time I was there with you?

The Hon. W. F. WILLESEE: No, prior to that.

The Hon. G. Bennetts: This only happened in the last couple of months.

The Hon. W. F. WILLESEE: That is not so; it has been going on longer than that. But at the time of which the Minister speaks, the problem was then, if not at its worst, very nearly as bad when I saw it. However, I think the interjection is quite appropriate.

The PRESIDENT: Interjections are highly disorderly.

The Hon. W. F. WILLESEE: If that is the case, Mr. President, I am sure you will look after me. When we consider the question of water for the North Province, and when we move down to the Gascoyne River area, we get to a position where a very big water problem exists. During the election campaign we submitted to the people of Gascoyne a proposition for the erection of a barrage. The barrage was to be situated as near the mouth of the Gascoyne River as possible.

This was to have the effect, firstly, of cutting off the salt water from coming up the sands into the river bed; and, secondly, of creating additional storage of water in case the small rivers that now percolate to the sea in a lower channel, and estimated to percolate only to the extent of about 60 acres, would be trapped and provide a

possible inundation of water into 1,600 acres of sands. This would be possible by the erection of a barrage. Side by side with that point there is the fact that an area near the mouth of the river has, over the past 10 years, gone out of production. We feel that in the case of a major river, the weight of the water above the sands, plus the fact that all sands would be filled, would cause the water to go back to the laterals and enter the deposit from which it must have been pumped in the first instance when the wells were worked. We would create underground pools or reservoirs by the weight of water held by the barrage.

It is a system copied from the Murray River scheme which was visited by Mr. Norton when he was in South Australia last year. The matter has been put up to the Public Works Department as a projected proposition, but we promised the people of Gascoyne—particularly the planter section of the area—that investigations would be made in regard to that proposition. The present Premier, who was present at that campaign was, I think, quite impressed with the idea, because at a public meeting he said, "I will obtain the best possible expert advice, and will bank the mouth of the river or anywhere else."

I think he had in mind that if a barrage were not satisfactory, or possible, at the mouth of the river, he would have a look at some other locality further up the river. I feel sure the Premier will honour that promise in the course of time, and that he will have investigations made. I do not profess to know what the cost of this scheme is likely to be, but I am sure it would cost a lot of money. However, unless the water supply problem is solved in those areas, it is inevitable that some of the growers on the bank will face bankruptcy. They cannot continue with the limited amount of water for a very long time; they cannot plant and go through this drying-out process again.

So it will mean that the industry will become depleted, and only those lucky people who have had good watering points will survive. A solution of the water problem would create great stability to the industry in that area. It will never be a big industry, but it will hardly be worthy of the name if we lose these people who, after years of hard work on the river, and on their plantations, will, through no direct fault of their own, not be able to continue.

I hope that we will get some information, at least with regard to the possibility of a barrage being erected; I hope we may get some estimate as to cost in order to relieve the suspense that exists. If the scheme is too big, then the Government should let us know.

In the Pilbara area the development of manganese goes on apace, with marked results. For the period ended the 30th June last, 24,583 tons of manganese went over the Port Hedland jetty for purposes of export. Members might recall my having mentioned in this House in 1954 the difficulty we were having in convincing the State Mines Department and the Commonwealth department concerned that they should grant an initial permit for the export of manganese. At the time they said that the sites had to be preserved; that they were limited; and that the quantity of manganese had to be protected for Australia. But with the 24,000-odd tons we shipped last year, and allowing for an increased output with which we can overcome harbour difficulties, there is, on site, sufficient manganese to permit the continuance of operations in the Pilbara area for at least the next 20 years. Further sites are also being discovered.

So, although the question of manganese is no longer in dispute, it is not the successful enterprise that we might imagine. Those men who have invested in manganese—and I refer to people like Bell Bros., Rhodes Bros. and others—are working on very close margins. They are having great difficulty in placing their produce on world markets, and it is the Government's responsibility to further help them in their problem.

*Sitting suspended from 6.15 to 7.30 p.m.*

The Hon. W. F. WILLESEE: Before the tea suspension I was at the point of stating that whilst the field for manganese had been developed to the extent that there was an outlook for it for 25 years ahead at a consumption of some 25,000 tons per annum, there was still the fact that the people associated with the development of manganese were suffering considerable difficulty in regard to the cost of selling their product in world markets.

With the additions which have been carried out, and which are being carried out, at the Derby port, with regard to harbour facilities, the turn-around of the manganese vessels will enable them to be handled in a period of from three to five days as against the original turn-around period of 10 to 12 days. This increase will be one curtailment of overhead; but the major factor, if the Government of the State and the Federal Government become interested, is that the two ports in the outer perimeter of the harbour must be dredged, broken, exploded or whatever the engineering design suggests, so that vessels of some 10,000 tons capacity can come into the harbour, load to that capacity, and get away again.

The position at the moment is that these vessels are not being fully loaded because of the two bars in the outer harbour, and

the manganese exporter is in the position that he has to pay full freight rates for a vessel that can be filled only to a limited capacity—in the vicinity of 4,000 tons. The dredging of that harbour will not only immediately give a direct benefit to manganese, and so stabilise that particular industry, but it will enable shipping of the 10,000-ton class to enter the port on all occasions. I believe that a report must now be nearly prepared. I think the investigations should be nearly complete with regard to the methods that can be adopted for the dredging of these two bars—or their elimination. As a result of this report, something constructive should be put up through the State Government. Actually, I feel it is a Commonwealth duty to provide the necessary money, because manganese is developed under an export license, and it is obviously a Commonwealth matter with regard to international trade.

From manganese, which has developed into such a big project in the Pilbara area, I turn to a mineral which is not very much in demand at the moment as regards its production. However, it is a most important metal from this point of time onwards. I refer to beryllium. In the December, 1958, issue of the publication *Commerce*, there is an article headed, "Beryllium Becomes a Strategic Material—Federal Government Bans Export."

The Australian Atomic Energy Commission is building a special laboratory to study beryllium at the Lucas Heights research establishment near Sydney. Because of the importance of this feminine-sounding material, the Australian Government is now stockpiling beryl, and has restricted its export. Twenty years ago, beryl was almost just another rock. . . Beryl was just another not very important mineral until the second World War. Then, in Australia and elsewhere, the mining of beryl jumped into prominence.

Beryllium was used in springs, aircraft engines and instruments, electric motors, radios, guns and shells. Australia provided beryllium from stockpiles built up over years of mining other minerals. Most of it came from Wodgina, in Western Australia.

It is the demands of modern metallurgy and nuclear engineering that have made the industrial use of beryllium so important. U.S. factories alone use some 50 tons of pure beryllium a year, even in peacetime. Beryllium has a density almost half that of aluminium and a stiffness four times as great. Alloys of copper, iron or aluminium with beryllium have unusual properties. Their hardness, strength and resistance to fatigue and corrosion are increased.

An alloy of copper with two per cent. of beryllium is almost as hard as steel. It can be bent and twisted thousands of times without breaking. More important still, tools made of beryllium-copper do not throw off sparks (as steel ones do) when they strike together. So beryllium-copper is used in hammer-heads, chisels and trowels in places such as the explosives area at Nobel factory, where sparking might be dangerous.

But those are minor uses now. Looming up in the future are tremendous demands for beryllium for nuclear engineering and for aircraft and guided missiles.

Its low density, high melting point and strength make it suitable for the "skins" of supersonic aircraft. Beryllium sheathing is used in the North American Aviation Company X-15 research aircraft, designed to fly at seven times the speed of sound and carry the first man to the edge of space.

Little has been done to find out how much beryl there is throughout Australia—or throughout the world, for that matter. It just wasn't important enough. But it soon became important. Australia produced just two tons—half a truck load—in 1939. In 1943, with wartime demands sky-rocketing, Australia turned out 524 tons from deposits previously uneconomic.

At this point of time the operation of mining for beryllium is still uneconomic to the producer. There are three areas within the North Province where beryllium can be mined; one being as far down as Yinnithana on the Gascoyne, and the other being in the Marble Bar and Nullagine areas. Those places are being mined to this day, but the operators are in a difficult position financially and feel that with the present prices, they cannot carry on.

I took this question up with the present Minister for Mines, and he viewed the matter from a State angle and did all he could possibly do within the orbit of his own department. He came forward with a proposition whereby these people could get some subsistence to carry on; but that is not the answer to the problem. The problem is to get the Commonwealth Government to increase the price of beryllium, and stockpile it until such time as it is needed. In this connection I approached the Commonwealth Government, through Senator Willesee, and received a reply from Senator Spooner, an extract of which reads as follows:—

Beryllium ores and concentrates are subject to a total prohibition of export and may only be sold to the authorised buying agents of the Australian Atomic Energy Commission.

The principal ore of beryllium is beryl and you may know that beryl production has always been spasmodic and somewhat unpredictable. Nevertheless, the metal beryllium or its oxide, beryllia, will have important uses in the development of atomic energy.

While the present prohibition of export remains in force the Atomic Energy Commission's agents will purchase all Australian production. At the present time prices quoted on both the London and New York metal markets for imported beryl are slightly below the Australian price.

Under the circumstances I feel that the Australian price for beryl is a fair and reasonable one. Should it be necessary to substantially increase Australian production of beryl at some time in the future it may be necessary to consider a significant increase in price above ruling world prices.

That appears to be the answer to the question in so far as one can deal with it at the moment. However, I feel that it would be a pity for the nation to lose the opportunity of stockpiling this metal which is so valuable. If the price were increased now, it would ensure that the capacity of these areas could be exhausted and the metal stockpiled for future use.

If the small operators are not enabled to work as an economic proposition they will pass on to other things; and it will be only a matter of time before production will have to be reopened, at tremendous cost to the Government, and probably at a time when manpower can ill afford to be spared for the purpose. I am, therefore, still hopeful that the Commonwealth Government will re-examine the question and do something to increase the production of beryl from the areas I have mentioned.

It is interesting to note that the Hall's Creek mining area was one of the original—if not the first—gold-producing districts of Western Australia; but it lost much of its popularity owing to the lack of water. There was not sufficient water in that area for the search for gold to be continued. There is not far from Hall's Creek, a large uranium deposit which, on present indications, will be mined within the next few years. It, therefore, seems that the time may be opportune to investigate that portion of the State, at the same time as we conduct investigations along the lines envisaged when the Minister and I were in the Marble Bar district earlier this year.

The fact is that water points will have to be established by diamond drilling, in a hydrological survey, and an overall attempt made to bring that area back to mining production. The town of Hall's Creek is situated close to the mining area and has surrounding it a nomadic population of about 100 people. They are

nomadic in the sense that they move about within the district, but do not leave it. They seek employment on stations and so on in the area; but are not generally occupied all the year round. It seems to me that they would constitute the logical work force to prospect this area, if we could assure water supplies and find indications of mineral possibilities.

Following on that we could probably interest syndicates and companies in the district to the extent that, when water was available and minerals were discovered, they could weigh the costs of obtaining water for treatment plants and so on. I repeat that water is the key problem of mining in the North Province.

I am mindful of the fact that the tin-producing areas of Pilbara are not operating full-time today, owing to lack of water. In some places the operations are entirely suspended, while other shows are working only part-time. During the debate on the Address-in-reply last year, attention was drawn to the circumstances which had developed in Broome, owing to the market for pearl shell having deteriorated to such an extent that it was not possible to sell the inferior or second-grade shell; and only a limited quantity of the better material was being sold on the American market. The situation is still serious. Some first-grade material is being taken; but much is still being stockpiled and many of the vessels have been laid up, while several have been sent out of the area.

The Hon. J. M. A. Cunningham: Who sets the price of pearl shell?

The Hon. W. F. WILLESEE: I can only tell the hon. member that there is a continental market, which is much below the American market, which in turn is the exclusive market for Australian shell. I believe the Broome Master Pearlshellers' Association is investigating the continental market, and the position generally, in an endeavour to see who does control and set the price; but I have no information in that regard.

The Hon. G. C. MacKinnon: Did last year's publicity drive do any good?

The Hon. W. F. WILLESEE: I believe it had some effect; because the situation of the individual pearler is not as bad this year as last year, bearing in mind the fact that the production this year is nothing like that of last year, as the pearlshellers have offset it by economies of their own. In Monday's issue of *The West Australian* there appeared an article headed, "£18,000 for Pearl Trade," and it stated—

The Federal Government will spend £18,000 this year on pearl shell promotion overseas. Trade Minister McEwen said at Perth Airport last night. He said the Federal Government was aggressively developing increased trade with South East Asian

countries. Mr. McEwen, who arrived last night by Ansett-A.N.A., will open the Country Party conference in Perth tonight. He said the pearl shell industry in Western Australia and Queensland was receiving a boost after a promotion campaign in the United States and London.

Many inquiries for highgrade shell had been received from fashion houses in the United States and London. Western Australia provided 65 per cent. of Australian pearlshell.

It is interesting to note that 65 per cent. of the Australian-produced pearl shell comes from this State, and that publicity is being given to it on an international basis. However, nowhere in Australia have I seen undue publicity given to the sale of pearl shell; and to my knowledge there is not a single pearl shell button factory in Western Australia; nor do I think there is one in Australasia. The Commonwealth Government might well be prepared to spend further money in that direction and say to some Western Australian firm, "What about the manufacture of pearl buttons?"

When we speak of second-grade shell, I understand that actually the shell is in no way inferior to the first grade, but that a certain amount is lost around the edges of the shell. With the quantity of pearl shell that is stockpiled in Broome, I think we could afford to operate a factory in Perth; and there is no reason why Western Australian-made shirts should not use pearl shell buttons exclusively. I am told that they last much longer than synthetic buttons; and, in the State which produces 65 per cent. of the Australian production, I think we should push the use of pearl buttons. If the Commonwealth Government simply guaranteed an annexe in some factory and provided the necessary equipment, I believe it would be an economic proposition. Even if further money was expended in this way, as an avenue of advertisement, I believe the funds would be well spent.

There is frequently brought to my notice, by families in my electorate, the position which obtains when furniture has to be brought to a North-West home. The cost of the furniture increases out of all proportion when there is added to it the shipping freight, the wharfage charges at the other end and, in some instances, the cartage to inland homes. I have frequently been asked why the Government does not do something to allow the people there to get their furniture freight-free; and the suggestion has merit, because furniture never comes unscathed through a North-West cyclone.

The material belongings of any family in the North-West are unable to escape damage during cyclones, and it is noticeable, when one remarks on any piece of furniture in a home there, how often the

owner comments on the enormous cost of the particular item. For this reason one cannot help noticing the lack of new furniture in any but the more affluent homes. When I read last week that the State Shipping Service had lost some £932,000 for the year, I thought that the loss would not have been greatly increased by a concession such as I have suggested in the freight-free transport of furniture for residents of the North-West.

A similar problem arises in regard to the subsidy on perishables carried as air-freight. A concession on such freight was granted during the hotter months of the year, some years ago, and was gratefully received. The theory was that perishables should be subsidised in regard to freight during the hotter weather; but that they could be produced in home gardens during the cooler months. That does not work out in practice; and it is difficult to imagine the rocky ground of most Wyndham backyards growing anything at any time; while in regard to the porous sands of the Pilbara areas, such as those at Port Hedland, the problem would be to pay for sufficient water to grow anything. In that part of the State, almost every family which is sending a child to school in southern areas, is in a position where the wife as well as the husband must work; both parents acting as breadwinners. For those reasons I would like to see the Government extend the subsidy on perishables in the North-West to cover the whole year.

Such a subsidy would be a direct drain on Treasury funds, but the request is becoming more insistent, and I think it is a deserving one. For many years we have lived in the hope that broadcast reception in the North-West would receive attention from the powers that be. Although, from time to time, the power of broadcasting stations in the southern portion of the State has been increased, that has had no material effect on broadcast reception throughout the North.

In fact, I go so far as to say that it is infinitely worse now than it was many years ago. The general opinion was that if alternating current could be supplied in the various towns, listeners' reception would be improved. However, that does not appear to be a fact. Where alternating current has been provided in some towns, listeners still have difficulty with the reception of broadcasts. The only answer seems to be the erection of an essential broadcasting station in the North-West—possibly at Broome, which is the central point—together with the establishment of a monitor station, either in the Gascoyne or the Pilbara area. A decision such as that could come only from the Commonwealth Government as a result of ministerial direction.

After speaking to broadcasting officials within the G.P.O., they have expressed the opinion that that is the only solution to

the problem. The days when a sufficient number of complaints were made by subscribers for the purpose of getting an official to make an inspection of the broadcast reception in the North have gone, because listeners have now given up in despair and do not even bother to make such complaints. Nevertheless, when those members representing the North visit the homes of the people in that area, especially when they are endeavouring to listen to a broadcast, the people express most strongly their objections and complaints about the existing position. I cannot understand why some of them have not refused to pay their license fees, because their reception is extremely bad and nothing is done by the Commonwealth Government, through the G.P.O., to improve it.

There is no doubt that the administration of Commonwealth departments—in respect to problems that exist in the North-West—has an extremely direct and important impact on the living conditions of the people in that area. I have often wondered, despite its small population, but in view of its national importance, whether that area is not entitled to representation in the Commonwealth Parliament so that its representative could occupy the whole of his time hammering these questions before the Commonwealth Parliament.

The problems of the North could then be aired at first hand at the central point of the Commonwealth Government. In saying that, I am not reflecting in any way on the member in the House of Representatives who speaks for that area in the Commonwealth Parliament at the present time, because his electoral district is a vast expanse; and it is for that reason I consider the North-West is entitled to a separate and distinctive voice at Canberra.

In company with the present Minister for the North-West, I met several representatives of road boards in the northern part of the State, and I was impressed by the fact that in almost every case each representative made the same request; and it was whether the Minister could make representations to the Commonwealth Government to obtain tax relief on the first £5,000 of income. It was indeed coincidental that the representative of each road board, of his own volition, suggested the figure of £5,000.

I support the view that we should request the Commonwealth Government to give further tax relief to the residents of the North by making the first £5,000 of income, free of income tax. In putting forward that suggestion I do not wish to subtract anything from claims that are made by other persons speaking for the North, especially in regard to what can be done from the commercial angle—that is, in regard to ploughing back profits and so on. However, there is no doubt that

if the Commonwealth could see its way clear to grant tax relief on the first £5,000 of income it would be a great inducement for people to settle in the North.

A man who was capable of earning a substantial income and who would be an asset to that area by virtue of his training in a particular sphere could be approached to spend portion of his career in the North and to build up a business that he might start from scratch. An approach to such a man would be a lot easier if he were given the opportunity to earn the first £5,000 of his income free of income tax.

The Hon. H. K. Watson: And he would not mind spending some money in the area, if that were done.

The Hon. W. F. WILLESEE: That would follow because he would have some incentive to do so. Side by side with the request for further tax relief, I consider that some protest must be made by me in this Chamber about the imposition of sales tax which, in itself, is iniquitous; but infinitely more so when it is applied in the North-West area. Surely refrigerators and air-conditioning units purchased by the residents of the North should be free of sales tax. If there were to be some practical tax relief granted to the householder in the North, surely the lifting of sales tax would have first priority, and, if that were done, I do not think the Commonwealth Government would lose very much revenue as a result. There are so few families in this vast area of the North at the moment that the loss of any sales tax on items purchased by them would be practically negligible, but they would greatly appreciate the fact that their disabilities had been recognised by the abolition of sales tax north of the 26th parallel.

Further, with the recent rises in telegraph rates and charges for telephone calls—particularly trunk calls—in that area, the business people have been faced with greatly increased costs that result from the day to day conduct of their businesses.

The Hon. H. C. Strickland: They are being penalised.

The Hon. W. F. WILLESEE: As Mr. Strickland has said, they are being penalised, because a telegram of 12 words costs 3s. and a business telegram generally contains more than 12 words, and, therefore, such a medium of communication becomes too expensive if it is used day after day. Also, the further north of the 26th parallel one goes, the more expensive it becomes to make a trunk line call.

The Hon. H. C. Strickland: The Commonwealth Government, through the G.P.O., showed a profit of £4,000,000 last year.

The Hon. W. F. WILLESEE: From the impression I have gained of what people have said to me in this regard, they will

eventually say, "We will write a letter and send it by air mail instead of using a telegram or the telephone." Although the post offices are there and the lines are kept open, there is a falling off of traffic by telegraph and telephone because of the prohibitive charges. Instead of that, I consider the turnover of the G.P.O. would increase if reasonable telegraph and telephone charges were imposed.

I will now speak of the two deepwater ports that have had considerable publicity—the ports of Derby and Broome. Whilst it seeks an alternative site, the Government has suspended the work on the Black Rocks site for a deepwater port at Derby. In that regard more survey work will have to be done before a decision can be made on the new site. I trust, therefore, that the Government will make an early decision as to the site because a deepwater port for Derby is a must. If investigations for an alternative site can be expedited, or even if the Black Rocks site becomes the final selection, the sooner we are granted the money for the establishment of that port the better.

One of the principal objections raised by Derby residents to the Black Rocks site for the establishment of a deepwater port, is based on the fear that the jetty, being so far from the town, will result in an increase in the cost of living. It is my opinion that the people of Derby should be assured that wharfage, and freight costs and charges on any inland freight coming into the port of Derby, would be absorbed by the Government when a new jetty is established. Should that suggestion be acted upon, and such an assurance given to the people of Derby, they would not care very much whether Black Rocks, or some other spot was the site for the deep-water port.

They are concerned about the rise in the prices of the necessities that they purchase for domestic use, should Black Rocks be selected as the site for the deep-water port. A very different position obtains in regard to the deepwater port at Broome. The trouble of selecting a suitable site does not exist there. When the report is completed—and it must be close to being submitted—I think an alternative site will be suggested.

In my opinion, if point "A" is selected it will be close to the existing jetty, but it will mean the erection of a long jetty to the deepwater wharfage. On the other hand, if point "B", which is some three or four miles from the present jetty, is decided upon, the jetty will not be long, but it will, so far as shallow areas are concerned, present problems. The shallow areas will have to be lighted to provide sufficient warning for the accommodation of shipping. As the existing Broome jetty is almost at the end of its life, to build a new jetty or to rehabilitate the existing

one to put it into a satisfactory state of repair, would involve the expenditure of approximately £750,000.

It seems to me quite logical that the Government, once having decided upon the most suitable site, could expend this money on the capital cost of a new jetty. It may be necessary to use loan funds to provide some of the capital cost. However, the Government would not be faced with anywhere near the number of problems that are associated with the establishment of a deepwater port at Derby.

The Hon. H. C. Strickland: The Labour Government would have done that.

The Hon. W. F. WILLESEE: Had the Labour Government been returned to office I understand that it would have done that. It seems that progress in the North-West is now developing into two schools of thought. There is the visionary type which deals with the future, and which might be termed altruistic; then there is the practical form of development, which is more on the lines of what can be done for the people already in that area, who are living, working, raising families, and preparing to live there with the hope of better days to come.

I submit that both forms of development should take place; and they must take place together. I am left with this thought: If we spend the first £5,000,000 we will have two additional jetties, one in one port and one in another; we will have the Bandicoot Bar dam; we will have the Napier Broome district provided with a harbour; but we will not have an extra bale of wool produced, not an extra bullock for sale, not an extra grain of rice grown, nor can I see one additional family settled there.

If we can look further to the point of time when the Ord River dam is built, there still will not be one more family placed in that area. We can only imagine when that point of time will be reached. We could then say to a prospective settler, "Would you like to go to the North-West and settle on the Ord River dam area? Before you go we had better tell you that electricity costs 1s. 9d. per unit; that you have to pay up to 5s. per 1,000 gallons of water in some places; that house rents are some £5 a week; that perishables are only available under subsidy during part of the year; that your furniture will be most costly; and that household essentials are not subject to any rebate. You will have to pay all sorts of additional expenses from the time the goods are purchased in Perth." Such settlers would laugh at us, in view of all the money that has gone into the altruistic period of development while nothing has been done to make it possible for them to live in the area.

The suggestions I have put forward are practical. They are essential if we are to progress with the development of the

North-West. We cannot look at this problem under a system of debit and credit; we cannot look at it from a system of accountancy; we have to realise it is an area which has to be carried for a long period of time.

Successive Governments must be prepared to spend, and spend freely on this development. They must be prepared to lose a lot of money in an endeavour to develop the North-West of the State. I have advocated several ways for the development to be achieved. I hope that the time for the fulfilment of many of the requests I have made is near at hand.

**THE HON. J. M. A. CUNNINGHAM** (South-East) [8.20]: I would like to preface my remarks by complimenting the two new Ministers on the taking up of their portfolios. I trust they will uphold the dignity of their office, and will prove to be as useful to this State as were their predecessors.

To the new member of this House I offer my congratulations. I take it for a fact that he has earned, and will honour, the confidence of the electors of his province who have placed him in this Chamber. He has taken over from a man who was very well liked by most members here. I am sure that the hon. member will find in this House the same friendliness as each one of us found when he was elected. Irrespective of party, if one needs advice and help it is freely and willingly given by the older members.

I shall not take members on a reso tour of the State, as one of my colleagues mentioned tonight, but there are one or two points on which I wish to comment. I sincerely hope the Ministers will take notice of what I say, because I shall approach them later on in greater detail on these matters.

First and foremost is the question of a restriction which is at present imposed on the export of native craft from this State. It is really a matter which comes under the Commonwealth Government's jurisdiction. I seek the support of the Government and of members here to try and ease the export restriction. The best way I can illustrate how the restriction works is to give a practical example.

About four years ago a young man of considerable enterprise started a unique business in aboriginal crafts. He dealt in genuine native articles and weapons, hand-made by aborigines according to their tribal customs and using tribal models and designs. In these four years he built up a very excellent business, primarily because he dealt only with genuine articles. His honesty is unquestioned.

Some of the orders he receives today are from overseas. One is for the supply of 400 hand-made boomerangs per month. That would mean on the average an income

of 10s. per article to the natives. Another order is for 250 boomerangs from England. This young man believes he can meet the orders.

This is quite a considerable business, and how far-reaching it is to the benefit of our native people has to be seen to be believed. In this State we have the peculiar position of the native people being capable of producing a unique form of art. It is not known anywhere else in the world. These articles are in very great demand, in particular overseas.

Some 12 months ago an American traveller passing through the city went to the shop and saw the articles displayed. He represented a museum in New York. He selected a number of articles, the cost of which amounted to £170 odd. This is the significant part of the incident: Every one of those articles had been submitted to the museum authorities here, to ascertain whether they were interested in purchasing the articles. The young man was told there were no funds available.

The sale of the articles amounting to £170 was completed, the cash was paid, and the young man was given the address of the firm to which they were to be sent. Then came the shock. He found he could not get an export license. When he approached the Department of Trade and Commerce he was told that the museum authorities in this country had placed a ban on the export of those articles. He is now in the position of having sold a quantity of articles, and the authorities saying he cannot send them abroad. He has used the purchase money to buy more articles and stock, in anticipation of further orders.

In order to obtain sanction for the export of the articles he has to send them, at his expense there and back, to South Australia or Canberra so that they can be approved by the Curator of Anthropology. If the Curator gives approval, he can be given an export license.

Carried to the extreme, such restrictions will tend to retard the development of the tourist trade—a trade which the Premier has encouraged. Under this restriction anyone purchasing a genuinely made article from this enterprise has to go through a great deal of rigmarole before it can be sent away. If a person purchased one of these articles and took it on to the wharf, he would be told by the customs officer that the article could not be taken away.

This restriction is most unjust and vicious. The young man I refer to built up his business on integrity. He is now forced to revoke the sale with the overseas firm which wants to do business with him. No business can be done in this manner.

If this industry can be built up, it will be one of the first fields of endeavour to preserve the arts, handicrafts and ancient customs of our native people. There was a cheque for £150 sent to a mission in my

province for native goods supplied in one month. There is no suggestion that the native people are exploited. They receive a very fair price for the articles they produce. The mission, in this instance, buys the articles from the natives for cash, and they are then sent to the dealer in the city. He in turn pays for them and sells them at a profit. So the business goes on. The mission takes no profit from the deal.

That is one side of the picture. The development of this industry can be a source of genuine employment for the native people. It must be remembered that Western Australia has some five-sixths of all the genuine native people in the Commonwealth. There are no real tribal natives left in the other States.

Queensland boosts its tourist attractions with slogans like "The Sunshine State," and "The Sea and Sand State." Each State has its own catch cry. The one, which can be used in the publicity for attracting tourists to this State, can be based on original aboriginal art. That would appeal to people. In turn, the demand for native handicrafts would create employment for the native people and earn dollars. At present the industry is being restricted by an iniquitous act, of long standing, on the part of the Commonwealth Government, which literally strangles the export of articles produced by what could be a useful and increasing industry.

I intend to bring this matter, in more detail, before the Premier. I have made one approach to him, but unfortunately he has no actual say on the matter. I hope that with his blessing and support I can go further in my attempt to remove this restriction which has so detrimental an effect on the tourist industry of this State.

The Hon. L. A. Logan: Have you been in contact with your Federal members of Parliament?

The Hon. J. M. A. CUNNINGHAM: I have only got to the stage of writing to several of the local people concerned. I have written to the Museum, the Curator of which is absent at the moment. I have received a reply from the Premier, but I have not been able to go further. I have so far approached one Federal member asking for his support when we take the matter further.

The Hon. L. A. Logan: You can short circuit it that way.

The Hon. J. M. A. CUNNINGHAM: I wish I could short circuit it, because, apart from the long range view, we have the case of a young man—he is of native blood and should be encouraged—whose business is being literally strangled by the Government; and he should be able to expect to look to the Government for encouragement and support.

I now come to a different subject, namely the implementation of the 40-hour week in the Police Force. It appears that, as was predicted, this has caused some severe hardship to a great number of police officers. Most of them have suffered a reduction of £5 per pay in their income. This will be followed, at the end of August, by a further reduction of £5. This is a lot of money in a working man's pay envelope.

The Hon. A. R. Jones: Out of it.

The Hon. J. M. A. CUNNINGHAM: Yes. I stand corrected. This must have a deleterious effect on the force. I know of many members who have already left because of the drop in their pay. The force has not received the intake that it expected; and where there has been an intake, the increase in strength has still meant that many towns, for a great portion of the twenty-four hours of the day, are left unprotected. I cannot see how this state of affairs can do other than have the effect of bringing about an increase in petty crime—and, probably, major crime—in some towns.

In Boulder we had an increase of one constable, but instead of his taking the place of the officers who were working overtime, he was instructed to take over the management of the Police Boys' Club, which is literally a full time job. This means that the constables who were there previously are still manning the station and protecting the town; but they are on a reduced income, with very little reduced time off duty.

I understand—I do not know whether it is correct—that such things as escort duty are to be considered as coming within the category of light duty, whereas in the past they were considered to be duties carrying considerable responsibility, and, indeed involving danger. All these things tend to reduce the income of constables to the point where they will soon be working for labourer's wages. The Police Force was the only field of employment during the war that carried no loading; and it is the one job where, for ordinary wages, a man is expected not to walk away from a fight, or talk his way out of a fight, but, as part of his ordinary duty, to face up to thugs, armed or otherwise. No danger money is paid to a policeman. If he has to go out in a hail storm or a rain storm in the course of his duty, he receives no wet pay.

Members have seen constables experience, in the ordinary course of their duty, the danger of being lowered down a subsiding mine shaft, or collapsing open cut, to rescue a child or aged person who had fallen down. Are they scared? of course they are. They are intelligent, and any intelligent person would be scared. They would be fools if they were not. But, before they go down a subsiding shaft, they are not expected to show that they are scared;

or even expected to think of their wives and children. They receive no extra pay for these duties. In fact they are today receiving less than they did a while ago, and they are to receive still less.

It is time that a policeman's standing in the community was reviewed. The day has long gone by when the best qualifications for a policeman were excessive avoirdupois, big feet and an imposing appearance. Today policeman are trained men; they are experts; they are professionals; and they have to undergo a considerable number of examinations and tests to attain their proficiency. But still they receive for their work—and it is dangerous work—one of the lowest remunerations that we pay.

Another angle of their work is the matter of transport. If a small increase in the number of the officers in a district is considered all that is necessary to protect the public, I submit that it is time we reviewed the matter of transport for the police service. In most countries of the world good, up-to-date transport is provided. It is a feature of law enforcement. Generally a standard type of car, painted a standard colour, is provided so that it can be recognised from any distance; and it is available at all times.

I have brought before the notice of the Minister—again in my own district as it is literally a pocket borough—that a constable can be called out at any hour of the day or night to go to Kalgoorlie, Boulder or to Lakeside—a matter of four or four and a half miles—and unless he is lucky he has to take a bicycle because that is the only transport available. The answer I got from the Minister was that the sergeant has a mileage allowance for his car. We know of instances when the constable has gone to the sergeant at 3 o'clock in the morning to ask for a loan of the car, and we know the sergeant's reaction. Vehicles should be made available—on the basis of the strength of the stations—so that some suitable conveyance is available for the constable on duty.

Can members imagine the job with which a constable is faced if he receives a phone call to say there is a drunk, or a troublesome native, three or four miles down the street? I am not speaking of the city, where the problems of the Police Force would be different. The constable, having received the phone call, has to take the old iron-framed bicycle with which the police are supplied. He rides to the scene of trouble, and then he has to try to wheel the bicycle with one hand and manhandle the customer with the other. Admittedly there is some humour in that, but not to the constable, who has to bring back a squabbling, fighting drunk.

The Hon. G. Bennetts: They want a truck such as is provided at Merredin.

The PRESIDENT: Order!

The Hon. J. M. A. CUNNINGHAM: Not only is the present set up in this regard, rather foolish in our "most up-to-date Police Force," but I also mention—I brought this before the Minister in this House—the circumstances under which the bicycles are maintained. In Kalgoorlie we have three of the actual factories where bicycles, from the component parts to the finished article, are made.

Each station in Kalgoorlie and Boulder has two or three bicycles. If the machines require to be repaired—even if only minor repairs are needed—they are crated and freighted to Perth, where they are repaired, and are then packed and freighted back to Kalgoorlie, thus by-passing all the facilities in the town where the bicycles were manufactured.

This reflects on the efficiency of the Police Force; and this feature of its administration is, I say, no credit to the State. What I am saying does not reflect on the efficiency of the officers themselves, but rather on the methods of the present administration. If this sort of thing can still go on, I believe the administration of the force is due for an overhaul.

Members may have noticed—or they may have not—a growing awareness in the Eastern Goldfields for the need of some new form of enterprise, industry or activity for the employment of the people. We do not suggest that the goldmining industry is on the brink of collapse. We know it is not. We know that at least the deep mines have, based on the present-day price of gold, some fifty years of life ahead of them. This is measured by the knowledge of the amount of ore they have in reserve—ore that has been diamond-drilled and assayed.

We know they have, for argument's sake, 100,000,000 tons of ore going 8 dwts. At the present price of gold, and at the present rate of treatment, those reserves represent fifty years of life for the industry. But if the price of gold were to go up—as we hope it will some day—it could mean the doubling of the life of the Goldfields because not only do they know of, say, 100,000,000 tons of 8-dwt. dirt in a specific area, but they know they have 200,000,000 tons of rock going 6 dwt. in another area; but today the 6-dwt. dirt is not payable, but with a reasonable increase in the price of gold it would become payable, and, therefore, it would cause the life of the Goldfields to be much longer.

The goldmining industry today is not prosperous, but it is in a healthy condition. There is a difference between the two, because a man can be quite healthy but not prosperous. That is the position of the goldmining industry today. The industry is ready to deal with that ore when a reasonable revision in the price of gold is

made, but as things are, the time must come when the goldmining industry will begin to go downhill.

We who have made our homes and raised our families on the Goldfields do not want to wait until the industry has gone to pieces, because we are trying to look for an alternative method of keeping the district going. In the past when we have talked of a new industry for the Goldfields, we have always been faced with one big drawback, and that is the isolation of the district. Wrapped up in that question of isolation and distance is the cost of transport, and also the cost of power and water. As a result it has not been practicable to get new industries. But with the change of thought all over the world today, that drawback becomes one of our best assets because we see today that in Canada, America and Russia, all the heavy industries are being completely uprooted—including the actual work force—and taken as far inland as possible for security reasons.

The Goldfields are ideal on this score. From our area, we have road and rail systems, providing outlets to three different oceans, the Indian, the Southern, and the Pacific. What better security could we have; and what better alternative methods could we have to dispose of the goods that could be manufactured in the interior? We want this Government, and future Governments, to keep in mind the Goldfields area as a possible future site for the establishment of industries.

A committee has been formed, and it has taken on the colossal job of compiling a brochure which can be put in the hands of prospective investors. This brochure will tell them everything about the district including the type of soil, the amount of land available, the climatic conditions, the record of employer-employee relationships, and so on. I believe that the employer-employee relationship on the Goldfields is second to none, and, to an industrialist, that is a most important item. From the brochure it will be possible to tell what work force is available, the educational facilities on the Goldfields, and everything an industrialist might like to know regarding the establishment of his industry there.

We know, for instance, that the aerodrome at Kalgoorlie has the best record in the whole of the Commonwealth for climatically-free flying conditions—I understand that is how they term it. As far as I know it has been closed down only twice because of weather conditions.

One of our prime considerations is the form of alternative employment for people in and around the Goldfields. One point that has cropped up on several occasions is the possibility of Kalgoorlie becoming

a centre of education. At present the children on the Eastern Goldfields have one of the highest standards of education available in the State from the kindergarten to the University. Admittedly they are limited as regards University subjects to a small group which they finally study at the School of Mines. The one big drawback there is that the hostel accommodation available is not sufficient. If that accommodation was available it would relieve the metropolitan area of many of its problems in accommodating country school children. If we could accommodate students from Esperance, Norseman, Leonora, along the Trans.-line, and even as far west as Southern Cross, Perth would find itself in a different position regarding education, and many of the Government's problems in trying to find accommodation for country students would be overcome.

We have the schools and the teachers, and an ideal climate; but there is not sufficient hostel accommodation. Recently a large sum of money was made available for spending on the Eastern Goldfields High School. Unfortunately, even when this money has been spent the school will be only a stop-gap. We have to send our children to different annexes, some three miles apart, in order to undertake certain work. They travel by bus or bicycle and it is quite common to see whole groups of school children cycling gaily through the town while travelling from one annexe to another. There are three separate annexes, and it is a matter of cycling three miles to each one.

I would like to mention one venture on the Goldfields which has proved successful. Most members will know that the pastoral industry has been in existence in Kalgoorlie for years. In saying that, I mean a man might have built a homestead and put down two or three dams, and he might have some sheep—usually no one knows how many—and a few cattle. The industry was not of much importance, but some two or three years ago a man came to Kalgoorlie, bought a run-down property, built an elaborate homestead and with a bulldozer excavated some 30 dams. Last year that man took off the property more bales of wool than came from the whole of the Esperance district for the same period—I cannot remember the exact number of bales.

The Hon. G. Bennetts: He shored 27,000 sheep.

The Hon. J. M. A. CUNNINGHAM: I know that an incredible amount of wool was grown in the district with an 8-inch rainfall. In the vicinity of the homestead he has storage for 18,000,000 gallons of water in three dams.

The Hon. E. M. Heenan: Where is this?

The Hon. J. M. A. CUNNINGHAM: At Mt. Monger. It indicates that even with a rainfall of only eight inches, and without having to create pastures, pastoralists can run sheep in this district. The sheep live on the bush and in no way denude the country of its natural grasses. Since this man took over the property it has improved immensely.

I do not intend to speak at great length, but there are one or two small points I would like to mention, and one concerns educational facilities on the Trans.-line. Members may know that at present the Commonwealth Railways supply the buildings and the State Government supplies the teachers. On the outside the school buildings are spic and span—well painted and quite neat. That is the responsibility of the Commonwealth Government, but the State Government is responsible for everything inside the doors. As soon as one walks inside one sees that the buildings are drab, dusty, dirty and unpainted. Yet it is the interior which has the greater effect upon the children. If members were to see these buildings, both inside and out, they would see what I mean. I hope the Minister will take this message to the Minister for Education to see whether something can be done to brighten up those schools.

The Hon. G. Bennetts: They are the worst schools that can be seen anywhere.

The Hon. J. M. A. CUNNINGHAM: That is without argument. It is fantastic to see a brightly painted school on the outside, and yet find that inside it is no better than a native hovel.

There is one last point and this concerns taxation. I would recommend to the Government for its serious consideration the removal of entertainments tax on the proceeds of all church functions. I do not press any claim in regard to all entertainments tax, but I think the present system is a carry-over from the war years. The position is stupid. A church running a ball, a concert or a fund-raising function of some sort is faced with heavy taxation if the proceeds are less than double the cost. In other words, if a huge profit is made out of the function, the organisation is not taxed. But if the function is a losing proposition the Government adds to the burden and imposes entertainments tax. I ask the Minister to bring the matter to the notice of Cabinet and suggest that the Government give consideration to the removal of entertainments tax on all church fund-raising functions. I support the motion.

On motion by the Hon. R. C. Mattiske, debate adjourned.

House adjourned at 8.55 p.m.

# Legislative Assembly

Tuesday, the 28th July, 1959

## CONTENTS

	Page
<b>CONDUCT OF THE HOUSE :</b>	
Speaker's objection to external criticism	485
Return of <i>Hansard</i> duplicates	485
<b>QUESTIONS ON NOTICE :</b>	
Electoral Districts Act, amendment	486
Perth Girls' High School, completion of tennis courts	486
Agricultural high schools :	
Establishment at Wyalkatchem and Cunderdin	486
Disposal of Wyalkatchem land	486
Reliance Manufacturing Company, discussion with Minister, etc.	487
Rottneet Island, water supply from mainland	487
Crosswalks, counts at Midland Junction	487
"The Knoll," dedication as a public reserve	487
Milk, under-standard supplies	488
Goldmining industry, Commonwealth assistance	488
Removal of school quarters, estimate and tenders	488
Envelopes for Government, contract for supply	489
Government employees, retrenchments and preference to ex-servicemen	489
Turkey Point, inspection of "The Cut"	489

## QUESTIONS WITHOUT NOTICE :

Day-labour organisation disbandment, protest meetings	489
Pemberton Mill—	
Disposal	489
Government's policy	490, 492
Private business concerns, Government assistance	490
Carriage of goods—	
Searching of cars with "MY" registration plates	491
Magistrate's former occupation	491
Examination papers, tenders for printing	491
Royal Perth Hospital, vermin infestation	491
Dangerous crosswalks, police supervision for schoolchildren	492
Unemployed migrants, absorption in Commonwealth works	492
Need for brevity	493

## BILL :

Royal Commissioners' Powers Act Amendment—	
2r.	493
Com., report	540
3r.	540

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